



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

Dan Saltzman, Commissioner  
Paul L. Scarlett, Director  
Phone: (503) 823-7300  
Fax: (503) 823-5630  
TTY: (503) 823-6868  
[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

## MEMORANDUM

**Date:** September 3, 2015  
**To:** Portland Design Commission  
**From:** Jeff Mitchem, Development Review  
503.823.7011  
**Re:** 15-187771 DA – 1111 SE Sandy Blvd – The Burnside Delta  
Design Advice Request Commission Memo – September 10, 2015 Hearing

### Overview

Attached, please find a drawing set and a CCFDG/Central Eastside Cheat Sheet for the Design Advice Request for a for a new 5 over 1 building with ground-level retail and 84 residential units. The ground level will include 126 bicycle parking spaces and 22 vehicle parking spaces. Modifications to ground floor windows, loading space location and long-term bike parking space dimension may be required. The key components of the project are:

- *Retail.* A total of approximately 2,000 square feet of retail oriented to the northeast and northwest corners,
- *Auto Parking.* 187 partially underground parking spaces,
- *Bike Parking.* 126 residential long-term bike parking spaces (level 01, levels 02-07). The project is eligible to pay into the short-term bike parking fund.
- *Loading.* One (1) Std B loading stall – Modification required for blocking parking stall access.
- *Materials* include cast-in-place concrete on the ground floor and metal panel on upper floors. Metal canopies, aluminum storefront, VPI vinyl windows, glass railings.
- *Upper Floors.* 6 levels of apartments – 16 studios, 54 1 bdrs, 14 2 bdrs.
- *Amenity Deck.* Level 7 exterior common area with adjacent “club room.”

### Context

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 12<sup>th</sup> Ave 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.

### Modifications/Adjustments/Design Exceptions

- MOD 1*     **Ground Floor Windows** (33.140.230) on all street frontages due to grade challenges. Required: 50% wall length, 25% wall area. Proposed: Estimated to be approximately 25% length and 15% wall area on E Burnside and SE 11<sup>th</sup> Ave frontages.
- MOD 2*     **Transit Street Main Entrance** (33.140.242) requiring that main entrances be facing or within 45 degrees of E Burnside St (transit street). The project proposes the retail tenant entrance at E Burnside and SE 11<sup>th</sup> Ave be perpendicular to E Burnside St.
- MOD 3*     **Parking Area Layouts** (33.266.130.F.). Access to parking spaces. a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle. The project proposes to locate on-site loading adjacent to mechanical parking temporarily blocking parking stalls.
- MOD 4*     **Long-term Bicycle Parking Dimension** (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. The project proposes the bikes racks be stacked and staggered at 18" on center.
- MOD 5*     **Bicycle Parking Standards** (33.266.220) required vertical bike racks be 24" on center. The project proposes 18" on center.
- Design Exception*     **Garage Door Setback** to reduce garage door setback from 20' to 2'.

### Design Advice Topics

Below, staff has identified topics for inclusion in the DAR discussion. Please refer to the attached CCFDG/Central Eastside Cheat Sheet for a summary of cited guidelines.

1. **Gateway.** This site is noted as a "gateway" in the Central Eastside Design Guideline A9-1. In addition to the site being at the entrance into the Central City (at the easternmost boundary of the plan district), its location is also important given its frontage along the Sandy River Wagon Road (Sandy Blvd). Central Eastside Design Guideline A5-2 also notes the importance of this section of Sandy Blvd. Therefore, the development will need to acknowledge and somehow express the gateway designation and the history of the Sandy River Wagon Road. The Applicant was advised to contact the Regional Arts and Culture Council now for guidance.
2. **Burnside Arcade.** This site is also at the far eastern edge of the Burnside Arcade area. This means that this building could project out into the sidewalk right-of-way along Burnside with an arcade. As proposed, the building does not include an arcade. Since this is an encroachment, PBOT must also approve any arcade and administer lease costs with payments going to PBOT.
3. **Building Height.** Maximum building height is 50 feet with options for height bonuses up to 45 feet depending on the amount of earned FAR. The Applicant was advised to depict the base point used for this measurement on the Type III review drawings. Floor Area Ratio at this location is 3:1 with potential for a 3:1 bonus. Therefore, the total FAR for the site could reach 6:1 with bonuses. The Applicant was advised to clearly explain how they would gain the height and FAR bonuses in your Type III review application materials.
4. **Material Quality.** All metal buildings are becoming a concern for the Commission due to oil-canning and other detailing failures. The proposed metal skin must be of the highest quality, have no exposed fasteners, and be thick enough and/or corrugated (box ribbed, chevron, etc) to stop any potential oil-canning.

5. **Vents** must be well integrated into the exterior skin. The Applicant was advised to have the system worked out early in Design Review.
6. **Rooftop equipment** should be corralled into organized areas and screened behind an enclosure that is part of the overall building design. The Applicant was advised to consider possible RF antenna locations on top of the building at this time if there is any thought of leasing the roof area to a wireless company.
7. **Canopies** are desired on all sides of new buildings, not only at entries. The Applicant was advised to look at putting more canopies along the ground level. Pedestrian weather protection is very important to the Design Commission on all new buildings.
8. **Ground Floor Windows** along all three street frontages are required per 33.140.230. The Applicant was advised that if they chose not to meet the standard along any of these streets, they will need a Modification thru Design Review and the Design Commission will ask for some sort of mitigation such as art or other decorative features, and may even require windows in what are now shown as solid walls.
9. **Ground Floor Residential.** There are one or two ground floor units front E Burnside that should probably be changed to retail space. Since the site slopes steeply up to 12<sup>th</sup> Avenue, these units will have their floor level close to the heads of people walking along the sidewalk. This is an awkward arrangement and changing these spaces to retail would resolve potential privacy issues in these units.
10. **Utility transformers** should be located underground either in the basement of the building, within the parking drive aisle, or within the adjacent right-of-way. The Applicant was advised to consult with PBOT if within the right-of-way. This must be resolved before the end of the Design Review process.
11. **The garage door** should be located near the building façade. PBOT requests that parking and loading doors be recessed 20 feet min. from the back of sidewalk. That said, through the design review process, applicants have been consistently asked for these doors to be placed at the property line or no more than a few feet from the face of the building, and have had success obtaining a Design Exception for this. The Applicant was advised to investigate associated door sensor mechanisms/strategies and work with PBOT regarding this. Approval for a PBOT Design Exception must occur prior to the completion of any associated land use or building permit review.
12. **Loading Stall.** The loading location in the drive aisle will require a Modification thru Design Review. This is typically supported by staff and the Commission.
13. **Bike wall rack** spaces less than 2 feet apart and/or vertically staggered less than 6" will require a Modification thru Design Review. This is typically supported by staff and the Commission. Bike racks inside units must be in their own dedicated space and meet the zoning code dimensional requirements.

The review standards and criteria are the Central City Plan District (Chapter 33.510) and Central City Fundamental Design Guidelines and Central Eastside Design Guidelines (tabular summaries of which are attached to this memo). Please contact me with any questions or concerns – 503.823.7011 | [jeffrey.mitchem@portlandoregon.gov](mailto:jeffrey.mitchem@portlandoregon.gov)