



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-119651 DZM
PC # 14-238261
811 Stark Mixed Use
REVIEW BY: Design Commission
WHEN: April 23, 2015, 1:30 pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Jeff Mitchem 503-823-7011
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GENERAL INFORMATION

Applicant/Contact: Judson Moore | Works Partnership Architecture
524 E Burnside Street Suite 320 | Portland OR 97214

Owner: Michael T Quinn
PO Box 5908 | Portland, OR 97228-5908

Site Address: 811 SE STARK ST

Legal Description: BLOCK 182 ELY OF SANDY BLVD-S 5' OF LOT 3 ELY OF SANDY BLVD LOT 4 LOT 5, EAST PORTLAND

Tax Account No.: R226511590
State ID No.: 1N1E35CC 10800
Quarter Section: 3031

Neighborhood: Buckman, contact Matthew Kirkpatrick at 503-236-6350.
Business District: Central Eastside Industrial Council, contact Peter Fry at 503-274-2744.
District Coalition: Southeast Uplift, contact Bob Kellett at 503-232-0010.

Plan District: Central City - Central Eastside

Zoning: EXd, Central Employment with a Design Overlay

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

Proposal:

Design review for a 31,500 square-foot mixed use building on an 8,963 square-foot site. The proposal includes three-stories of wood glulam post and beam construction of open floor plan office work space (approximately 24,000 square feet total) over a one-story concrete podium containing two retail spaces (approximately 2,600 square feet total), lobby, building services, parking (14 stalls) and a roof-top plaza (approximately 2,000 square feet). A small plaza including stormwater planter and short-term bike parking (approximately 1300 square feet) is proposed to be located at the intersection of SE Stark and Sandy Blvd. As proposed, the project would require the following four (4) Modifications (33.825.040):

Floor Area Ratio

- Maximum FAR allowed for the site is 6:1. The proposed building reaches approximately 4:1 per:
 - 3:1 base FAR (Map 510-2)
 - 1:1 FAR Locker Room Bonus Option (33.510.210.C.8). For each square foot of locker room, a bonus of 40 square foot of floor area is earned.

Height

- Maximum height allowed for the site is 65'. The proposed building reaches approximately 65' per:
 - 50' base height (Map 510-3)
 - 15' General Bonus Height (33.510.210.D.2.a). For achieving a bonus floor area ratio of at least 1:1, but less than 2:1, a height bonus of 15' is earned.

Modifications

- **Modification 1 – 33.266.310.C.2.b Loading Standards.** One Standard A loading space (35'Lx10'Wx13'H) is required. The project proposes one Standard B space (18'Lx9'Wx10'H).
- **Modification 2 – 33.266.130.F.1.a. Parking Area Layouts.** Requires that parking areas be designed to that a vehicle may enter or exit without having to move another vehicle. The project proposes that the loading space block access to stacked parking.
- **Modification 3 – 33.166.140.F Stacked Parking.** Requires that an attendant be present. The project proposes that no attendant be present and that a queuing stall be provided instead.

Design Review is required because the project proposes new construction in a design overlay zone.

Approval Criteria:

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

- 33.825 Design Review
- Modification Criteria (33.825.040)
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: 811 Stark is located at the intersection SE Stark St and SE Sandy Blvd. At the urban scale of street grid and City block, the site and immediate vicinity derive their character from SE Sandy Blvd as it diagonally bisects the Portland street grid on a NE to SW axis, creating a series of sheared property edges and street intersections as it traverses the historical trajectory of the Sandy River Wagon Road Trail. The site's topography places the project on the higher end of a transitional slope that drops significantly at the intersection of SE Stark St and Sandy Blvd as the

boulevard runs toward the River. The site is within the north east quadrant of the Central Eastside Industrial District and connects to the heart of Industrial Sanctuary via SE Stark St.

While the Industrial Sanctuary defines the district character with primarily industrial uses housed in c1920s warehouses, the surrounding area is comprised of a mix of uses including retail, office, and light industry. Local restaurants, bars and a variety of retail activate the area through an extended range time. The adjacent area is also populated by a variety of building types from older one and two story concrete commercial warehouses to masonry apartments. Zoning code changes over the last decade have offered expanded opportunities for the upgrade and adaptation of these older warehouses for new creative industrial office uses which have helped to sustain employment levels in the district. The most significant infill development is the “Goat Blocks” (approximately 110,000 square feet of retail, 247 apartments and 339 parking stalls), presently under construction approximately 5 blocks south of the project site.

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

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

Land Use History: City records indicate there are no prior land use reviews for this site.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **March 26, 2015**. The following Bureaus have responded with no issue or concerns:

- Water Bureau
- Fire Bureau
- Site Development Section of BDS

The Bureau of Environmental Services responded with the following comment: Please submit a Presumptive Approach Stormwater Report. Please see Exhibit E-1 for additional details.

The Bureau of Transportation Engineering responded with the following comment: The garage entry gate shall remain open during all business hours. Please see Exhibit E-2 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **March 26, 2015**.

No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

33.825.055 Design Review Approval Criteria

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

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

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

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

The Central Eastside is a unique neighborhood within Portland's Central City. The property and business owners are proud of the district's heritage and service to the community and region. Light industry, distribution/warehousing, and transportation are important components of the district's personality. To the general public, retail stores and commercial businesses provide the central focus within the district.

The underlying urban design objective for the Central Eastside is to capitalize on and emphasize its unique assets in a manner that is respectful, supportive, creative and compatible with each area as a whole. Part of the charm and character of the Central Eastside District, which should be celebrated, is its eclectic mixture of building types

and uses. An additional strength, which should be built on, is the pattern of pedestrian friendly retail uses on Grand Avenue, East Burnside and Morrison Streets, as well as emergent segments of SE Sandy Blvd and Stark St.

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

Central Eastside Design Goals

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

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

Central City Plan Design Goals

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

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

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

PORTLAND PERSONALITY

A1. Integrate the River. Orient architectural and landscape elements including lobbies, entries, balconies, terraces and outdoor areas to the Willamette River and Greenway.

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

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

Findings for A1, A2 and A2-1: The project site is approximately 10 blocks from the Willamette River. All of the office spaces in the project will have views south and west towards the river. Ground floor retail spaces will contribute pedestrian activity to SE Stark St (where little presently exists) with direct access to the Eastside Esplanade. Additionally, views south and westward toward the river will be available from the ground floor plaza space.

The project will emphasize Portland themes through the use of extensive wood framing elements, visually capturing the flavor of the surrounding area as well as incorporating a material pallet germane to the industrial character of the central Eastside. Central eastside themes include transportation, produce, and commerce. Though transportation is not explicitly incorporated as a development theme, short-term bike parking is provided at the perimeter of the project with direct access to SE Sandy Blvd. Commerce as a theme is incorporated through new retail spaces.

Therefore, these guidelines are met.

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

Findings: The project respects the block structures by maintaining a strong alignment to the city block pattern and street grid. The building's form and massing maintain a parallel relationship to the surrounding streets and standard Portland block. SE Sandy Blvd bisects the street grid at a diagonal along the west side of the site and provides an opportunity for an urban plaza at the southwest corner of the site. The plaza design aligns to the geometry of SE Sandy Blvd and reinforces the landscaped edge conditions of the adjacent, newly installed, street storm water planters at the intersection of SE Sandy Blvd and Oak St (one block north.)

Therefore, this guideline is met.

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

Findings: Through the use of a simple materials pallet (metal and wood), and patterns of repetition and variation through the window framing, the project exemplifies architectural unification. The building's primary cladding materials – Alpollic Metal Composite, Cedar, Box Rib Metal Panel and Exposed Concrete – are emblematic of the industrial character in the surrounding area. The aluminum windows and doors are common in the area and used throughout the project. The project's overhead coiling garage door and recessed retail entries are also found throughout the Central Eastside.

Therefore, this guideline is met.

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

A5-2 Acknowledge the Sandy River Wagon Road. Acknowledge the historical significance to of the Sandy River Wagon Rd (Sandy Blvd) From East Burnside to 7th Ave.

Findings A5 and A5-2: The project incorporates a methodology of cladding expressed as large three-dimensionally framed, floor-to-ceiling window openings. The primary role of this window system is to literally frame views of the cityscape to the south and west. This effect is enhanced by the topography of the site allowing more distanced foreshortened visual connections as the building height increases.

Additionally, the building massing in relation to SE Sandy Blvd orients an active public space directly to the street frontage that will enhance human-scaled form and multi-modality along SE Sandy Blvd. As the plaza design responds to the historical alignment of the Sandy River Wagon Road, the building massing creates a charged activity center not only supporting the retail and commercial programs on the ground level, but also reinforcing the viability of pedestrian and bike transit.

The project acknowledges the Sandy River Wagon Road by creating an urban plaza fronting SE Sandy Blvd. In so doing, the project provides an additional element to the open space linkage that punctuates the length of the bisecting boulevard.

Therefore, these guidelines are met.

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

Findings: The project will draw all existing utility services from the east side of the site and incorporate them underground.

Therefore, this guideline is met.

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

Findings: The project will incorporate works of art through the use of common spaces within the project as informal galleries, internally in the lobby and landings at upper floors, and externally as part of the plaza space.

Therefore, this guideline is met.

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

Findings: The project will feature water as part of the on-site storm water management. The water on site will be collected and managed by landscaped detention features integrated into the plaza on the west side of the site.

Therefore, this guideline is met.

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

A7-1 Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back. 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.

Findings for A7 and A7-1: The project establishes and maintains urban enclosure through the massing orientation directly to the property line fronting SE Stark St. The orientation of a landscaped plaza including vertical buffering elements is oriented to the SE Sandy Blvd frontage. Large, open, ground floor windows and entries maintain a sense of pedestrian scale and connect internal and external activities. The project reinforces a sense of urban enclosure by establishing active circulation and visual connections to retail at the ground level.

Therefore, these guidelines are met.

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

Findings: The project contributes to the streetscape by providing a buffered and accessible open area through the plaza for direct retail, bike and office entry access. Activity is reinforced through expansive ground floor glazing along the retail frontage, and through circulation generated by uses of retail and pedestrians on the ground level on both SE Stark St and Sandy Blvd.

Therefore, this guideline is met.

A9 Strengthen Gateways. Develop and/or strengthen gateway locations.

Findings: Though not designated a "Gateway" per the Central City Plan, through its massing and formal aesthetic, the building strengthens this visually prominent grade-accentuated intersection.

Therefore, this guideline is met.

PEDESTRIAN EMPHASIS

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

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

Findings for B1 and B2: With an integrated street frontage, including new sidewalks, pedestrian access at all street and curb transitions, set back entrances and extensive openings at the ground level, the project reinforces and enhances the pedestrian system and experience.

Generally, the project protects the pedestrian through the use of updated curb cuts and integrated street frontage that includes landscaping and plaza elements that buffer the pedestrian from street traffic. Large openings for retail spaces and recessed entries at the ground level provide high visibility for extended time periods thereby enhancing safety.

The project proposes a combination of stacked parking and internal queuing that will allow cars to safely navigate through the pedestrian zone (forward ingress/egress) without the need for an attendant. A queuing analysis conducted by the applicant's representative (Kittleson & Associates) indicates that the garage door (approximately 20' wide) will have operational specifications including a 7 second opening/closing rate activated at a distance of 50'. With these specifications, PBOT is supportive of the necessary Modification to allow the stacked parking without an attendant. Please refer to the discussion later in this Staff Report (Findings for Modification #3 – 33.166.140.F Stacked Parking) describing measures to enhance pedestrian safety at the garage entrance – audible and visual cues (interior garage floor tactile strips, ground plane scoring patterns, and motion-activate lighting).

Additionally, design details in the ground floor wall plane serve to mitigate what would otherwise appear to be significant frontage dedicated to parking (43%, or 68' of 157' total frontage.) Generally, the garage entrance reads as a continuation of the predominant geometric patterning and interplay that characterizes the south elevation. In addition, the entry is pushed back 2' from the back-of-sidewalk and is faceted to match adjacent retail/lobby frontages, the furnishing zone incorporates a concrete scoring differentiation, and the garage entry includes motion-activated cove lighting similar to retail and lobby entrances elsewhere on the building.

Therefore, these guidelines are met.

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

B3-1. Reduce width of Pedestrian Crossings.

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

Findings for B3 and B3-1: The new frontages developed for the project will provide continuous accessible surfaces for movement across the site, sidewalks and into the building. The new frontages developed for the project will reduce the width of pedestrian crossings to the maximum extent practical.

Therefore, these guidelines are met.

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

Findings: With recessed entries and plaza on the west side of the site, the project provides a number of places to stop and view retail spaces and surrounding sites, as well as socialize and rest at different scales. The plaza provides a dedicated

socialization amenity, including space to pause and gather, and staging of events related to building uses.

Therefore, this guideline is met.

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

Findings: With the integration of landscaping, large programmable surfaces, expansive openings and adjacent recessed building entries, the project will thrive on active circulation and visual connections to and through the plaza.

Therefore, this guideline is met.

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

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

Findings for B6 and B6-1: The project's use of framing elements as part of its glazing system will perform like environmental mediators, allowing ample access to sunlight while minimizing shadow, glare, reflections, and the effects of wind and rain. The project recesses all entrances from the right of way by approximately 6', creating transition spaces for pedestrians out of the rain.

Therefore, this guideline is met.

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

Findings: The proposed design is fully ADA accessible, including all site development, building floors and entrances at grade.

Therefore, this guideline is met.

PROJECT DESIGN

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

Findings: The project orients windows, entrances, balconies and other building elements to surrounding points of interest and activity for the majority of the project. Through the use of framing elements within the building envelope and plaza, the project will provide and enhance viewing opportunities at multiple elevations throughout the project.

Therefore, this guideline is met.

C1-1. Integrate parking.

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

Findings: While parking is not required for the project, the building incorporates on-site parking in the garage space which also incorporates a Standard B loading space. The entrance to the garage is integrated into the building elevation with a formal language of framing and highlighted with a cohesive material palette of repeated but varied applications of wood siding and three-dimensional metal panels (similar to flanking retail and lobby entrances) related to entry and framing language.

As mentioned earlier, the design details of the garage entry wall plane will serve to mitigate what would otherwise appear to be significant frontage dedicated to parking (43%, or 68' of 157' total frontage.) Generally, the garage entrance reads as a continuation of the predominant geometric patterning and interplay that characterizes the south elevation. In addition, the entry is pushed back 2' from the back-of-sidewalk and is faceted to match adjacent retail/lobby frontages, the furnishing zone incorporates a concrete scoring differentiation, and the garage entry includes motion-activated cove lighting similar to retail entrances elsewhere on the building.

Therefore, this guideline is met.

C13 Integrate Signs. 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.

C1-2. Integrate Signs.

- a. Retain and restore existing signage which reinforces the history and themes of the district, and permit new signage which reinforces the history and themes of the East Portland Grand Avenue historic district.
- b. Carefully place signs, sign supports, and sign structures to integrate with the scale, color and articulation of the building design, while honoring the dimensional provisions of the sign chapter of the zoning code.
- c. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/ architect. Submit a Master Signage Program as a part of the project's application for a design review.

Findings: The project incorporates signage as a layered part of its framing elements. Matching materials and performance on a smaller scale, the building signage will be integrated into its entries and storefronts, minimizing their presence in regard to the building and skyline. All proposed signs are less than 32 square feet and, therefore, not subject to design review.

Therefore, this guideline does not apply.

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

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

C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings for C2, C3-1 and C4: The project employs high performance and durable (commercial / industrial) materials and incorporates thorough detailing that will ensure longevity and minimize weathering over time. To respect the architectural integrity of the district, the project uses the repetition and variation of simple systems found locally in commercial industrial buildings such as exposed concrete, metal panels, heavy timber and exterior wood siding. Each material ties to a specific location and performance throughout the building.

Existing themes of commerce and industrial design are inherently tied to functionality and efficiency in the project's building systems. Building on these existing themes, the project will incorporate large street level openings supporting the retail and transportation components of the program. Metal panel frames and heavy timber structure reinforce local themes of industrial construction.

The project complements the context of the existing buildings through the use of common local building elements, such as large ground level openings, repeating metal frames at upper level glazing, and exposed heavy timber framing. Through the use of locally prevalent building materials and applications that expose their usage and performance, the building will complement the performance and material context of existing buildings.

Therefore, these guidelines are met.

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

Findings: The project incorporates spatial organizations and building systems within a constrained material pallet and simple concept language predicated on void framing, asymmetry and transparency. Through the use of repeated and varied window and entry framing elements, the building establishes a pattern of faceted apertures and recesses that define the exterior elevations. Incorporating wood siding, metal panels, clear glazing, cove lighting, and similar sign types at the ground level, the project employs subtle attributes of scale and finishes to differentiate retail windows and entrances, garage entrance, lobby entrance, and utility room entrances. Maintaining a refined material pallet and repetitive construction assemblies, the project is defined by a coherent deployment of building systems that react to programmatic and site specific requirements.

Therefore, this guideline is met.

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

Findings: The project incorporates a series of transition spaces moving from the public right of way and public spaces within the site into the building. Recessed

entries will serve to concentrate and funnel circulation and provide areas to pause before entering primary circulation routes. From the public plaza, the building incorporates landscape and programmable amenities such as seating and staging areas to support ground level retail and corresponding activities.

Therefore, this guideline is met.

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

Findings: The corners of the building utilize the large ground level window frames and incorporate operable glazing to promote transparency and connections of activity from inside to outside. The building's SW corner-oriented ground floor retail space opens directly into the corner plaza, ensuring a visible active space. The SE corner retail space opens directly to SE 9th Ave thereby wrapping the entire ground floor frontage in activity.

Therefore, this guideline is met.

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

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

Findings for C8 and C9: The sidewalk level of the building is differentiated through a number of elements including the use of landscaping, wood siding, inset entrances, and various operations of building openings. These elements work in combination to provide a multifaceted pedestrian scale experience. With the addition of the plaza, the ground level of the building extends visibility and activity to the public sidewalks, incorporating street scale circulation into building activity.

The programmed and transition spaces at the ground level are designed for flexibility with a focus on maximizing natural light, open and operable glazing, usable areas, and multiple points of entry. The project's repetition of framed glazing units and inset entrances at the ground level provide inherently flexible spaces that are integrated with ground level circulation and activity.

Therefore, these guidelines are met.

C8-1 Allow for Loading and Staging Areas on Sidewalks. 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.

Findings: The project incorporates two types of areas for loading and staging on sidewalks, one type adjacent to the entries, provides compact areas for compact loading and staging. This includes area adjacent to the main commercial entrance and parking garage which also incorporates a large curb cut for mid-block continuous surface access.

Therefore, this guideline is met.

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

Findings: All rooftop mechanical units comply with standards for setback and percentage coverage. Further, all rooftop mechanical units are concealed by well-composed screening of metal panel similar to that use elsewhere on the building. The project integrates the roof and roof top uses by providing a programmable amenity of roof deck and landscape roofing components that simultaneously provide performance and aesthetic value. With access by two stairs, the rooftop deck is a substantial square footage allowing for a variety of formal and informal uses for building tenants. The landscape components are an amenity for the roof deck and provide secondary functions as mechanical screens.

Therefore, this guideline is met.

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

Findings: The project approaches exterior lighting in two ways. First, with large allocations of glazing at the ground level retail spaces and upper floors, interior lighting will serve to highlight building elements and provide ambient lighting to the building surrounding and streetscape at night. Secondly, exterior coved lighting integrated into the building frames at the ground level will provide additional light at the building entries creating tiers of light intensities differentiating programmed spaces and common spaces.

Therefore, this guideline is met.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

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

The following modifications are requested:

1. **Section 33.266.310.C.2.b Loading Standards.** One Standard A loading space (35'Lx10'Wx13'H) is required. The project proposes one Standard B space (18'Lx9'Wx10'H).
2. **Section 33.266.130.F.1.a. Parking Area Layouts.** Requires that parking areas be designed to that a vehicle may enter or exit without having to move another vehicle. The project proposes that the loading space block access to stacked parking.
3. **33.166.140.F Stacked Parking.** Requires that an attendant be present. The project proposes that no attendant be present and that a queuing stall be provided instead.

Findings for Modification 1, 2 and 3: The applicant proposes one on-site loading space within the at-grade parking garage intended to serve truck loading demands associated with office and retail service. The entrance to the parking garage will be provided by a 20-foot wide driveway SE Stark St, approximately 100 feet east of the extended curb line on SE Sandy Blvd. The entrance will include a spiral “roll-down” security gate located approximately 14 feet from the finished curb line and inset 2 feet from the property line. Loading movements will be forward ingress and egress. A queuing stall located immediately inside the garage entrance will provide sufficient navigating space to ensure forward egress.

- A. *The resulting development will better meet the applicable design guidelines.* The proposed development better meets the applicable design guidelines by enhancing pedestrian convenience and safety through consolidating vehicle ingress/egress, parking and loading and internal garage access. Queuing Analysis conducted by the applicant indicates that the high speed of the garage door operation (approximately 7 seconds) and ample activation distance (approximately 50') will enable a tenant to open the garage door quickly without straddling the sidewalk and view pedestrians on either side of the door and proceed cautiously. The location of the loading facility within the internal drive aisle should relieve congestion off-site within the public ROW. Similar loading situations occur in comparable buildings in the Central City and are handled with attentive building management.

The project's anticipated loading demand can be met by the smaller Standard B loading space instead of a full sized Standard A space. The building will be divided into relatively small tenant occupancies ranging from 500sf to 3500sf. The nature of the occupancies is business offices and creative work space, with tenants that have small offices and operations requiring computer equipment, conference spaces, and general work space. The demand for supplies and production stock is routinely small deliveries carried out by local couriers in cars and vans, and national delivery services such as Fed-Ex or UPS with similar vehicle types.

By locating one Standard B, space in the garage, in lieu of one larger, Standard A, loading space, the proposal better meets the district design guidelines while being on balance with the requirements to provide adequate loading area for the uses in a way that does not negatively affect the traffic safety and district transportation functions. The location of the loading in the garage allows on site areas that would be needed for the larger loading space to be designed primarily

for pedestrian use and in turn better meeting the design guidelines to make Open Space Successful and Bridging Pedestrian Obstacles.

- B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The proposal is consistent with the intent of the standard. The intent of the 18'-0" setback is to allow for a car to turn off a street, cross the sidewalk, and queue in front of the garage door such that pedestrians can cross the sidewalk without having to walk around a car. In practice, the garage door operates quickly enough that upon vehicular ingress, this condition is alleviated from occurring. From a vehicular egress perspective, there is little practical difference between queuing within the building or queuing outside the building.

The purpose of the standard is described as ensuring adequate areas for loading. As stated above, very similar conditions in comparable buildings exist elsewhere in the Central City and are handled effectively with attentive building management and through careful loading scheduling. The standard also describes the need to ensure the appearance of loading areas will be consistent with that of parking areas. The parking area and loading facility are accessed via the same high-quality, fast acting overhead garage door.

The project meets the standards in 33.266.140 Stacked Parking Areas Criteria (A) and (B). The use and operation of the parking area meets all general regulations of 33.266.100 Motor Vehicle Parking and 33.266.140 Stacked Parking Areas. The project uses a combination of stacked parking and dedicated vehicle staging that will be open and accessible during business hours. The parking will be striped in conformance with the layout standards and unattended during business hours, allowing the garage to operate as an open lot eliminating the need for remote access garage door operation and potential queuing concerns with traffic waiting for garage access.

The project employs a variety of measures to enhance pedestrian safety at the garage entrance including interior concrete scoring pattern extended through sidewalk to the driveway apron, a recessed entry (approximately 2'), faceted entry portal (reflected in adjacent retail and lobby frontage), furnishing zone concrete scoring differentiation, and motion-activated cove lighting similar to retail entrances elsewhere on the building. With these design features, this project meets the access exception of 33.266.130.F.1.a.

With these design measures and the operational specifications of the garage indicated in the queuing analysis, PBOT is supportive of this Modification to allow the stacked parking with no attendant present. *Therefore, this Modification merits approval.*

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The applicant has addressed all major concerns expressed by staff and designed a building that embodies the spirit intended by the applicable design guidelines, and responds well to the natural, cultural and built context. The proposal meets, and in some cases exceeds the applicable design guidelines and Modification criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends approval of design review for a 31,500 square-foot mixed use building on an 8,963 square-foot site within the Central Eastside District including three stories of office work space (approximately 24,000 square feet total) over ground floor retail (approximately 2,600 square feet total) and ground floor parking (14 stalls), and a roof-top plaza (approximately 2,000 square feet) and a small plaza (approximately 1300 square feet) at the intersection of SE Stark and Sandy Blvd.

Approval of the following three (3) Modifications:

- **Modification 1 – 33.266.310.C.2.b Loading Standards.** One Standard A loading space (35’Lx10’Wx13’H) is required. The project proposes one Standard B space (18’Lx9’Wx10’H).
- **Modification 2 – 33.266.130.F.1.a. Parking Area Layouts.** Requires that parking areas be designed to that a vehicle may enter or exit without having to move another vehicle. The project proposes that the loading space block access to stacked parking.
- **Modification 3 – 33.166.140.F Stacked Parking.** Requires that an attendant be present. The project proposes that no attendant be present and that a queuing stall be provided instead.

Conditions of Approval:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.49. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 15-119651 DZM. No field changes allowed."

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Procedural Information. The application for this land use review was submitted on February 13, 2015, and was determined to be incomplete March 4, 2015. The applicant submitted additional information and the application was determined complete on March 13, 2015.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 13, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day

review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on July 11, 2015.**

Some of the information contained in this report was provided by the applicant.

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

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

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

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

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5000 will be charged.**

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

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

Recording the final decision.

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

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

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

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

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

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

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

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

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

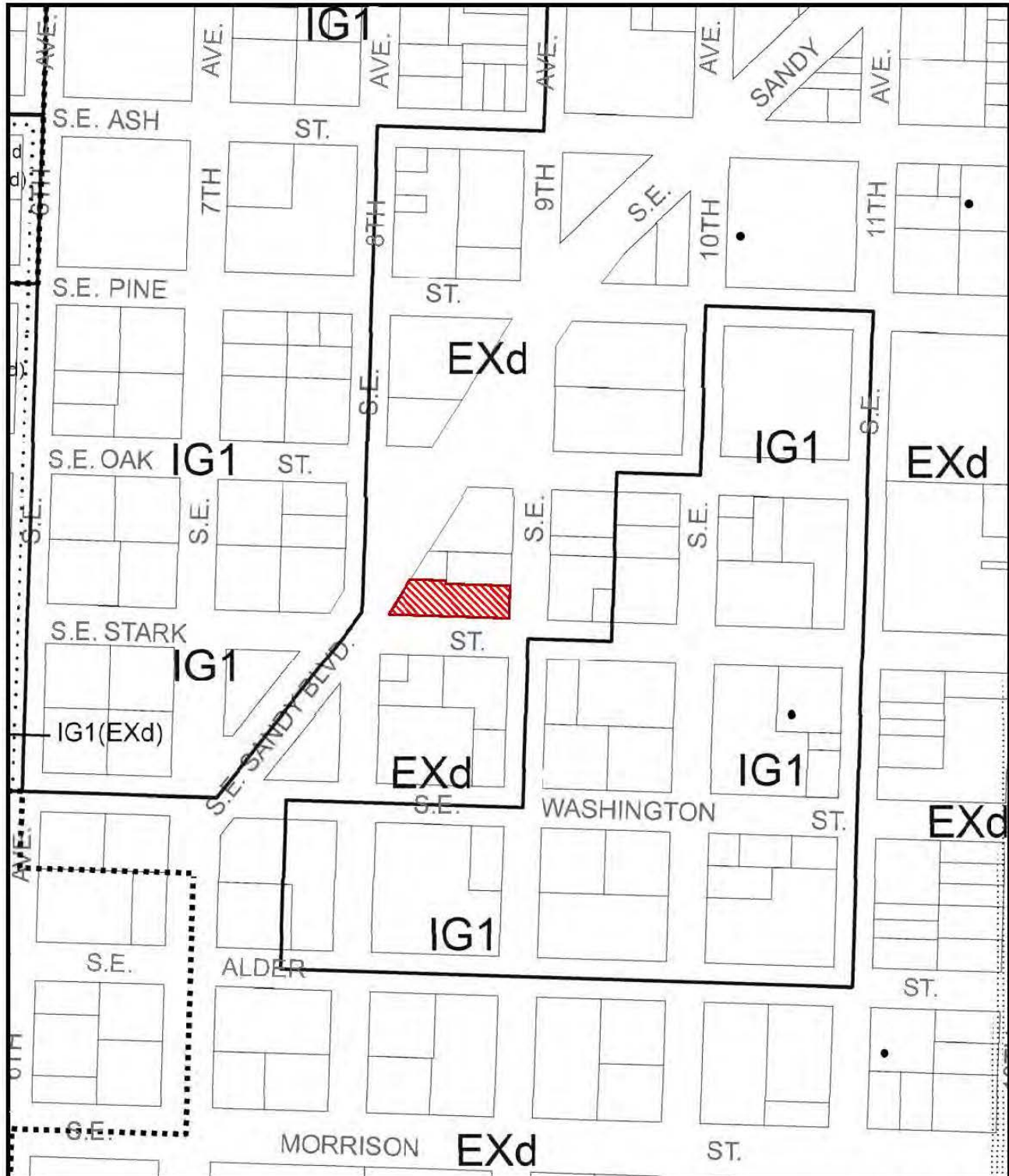
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

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

Jeff Mitchem
April 13, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. 811 SE Stark Design Review Drawing Set (Sheet 1-49)
 - 2. Sheet 16, Proposed Site Plan (attached)
 - 3. Sheet 19, Proposed Enlarged Plaza Landscape Plan (attached)
 - 4. Sheet 28, Proposed Exterior Elevations (attached)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Bureau of Parks, Forestry Division
 - 6. Site Development Review Section of BDS
- F. Letters
NONE
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter
- H. Design Commission Hearing



ZONING



Site



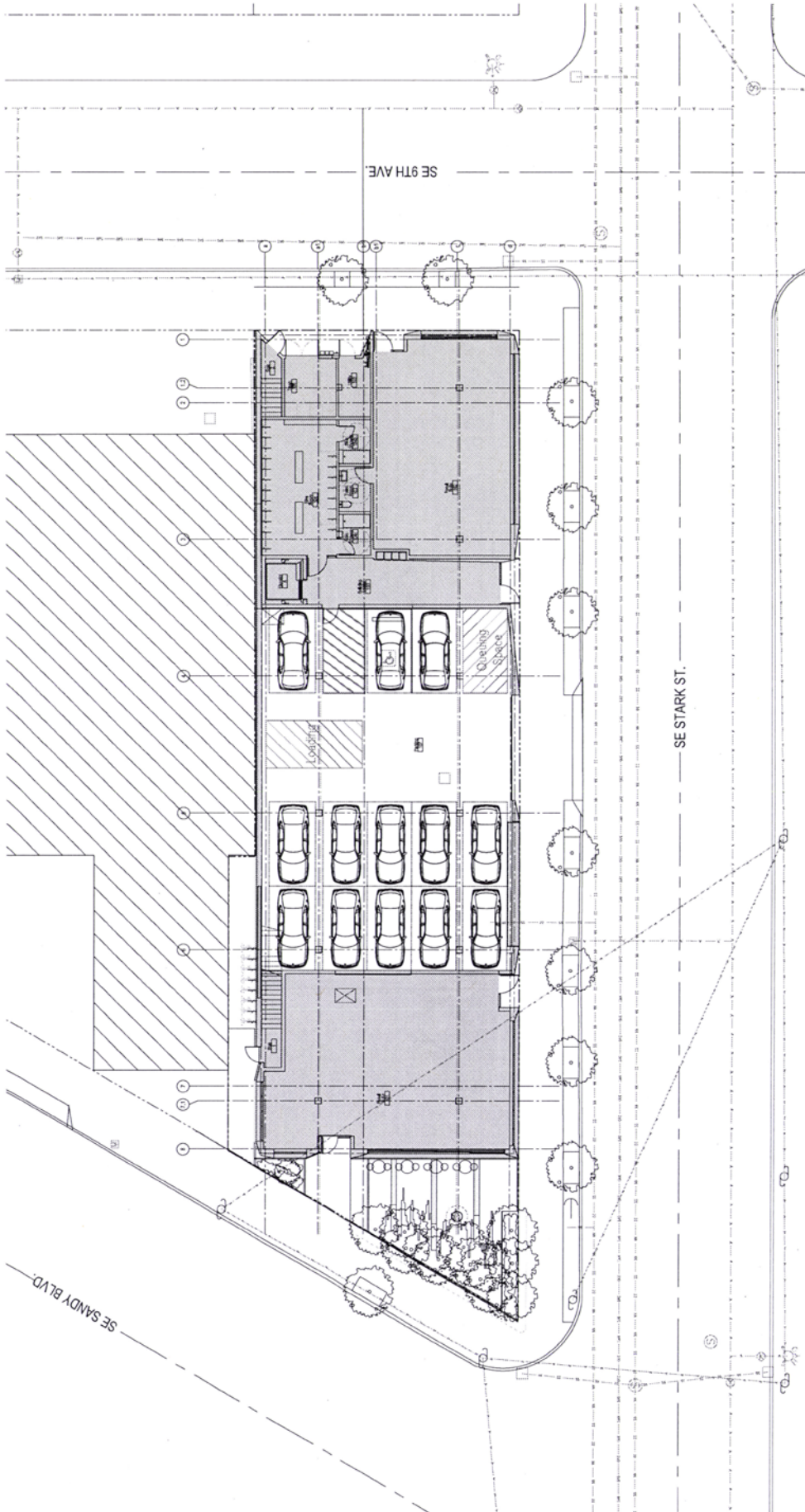
Historic Landmark



NORTH

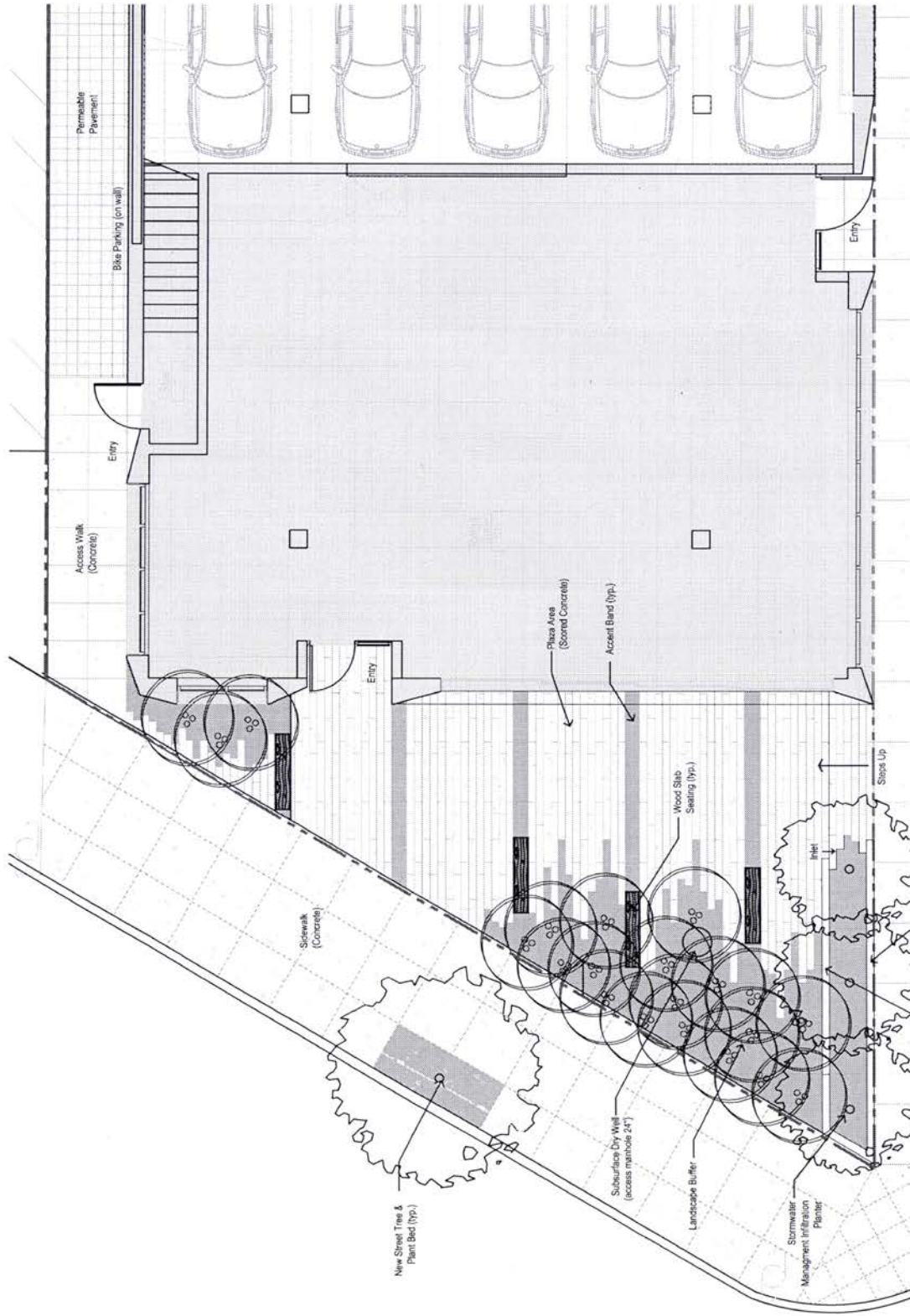
This site lies within the:
**CENTRAL CITY PLAN DISTRICT-
 CENTRAL EASTSIDE**

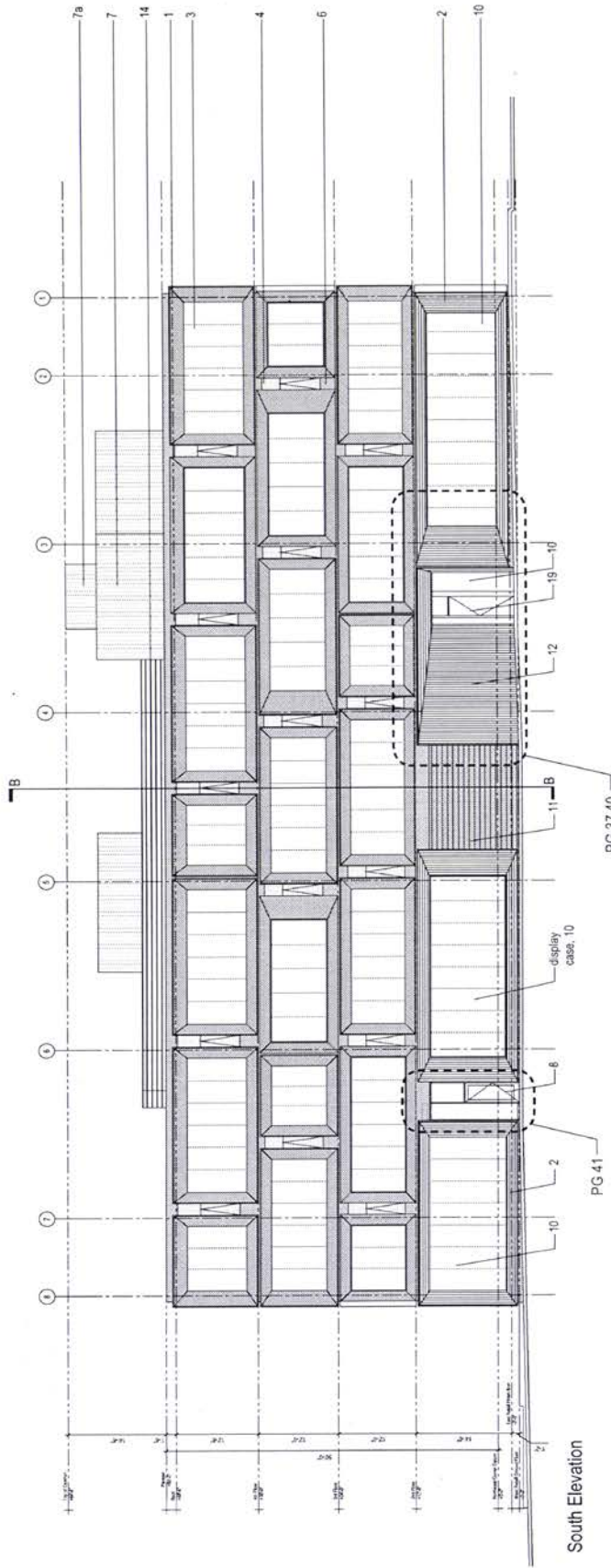
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 Exhibit B (Feb. 17, 2015)



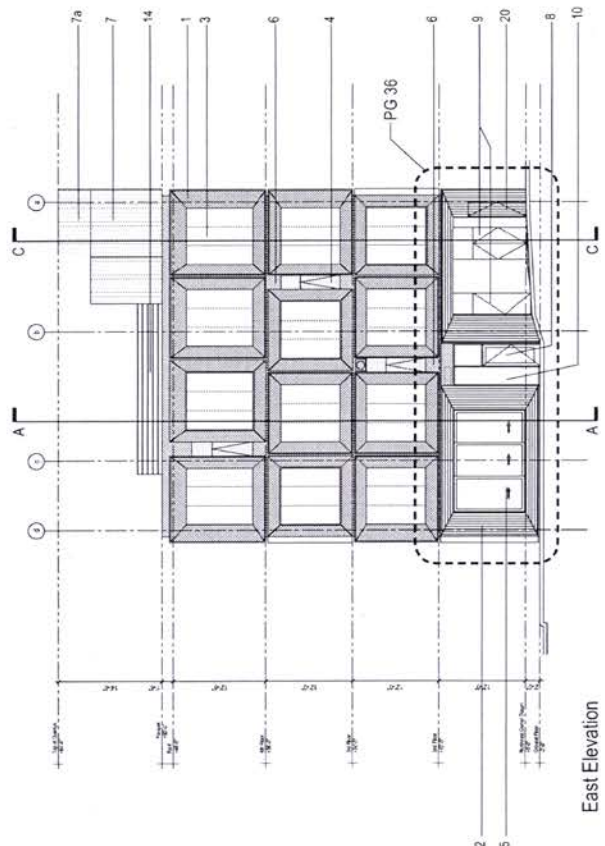
General Notes

- Lot Size: 8,964 sf
- Building GSF: 31,548 sf
- Building Height: 50'-0", 4 Stories
- Bike Parking: 20 Long Term





South Elevation



East Elevation

Material Key

- 1. Mechanically Fastened Bent 4mm Core Backed Panel, Color A
- 2. Cedar T&G Rainscreen, Warm Silver Finish
- 3. Clear Glazing Units, Vertical SSG Mullions
- 4. Operable Awning Window with Grey Glazing Units
- 5. Clear Glazing Sliding Wood Window Panel, Warm Silver Finish
- 6. Sheet Metal Flashing, Color B
- 7. Box Rib Metal Panel, Color A
- 7a. Box Rib Metal Panel, Sky Grey
- 8. Narrow Frame Aluminum Entrance Door, Glass w/ Slate Grey Frame
- 9. Flushline Aluminum Entrance Door (Solid), Slate Grey
- 10. Aluminum Storefront System with Structural Silicone Joints
- 11. Ceiling Overhead Door, Perforated Slats, Slate Grey
- 12. Cedar T&G Rainscreen (Lobby), Natural Finish
- 13. Stormwater Planter, Clear Coat Color A
- 14. Wooden Roof Deck, Natural IPE
- 15. Guardrail, Color A
- 16. Exterior Cove Lighting
- 17. Call Box
- 18. Post offset individual building address signage, Cotton White
- 19. Glass Entrance Door
- 20. Wood Clad Hollow Metal Door, Warm Silver Finish