



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

Amanda Fritz, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON April 23, 2015

CASE FILE NUMBER: LU 15-119651 DZM
PC # 14-238261
811 Stark Mixed Use

BUREAU OF DEVELOPMENT SERVICES STAFF: Jeff Mitchem 503-823-7011 /
Jeffrey.Mitchem@portlandoregon.gov

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

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.

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.

As proposed, the project would require the following three (3) Modifications (33.825.040):

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:

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|--------------------------------------|---|
| ▪ 33.825 Design Review | ▪ Central City Fundamental Design Guidelines |
| ▪ Modification Criteria (33.825.040) | ▪ Central Eastside District 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:

- Portland Bureau of Environmental Services. See Exhibit E.1.
- Portland Bureau of Transportation. See Exhibit E.2.
- Portland Water Bureau. See Exhibit E.3.
- Portland Fire Prevention Division. See Exhibit E.4.
- Life Safety Plans Examiner. See Exhibit E.5.

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: Absent a Queuing Analysis, 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**. The following people responded with issues and/or concerns:

- Christine Yun, Letter dated April 22, 2015. Concerns related to the building not fitting into neighborhood context. See Exhibit F.1.
- Susan Lindsay, April 23, 2015. Concerns related to the building not fitting into neighborhood context. See Exhibit F.2.

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.

The Design Commission determined that the display window was underutilized as an art display opportunity. *With the condition of approval that the applicant develop an art program for the garage wall display window through consultation with the Regional Arts and Culture Council 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.

The Design Commission determined that two proposed conditions would be detractions from the pedestrian character of the project's frontage: (1) the garage door perforations would allow excessive views within the garage and (2) un-obstructed views directly within the short-term bike parking area. *With the conditions of approval that the eye-level garage door perforations be reduced in transparency, and that a fence and gate be added at the entry to the exterior short-term bike parking area, 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 elements.

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: 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 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.

The Design Commission determined that the stained cedar cladding on the ground floor would likely be subject to weather-related maintenance issues. *Therefore, with the condition that this material be replaced with 16-gage lacquered steel (except surrounding the main residential entry where the material shall remain stained cedar) 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.

The Design Commission determined that the narrow greenscape projections into the courtyard would interfere with accessibility to the bench seating and are too small to ensure plant material survivability. *Therefore, with the condition of approval that the greenscape projections be no less than 30 inches square and that an accessible transition zone (of inert material) be added to provide clear access around all benches 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.

PLEASE NOTE: The Design Commission intended to add a Condition of Approval requiring that the applicant recess the wall of the entry alcove at least 6 feet from the property line. However, that condition was mistakenly omitted from the motion to approve the project. During the hearing, the applicant conveyed their intent to redesign the entry alcove accordingly.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve 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.

Approvals per Exhibits C.1-C-49, signed, stamped, and dated April 30, 2015, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (A – G) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled “ZONING COMPLIANCE PAGE- Case File LU 15-119651 DZM. All requirements

must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

- B.** No field changes allowed.
- C.** Replace the wood material at the base of the building with 16-gage lacquered steel, except surrounding the main residential entry where the material shall remain white stained cedar.
- D.** Add fence and gate at the entry to the exterior bike parking area.
- E.** Develop an art program for the garage wall display window through consultation with the Regional Arts and Culture Council.
- F.** At the eye-level of the garage door, tighten the gradation of perforation to better obscure views into garage.
- G.** Reduce the dimension of the greenscape projections within the courtyard to no less than 30 inches square, add a transition zone of inert material between pavers and greenscape, and provide accessible clear areas around all courtyard benches.

By: _____

David Wark, Design Commission Chair

Application Filed: February 13, 2015

Decision Filed: April 24, 2015

Decision Rendered: April 23, 2015

Decision Mailed: May 8, 2015

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 13, 2015, and was determined to be 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. The **120 days 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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process

must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on May 22, 2015. at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 2:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 2:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to City Council on that issue. Also, if you do not raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. 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. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

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.

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:

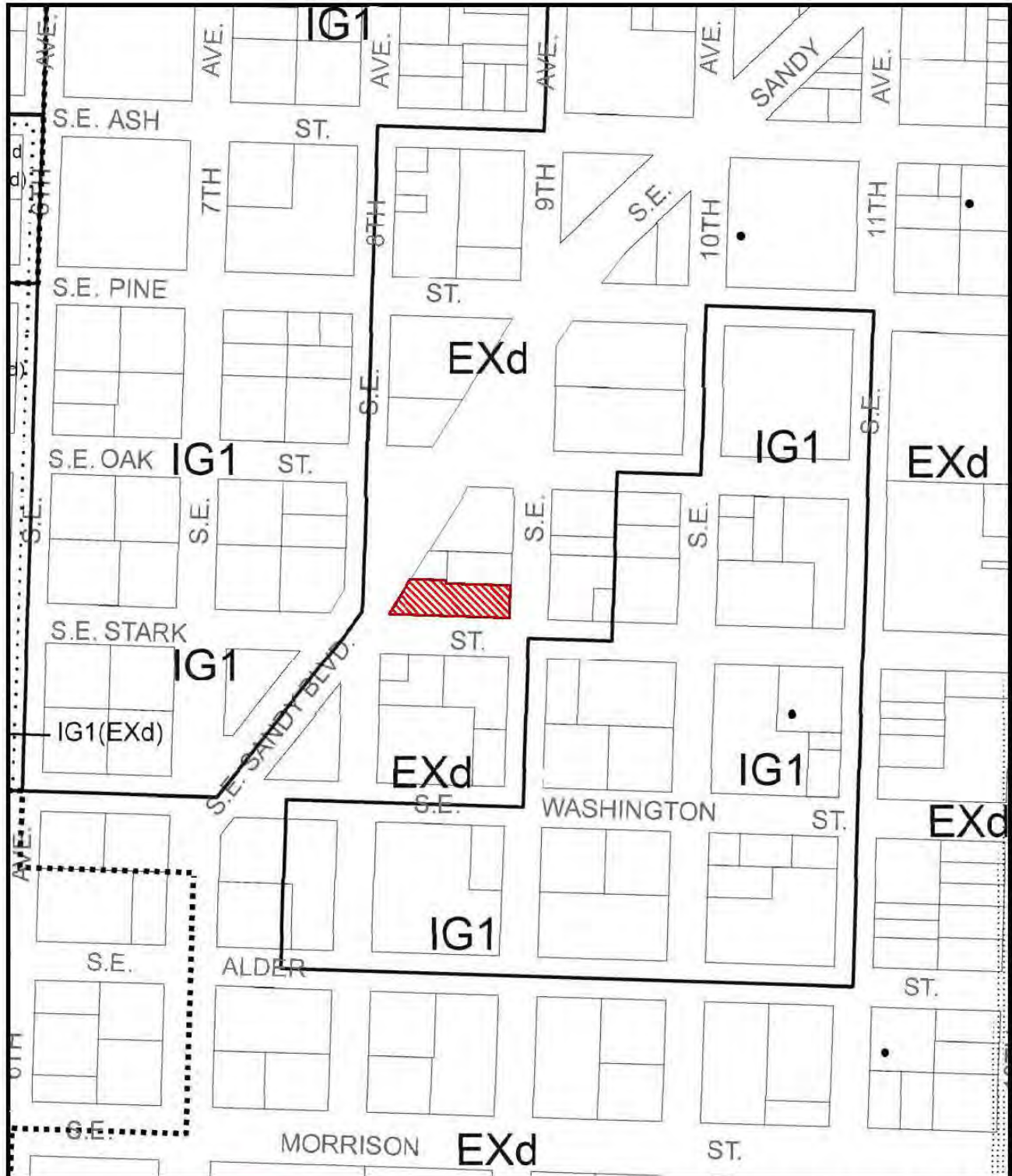
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

Jeffrey Mitchem
April 30, 2015

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).

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Design Review Narrative
 - 2. Queuing Analysis
- B. Zoning Map (attached)
- C. Plans & Drawings
 - 1. 811 SE Stark Design Review Drawing Set (C.1-C.49)
 - 2. C.16, Site Plan (attached)
 - 3. C.28, South and East Elevations (attached)
 - 4. C.29, North and West 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. Portland Bureau of Environmental Services
 - 2. Portland Bureau of Transportation
 - 3. Portland Water Bureau
 - 4. Portland Fire Prevention Division
 - 5. Life Safety Plans Examiner
- F. Letters
 - 1. Christine Yun, April 22, 2015, Letter in Opposition
 - 2. Susan Lindsay, April 23, 2015, Letter in Opposition
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter
 - 3. Incomplete Letter Response
- H. Hearing
 - 1. Staff Report



ZONING



Site



Historic Landmark



NORTH

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

File No. LU 15-119651 DZM
1/4 Section 3031
Scale 1 inch = 200 feet
State_Id 1N1E35CC 10800
Exhibit B (Feb. 17, 2015)

Approved

City of Portland

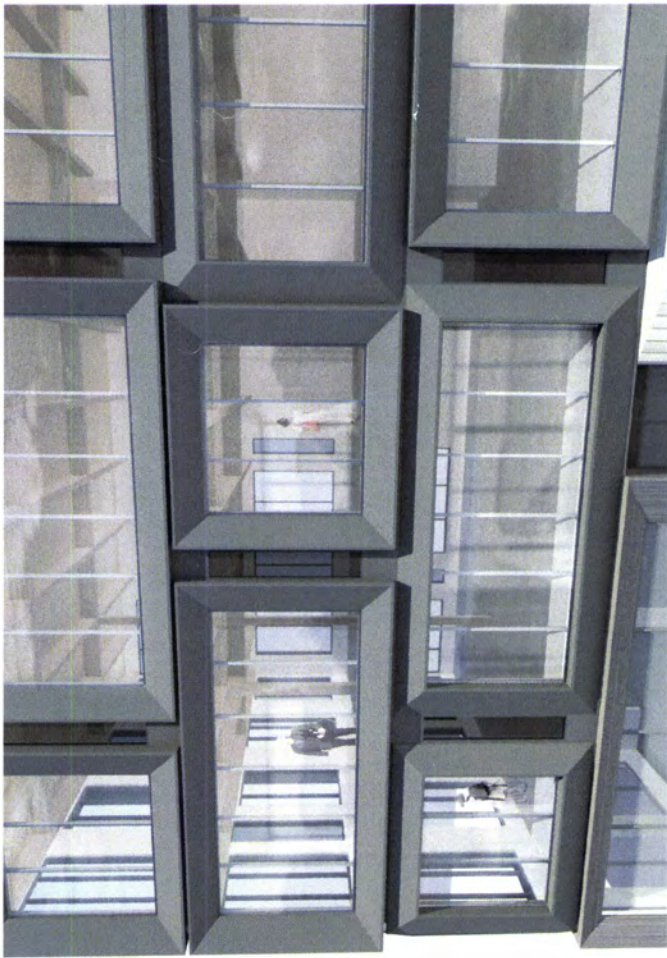
Bureau of Development Services

Planner [Signature]

Date 4/22/15

* This approval applies only to the reviews requested and is subject to all conditions of approval.

Additional zoning requirements may apply.



811 SE Stark Design Review

works partnership llc. 04.10.2015

Approved

City of Portland

Bureau of Development Services

Planner

Date

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

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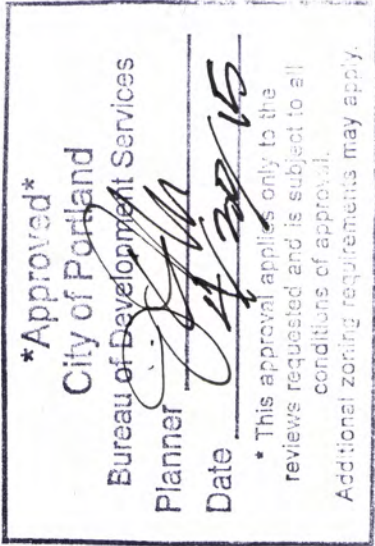
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811 SE Stark Ave.
R150353 Tax Roll: East Portland, Block 182, ELY of Sandy Blvd-S 5' of Lot 3,
ELY of Sandy Blvd Lot 4, Lot 5

PROJECT SUMMARY

The 811 Stark Project site is located on a 8,963 sf lot in an EX Industrial Zone at the corner of SE Sandy Blvd. and SE Stark St. in the Central Eastside Sub-district of the Central City. The project is a 31,500 sf mixed-use building with retail space on the first floor, and an expected mix of creative office uses on the upper floors. Work includes 3-stories of wood glulam post and beam construction of open floor plan work space over a 1-story concrete podium, with ground floor retail, parking, lobby and building services. Two stairs and one elevator access each floor.



Regional Block Plan



On 9th Looking South



Intersection of 9th and Stark



South-East Corner



South-East Corner Looking Down Stark



South-West Corner

ZONING CODE DEVELOPMENT STANDARDS SUMMARY

Base Zone:	EX (Central Employment)
Overlay:	d (Design Review)
District:	CC (Central City)
Subdistrict:	CEID (Central Eastside)
Base Zone FAR:	3:1
CC Far:	65ft
Base Zone Height:	50 ft Eligible for Bonuses
CC Height:	(Per 33.510.205 & Map 510-3)
Setbacks	0 ft to Adjacent EX Zone
Ground Floor Windows:	Required
Entrance Requirements:	Not Required
Building Lines:	Not Required (Map 510-6)
FAR Bonus	33.510.210.8: Locker Room Bonus Option

Area Calculations	Building stories	4 Story
Site area	BASE	8963 sf
BASE	3 to 1	26889 sf
height	50 ft	50 ft
		50 ft from SW corner
	1	7875 sf
	2	7875 sf
	3	7875 sf
	4	7875 sf
	R	150 sf
total		31650 sf
FAR needed		4761 sf

PARKING

Central City Parking Sector:	Central Eastside Subdistrict, CE3
Type:	
Min: No Minimum Requirement	
Distance from Transit Stop 860ft	
Max: No Maximum	
Vehicle Spaces Provided:	13

BIKE PARKING			
Long Term Spaces	Office	Retail	Total
Short Term Spaces	18	02	20
	02	02	04

LOADING

Loading Required:	One Standard A, 35'ft x 10ft with clearance of 13'-0"
Loading Provided:	One Standard B Through Requested Modification

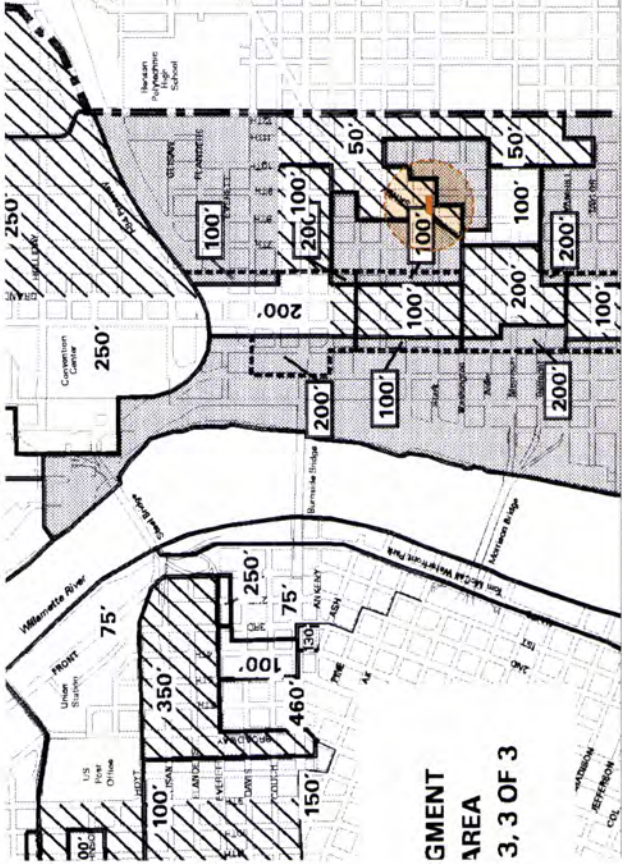


CCPD 33.510 - MAP 510-1



CCPD 33.510 - MAP 510-2

Bonus Calculations					
general bonuses	BONUS	code section			
bike/locker	40 sf per 1sf	bike locker area	410 sf	16420	33.510.210.C.8
height bonuses					
Must earn at least 1:1 FIRST					
required min	8963 sf	15 ft additional height			33.510.210.D.2.a
		65' max			
		69' from SW Corner			



CCPD 33.510 - MAP 510-3

Approved

City of Portland

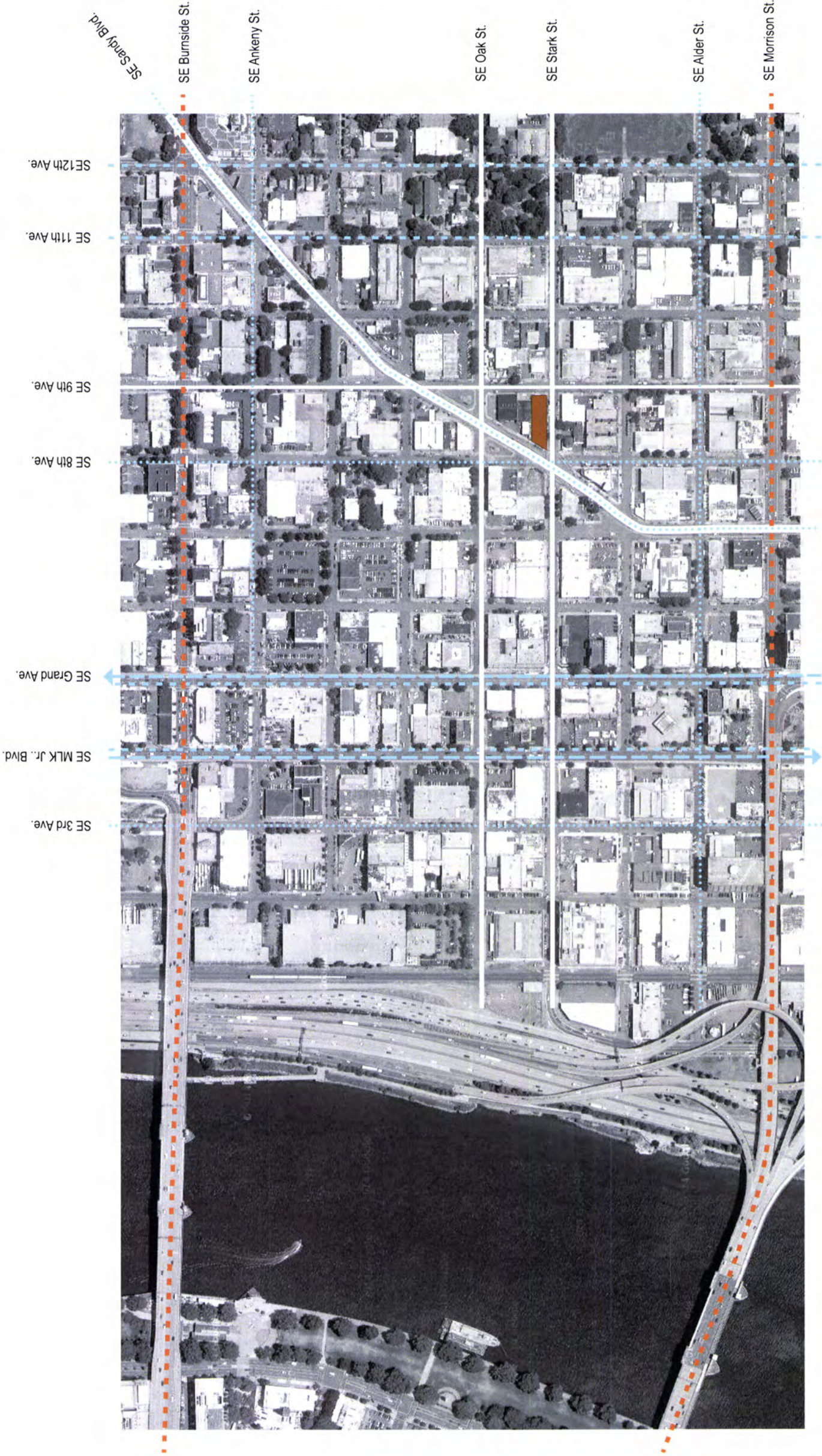
Bureau of Development Services

Planner

Date

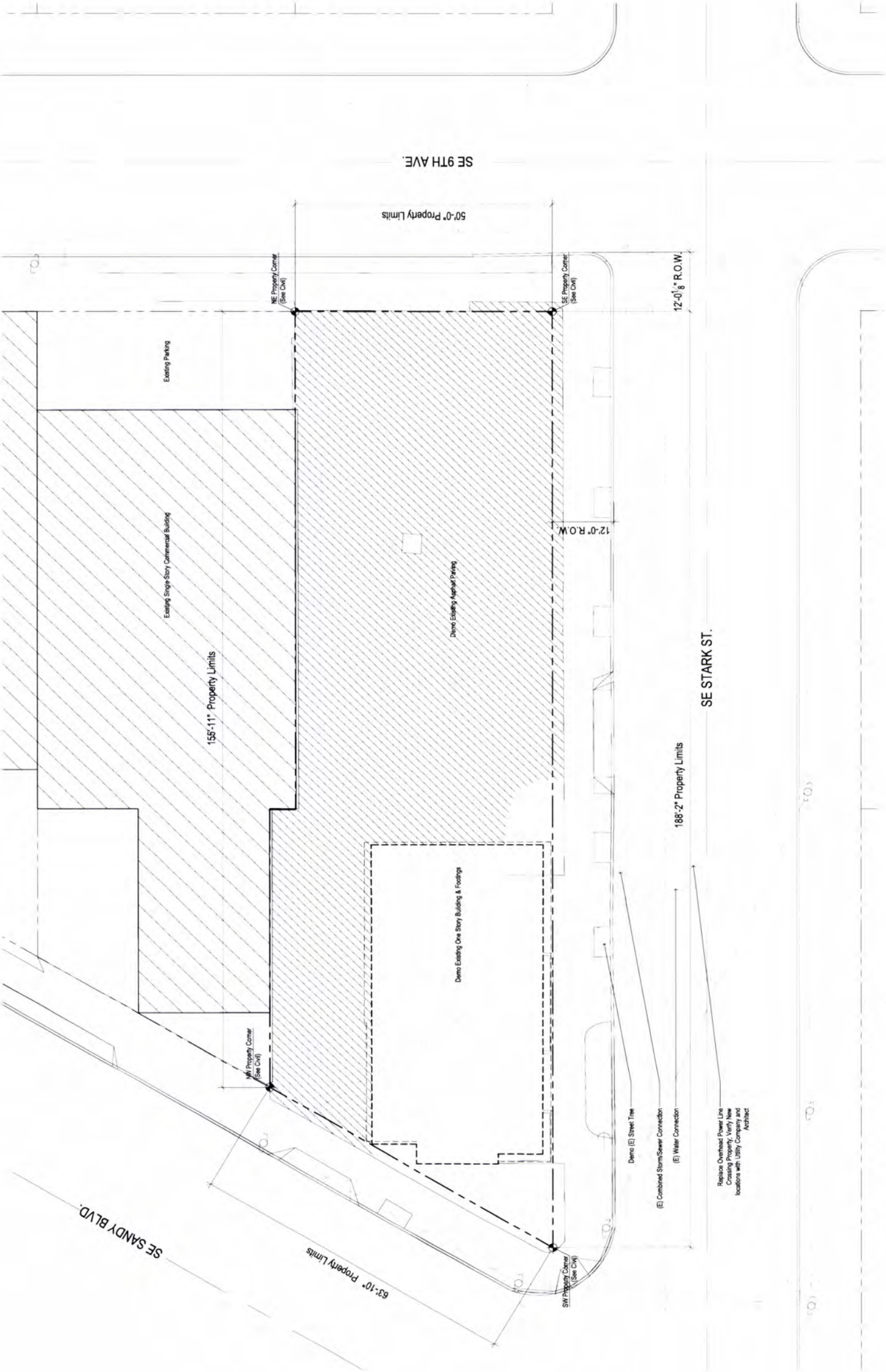
9/22/15

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date 4/20/15
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

- Site
- Proposed Light Rail Transit
- Bus Transit
- Bike Transit



General Notes
Existing 1 Story Building
Lot Size: 8693 sf

There will be no alternations or additions outside of the property line for this project.

Approved

City of Portland

Bureau of Development Services

Planner

Date

4/29/15

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



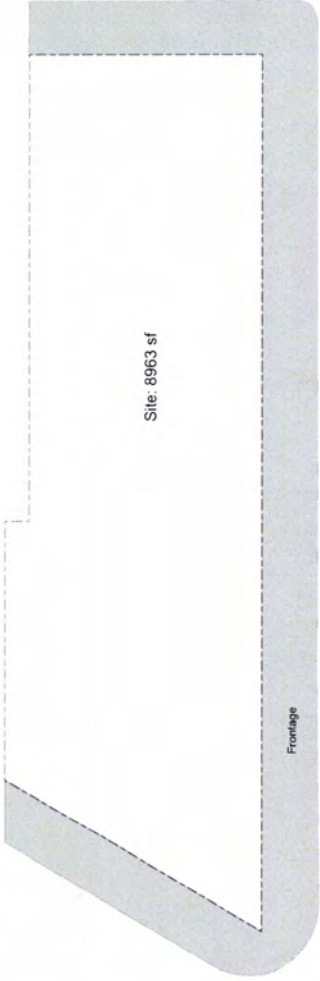
Proposed site plan:

Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *4/30/15*
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

Edge Conditions along Sandy Blvd:
Building Massing / Public Space / Landscaping

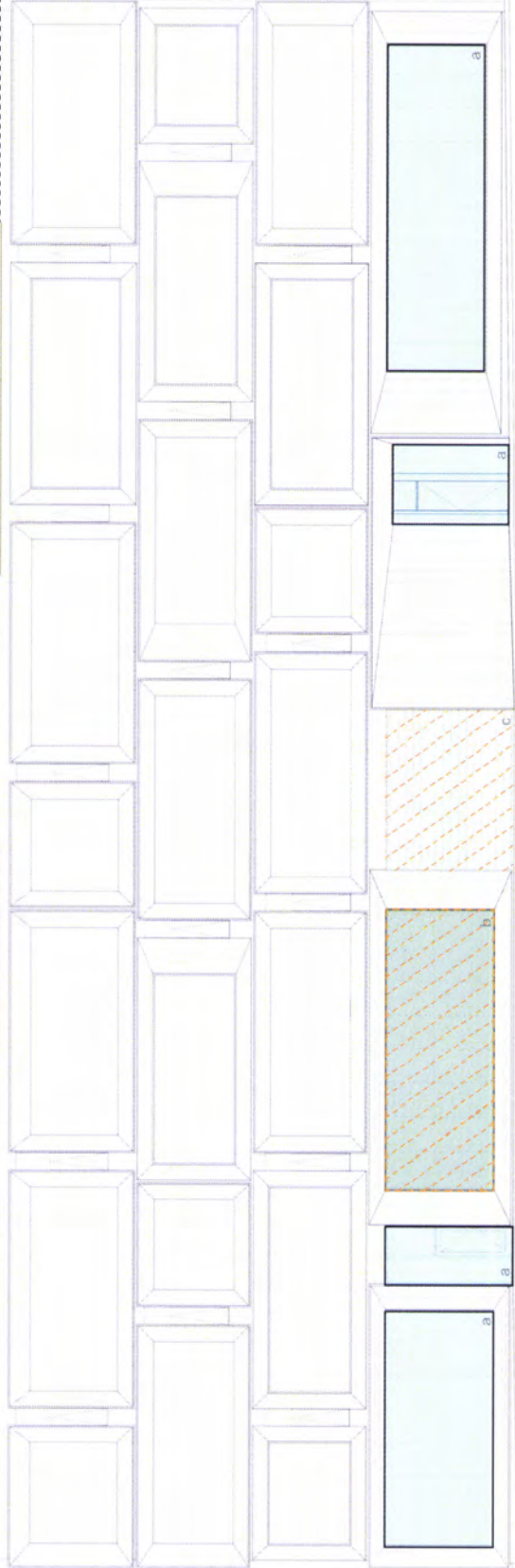


Approved
City of Portland
Bureau of Development Services
Planner CPH
Date 4/20/15
* This approval applies only to the reviews requested and is subject to all conditions of approval.
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----- 16' Required for Elevator (Allowed); 14'-6" AFF

----- T.O. Parapet / Roof Line (+50'-0")



Allowed

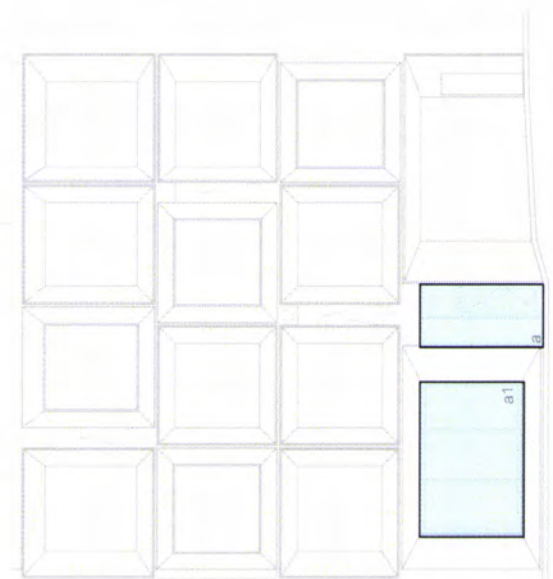
J. M. 15

South

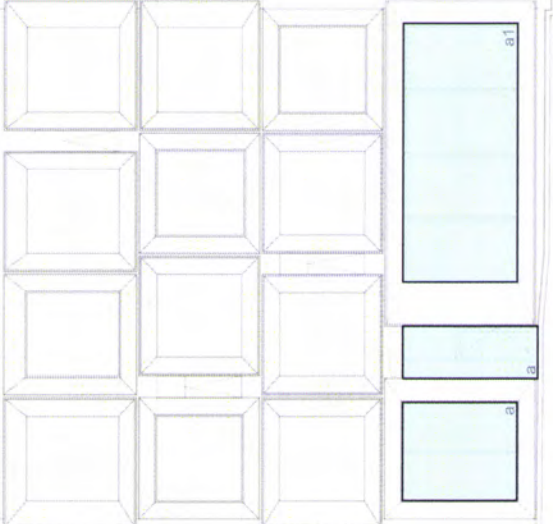
- a. Glazing
- a1. Operable Glazing
- b. Built in Display
- c. Future Glazing

Approved
City of Portland
Bureau of Development Services
Planner _____
Date _____

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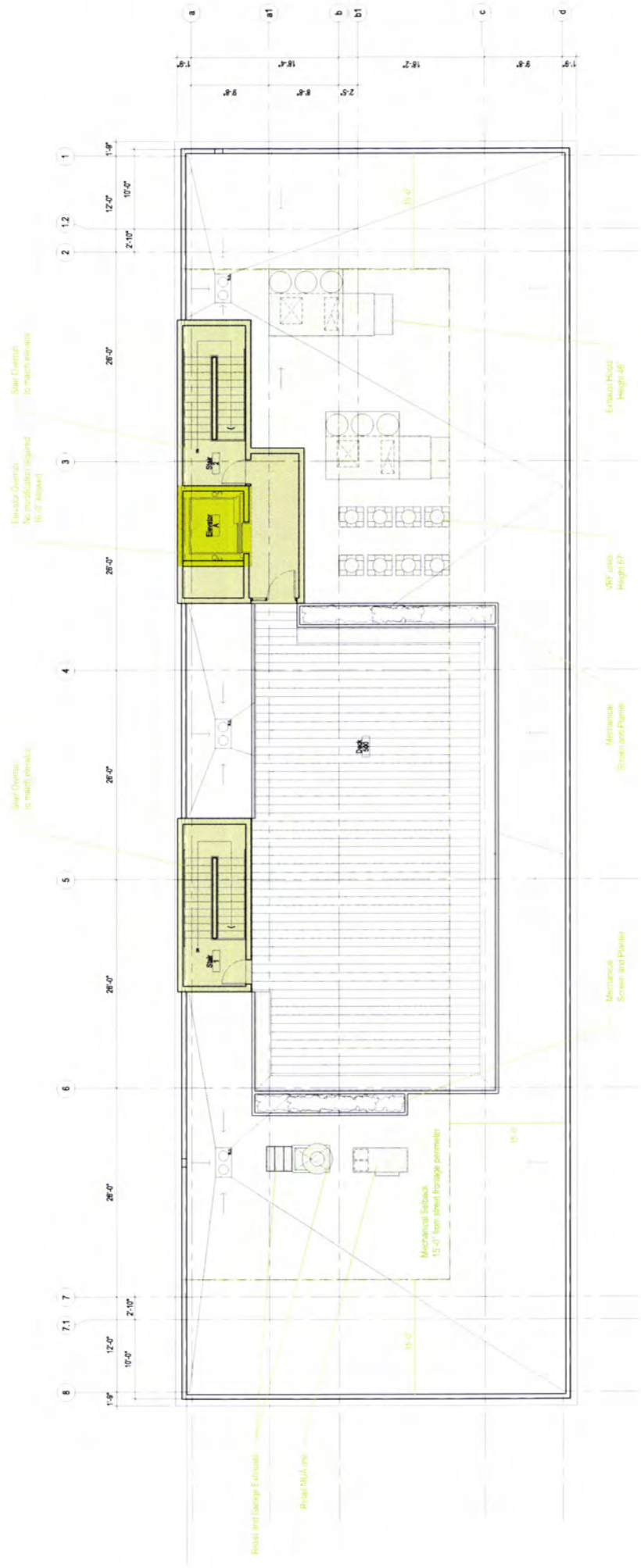
East

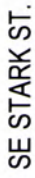


West

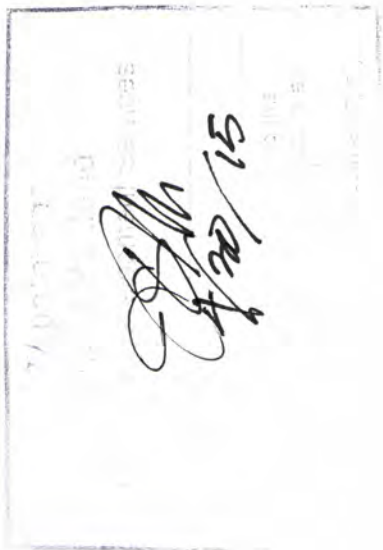
Total Area	Total Open + Display Area	% Open Area
3756 sqft	1664 sqft (1880 with future)	48% (50% with future)
	Open Area	
	Display Window	
	Future Open Area (Active Open Spaces)	

Total Open and Active Lengths meet or exceed 50% elevation lengths

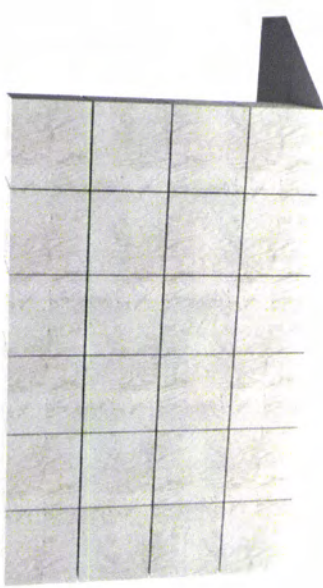
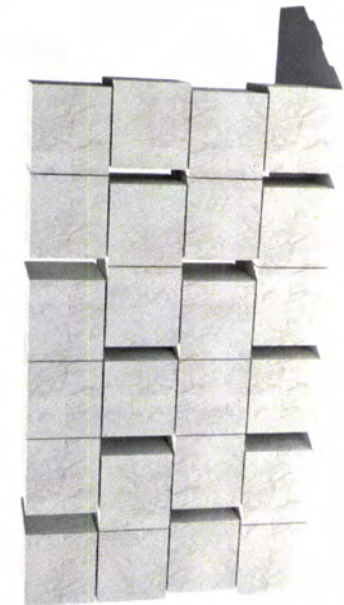




Parking and Loading Operations

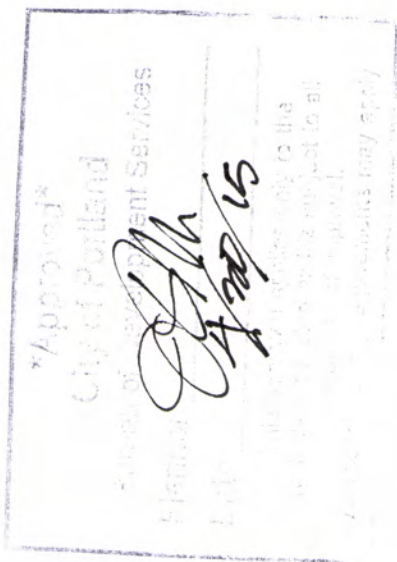


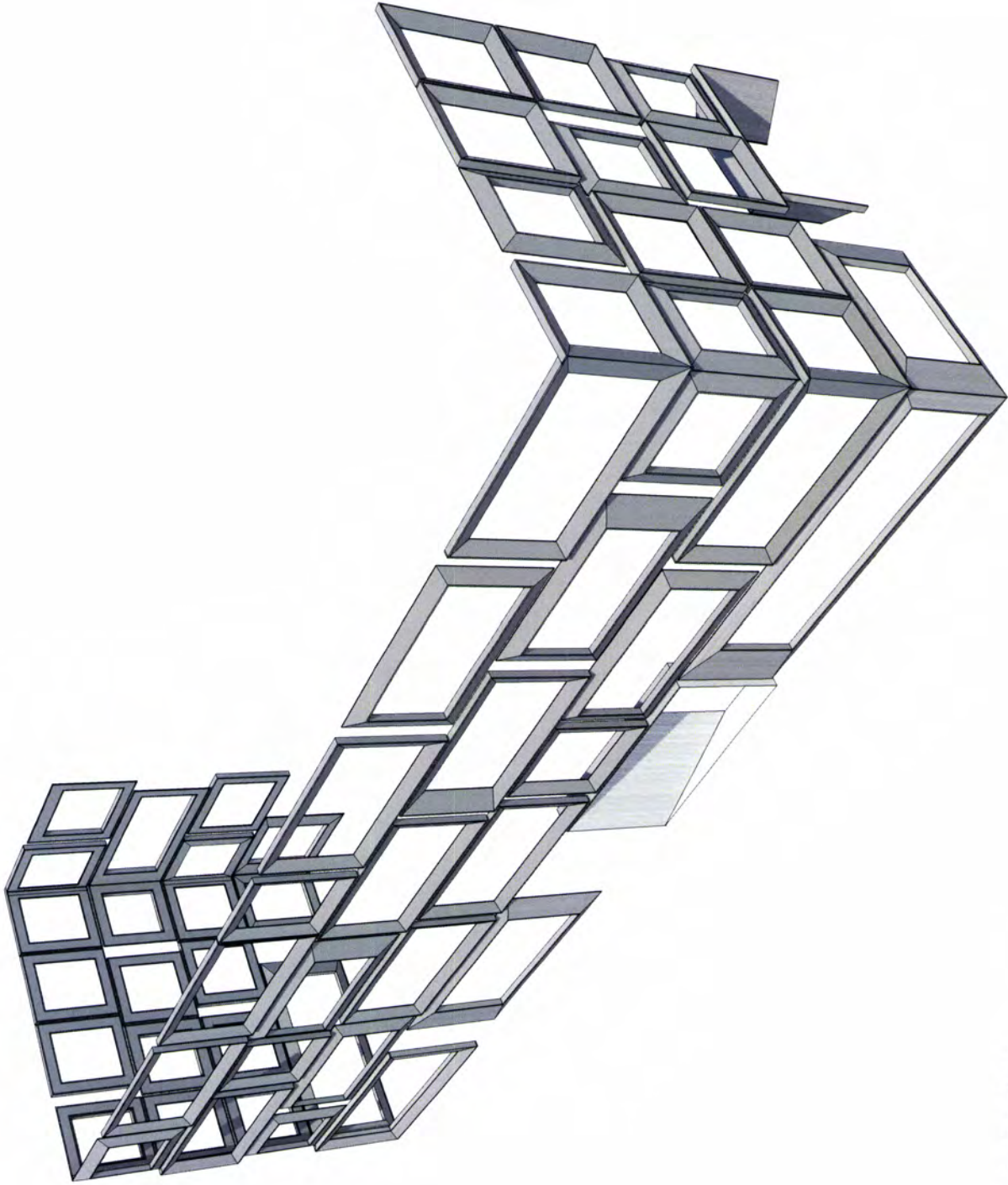
Concept



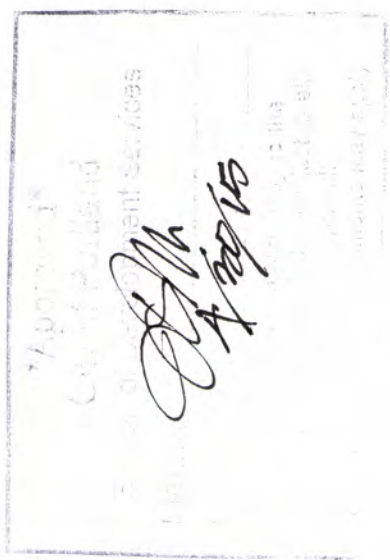
Basic Massing

Differentiated Massing
(shift + void)

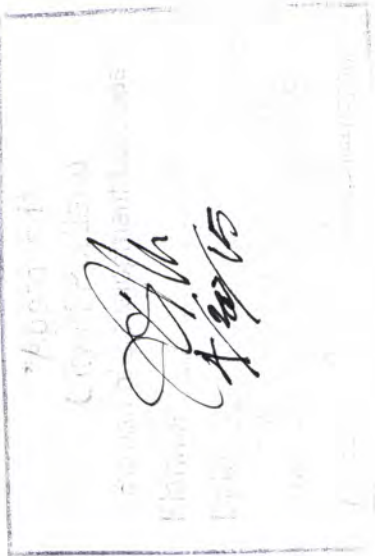


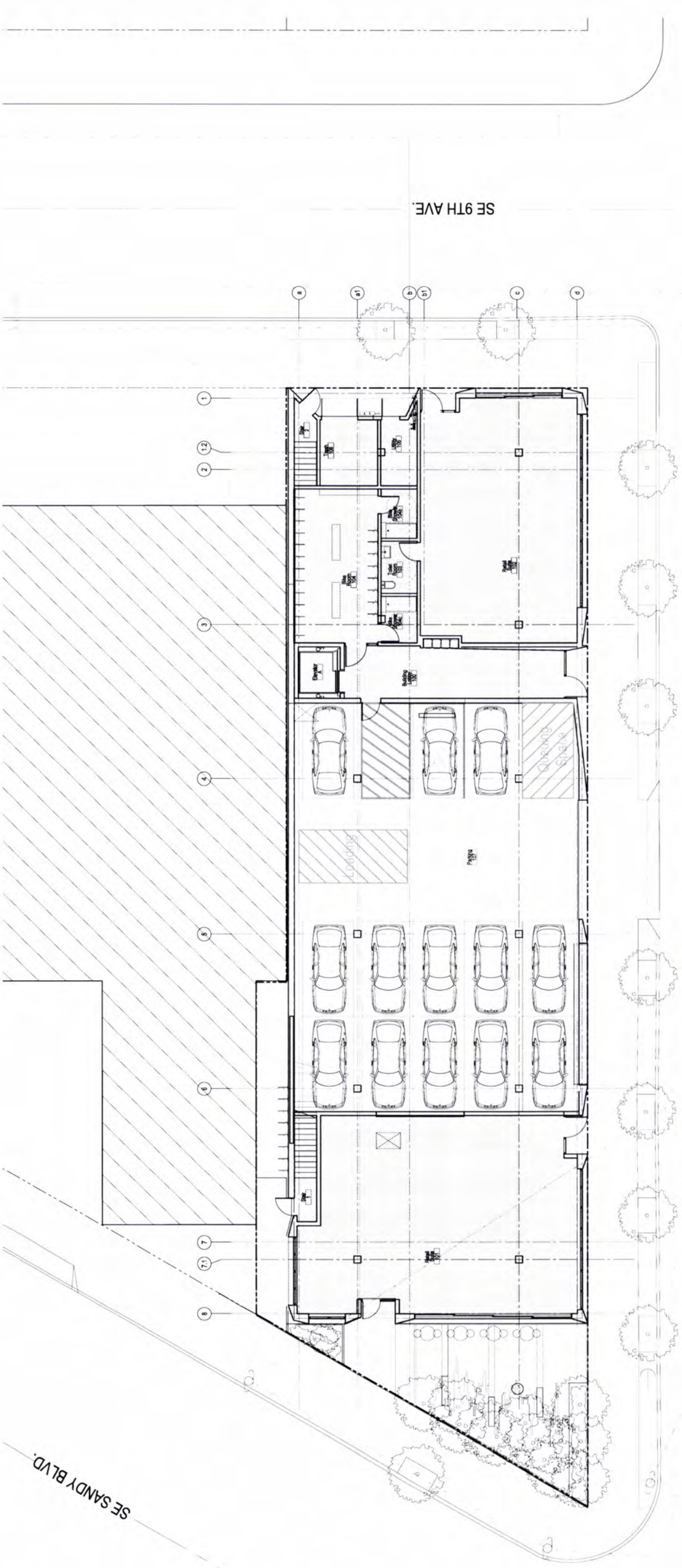


Framing Interface



Building Drawings





SE STARK ST.

General Notes

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

City of Portland
Bureau of Development Services
Planning
Date: 4/20/15
4/20/15

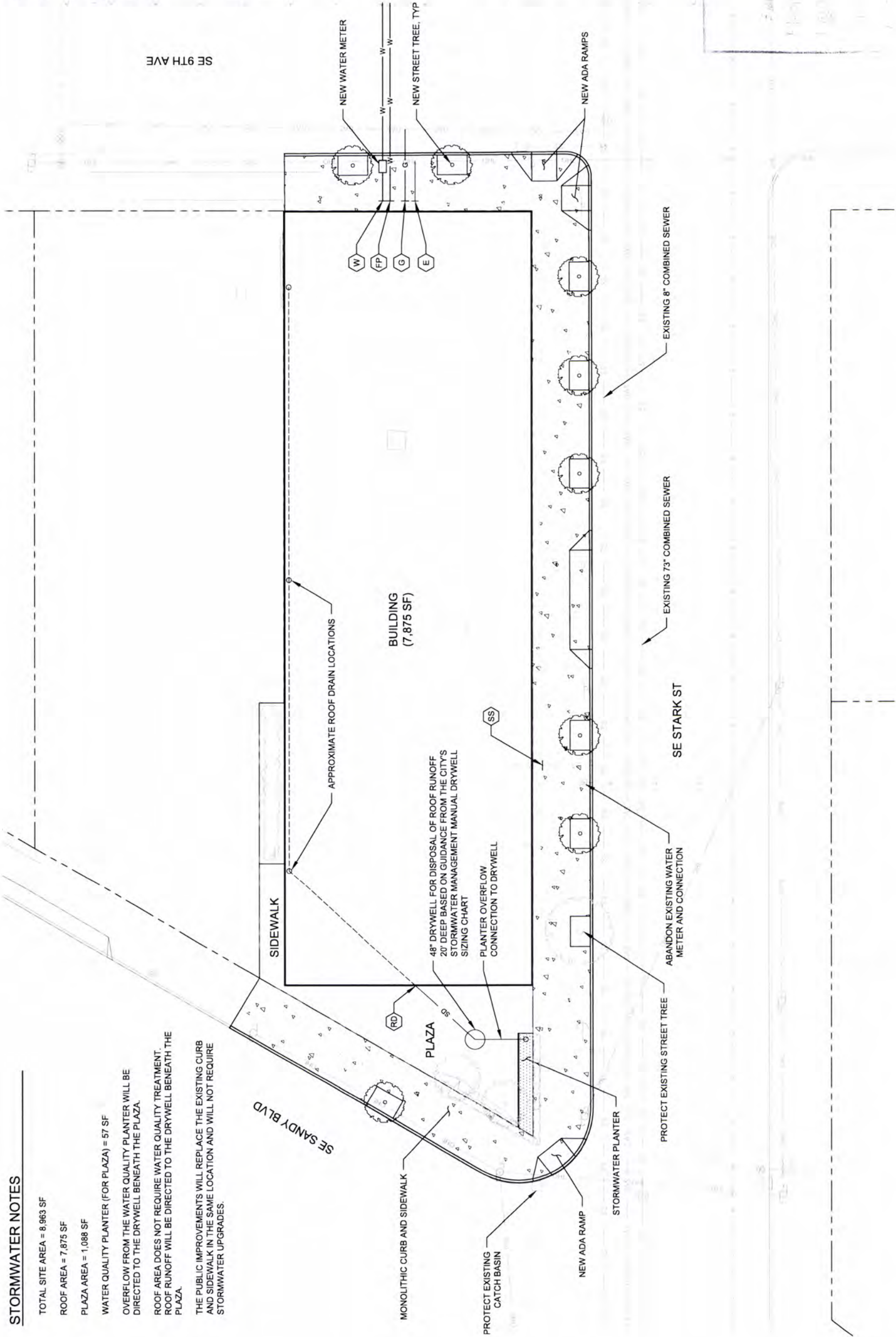
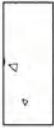
STORMWATER NOTES

TOTAL SITE AREA = 8,963 SF
ROOF AREA = 7,875 SF
PLAZA AREA = 1,088 SF
WATER QUALITY PLANTER (FOR PLAZA) = 57 SF
OVERFLOW FROM THE WATER QUALITY PLANTER WILL BE DIRECTED TO THE DRYWELL BENEATH THE PLAZA.
ROOF AREA DOES NOT REQUIRE WATER QUALITY TREATMENT. ROOF RUNOFF WILL BE DIRECTED TO THE DRYWELL BENEATH THE PLAZA.
THE PUBLIC IMPROVEMENTS WILL REPLACE THE EXISTING CURB AND SIDEWALK IN THE SAME LOCATION AND WILL NOT REQUIRE STORMWATER UPGRADES.

UTILITY NOTES

- SS EXISTING SANITARY SEWER CONNECTION REPLACE AS NECESSARY
- W NEW WATER SERVICE CONNECTION
- FP NEW FIRE PROTECTION CONNECTION
- G NEW GAS SERVICE
- E NEW 1200 AMP ELECTRICAL SERVICE
- RD NEW ROOF DRAIN DOWNSPOUT CONNECTION

LEGEND



10 0 5 10 20
SCALE
FEET

Approved
City of Portland
Development Services
Planning
4/30/15
This drawing is only to the
city and is not subject to all
regulations.
Comments may apply

811 SE Stark Design Review works partnership architecture llc © 2015

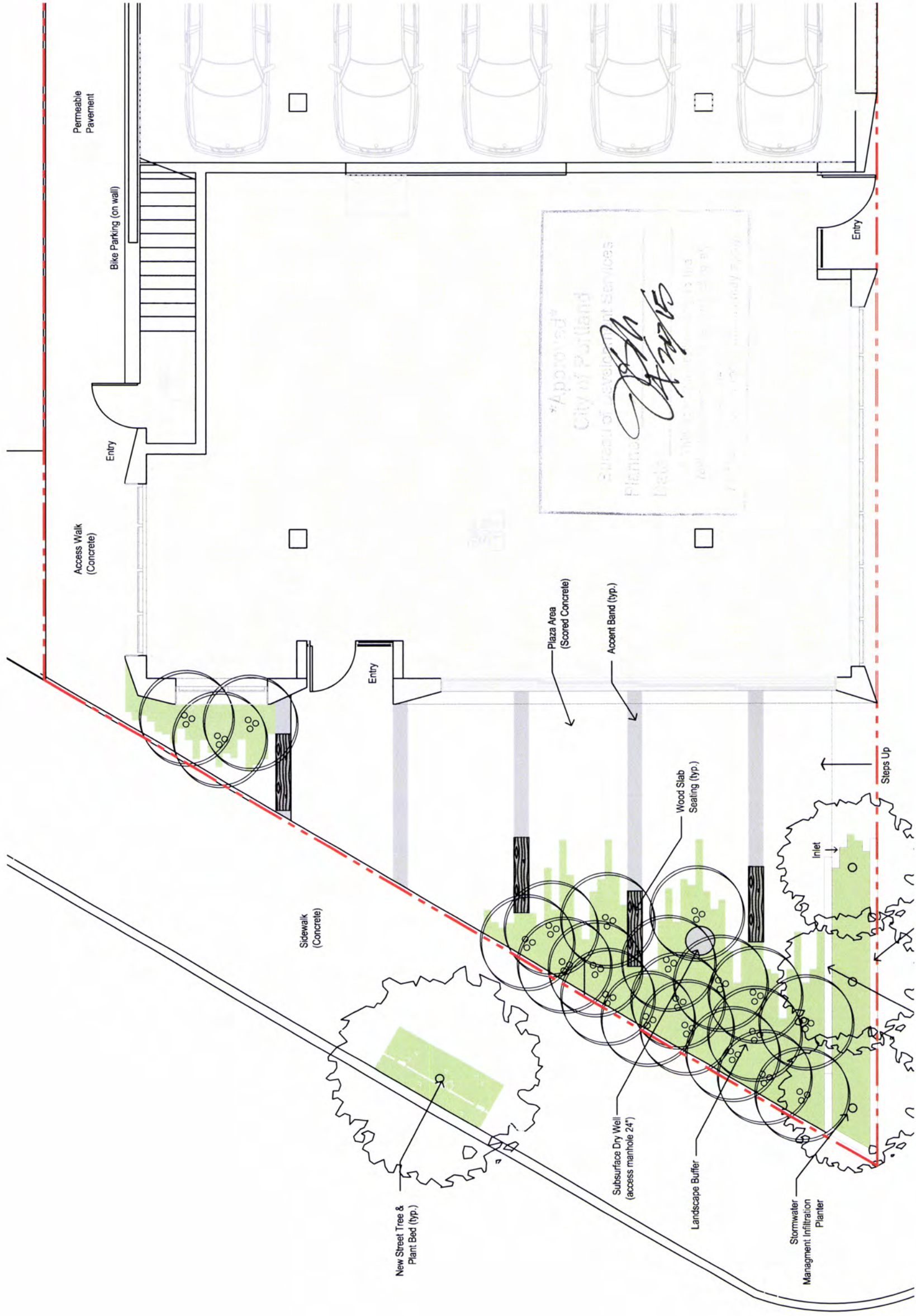


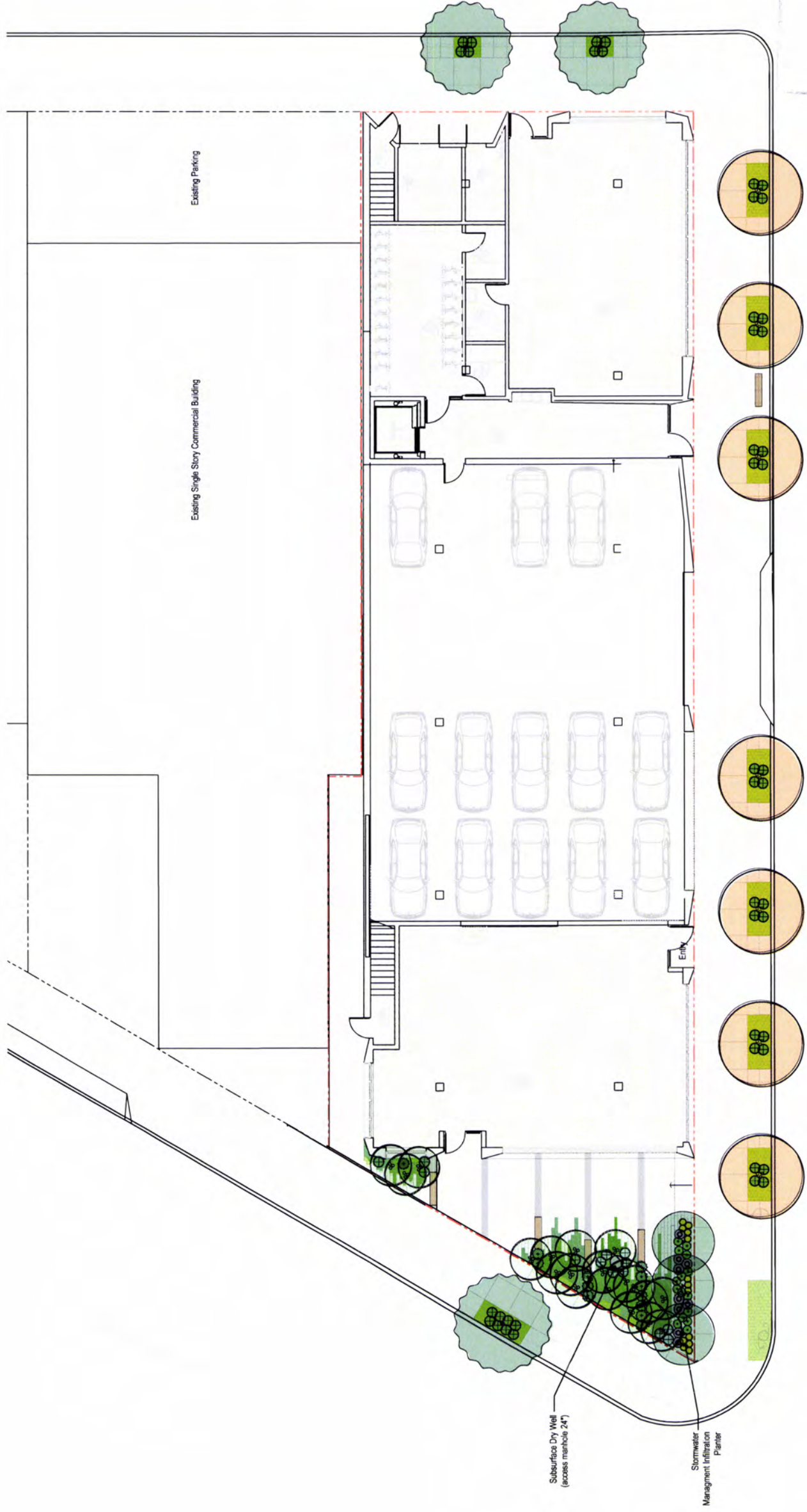
SE STARK ST.

Environmental Services

This notice applies only to the
information provided and is subject to all
conditions of approval.

Additional training requirements may apply.







Approved
City of Oakland
Department Services
4/28/15
This is the
best to all
the way to go

PLANT LEGEND


TREES

- 


BETULA NIGRA 'HERITAGE'

HERITAGE RIVER BIRCH; SPACING AS SHOWN, 2.5' B&B; (MULTI-TRUNK)
- 

RHAMNUS PURSHIANA

CASCARA; SPACING AS SHOWN, 2" B&B
- 


POPULUS TREMULOIDES

QUAKING ASPEN; SPACING AS SHOWN, 6-7" CAL. B&B (MULTI-TRUNK)
- 


STYRAX JAPONICUS

JAPANESE SNOWBELL; SPACING AS SHOWN, 2.5' CAL. B&B

SHRUBS & GRASSES

- 


SYMPHORICARPOS MOLLIS

CREeping SNOWBERRY; SPACING AS SHOWN, 1 GAL. CONT.
- 


POLYSTICHUM MUNITUM

SWORD FERN SPACING AS SHOWN, 1 GAL. CONTAINER


STORMWATER PLANTINGS

- 

ELEOCHARIS OVATA

OVATE SPIKE RUSH; SPACING AS SHOWN, 4" POTS
- 


CORNUS SERICEA 'KELSEY'

KELSEY'S RED-TWIGGED DOGWOOD; SPACING AS SHOWN, 1 GAL. CONT.
- 


CAREX TESTACEA

NEW ZEALAND ORANGE SEDGE; SPACING AS SHOWN, 1 GAL. CONTAINER

GROUND COVER

- 

CHAMOMILE NOBILE

ROMAN CHAMOMILE - 12" O.C.; 4" POTS, TRIANGULAR SPACING
- 

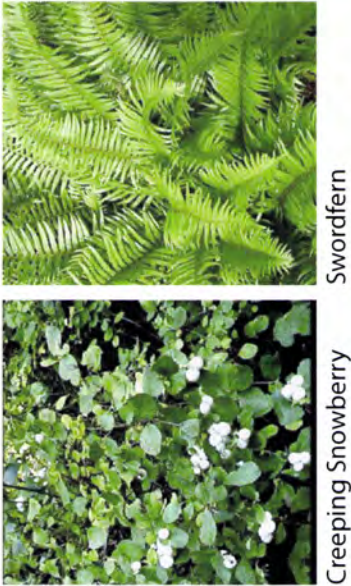
ARCTOSTAPHYLOS UVA-URSI

KINNICKINNICK - 12" O.C.; 4" POTS, TRIANGULAR SPACING

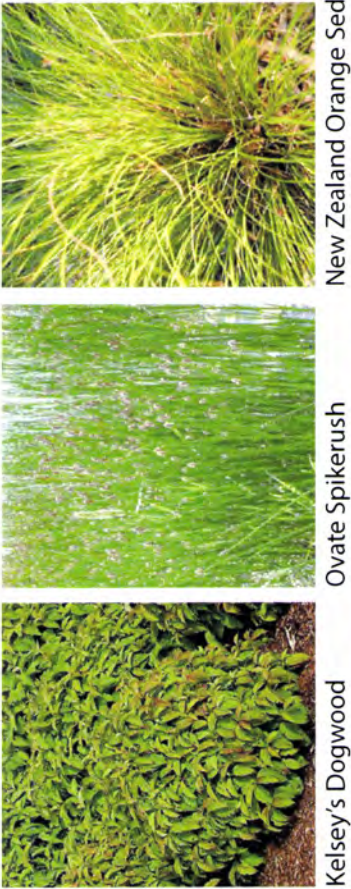
TREES



SHRUBS AND FERNS



STORMWATER



GROUNDCOVERS



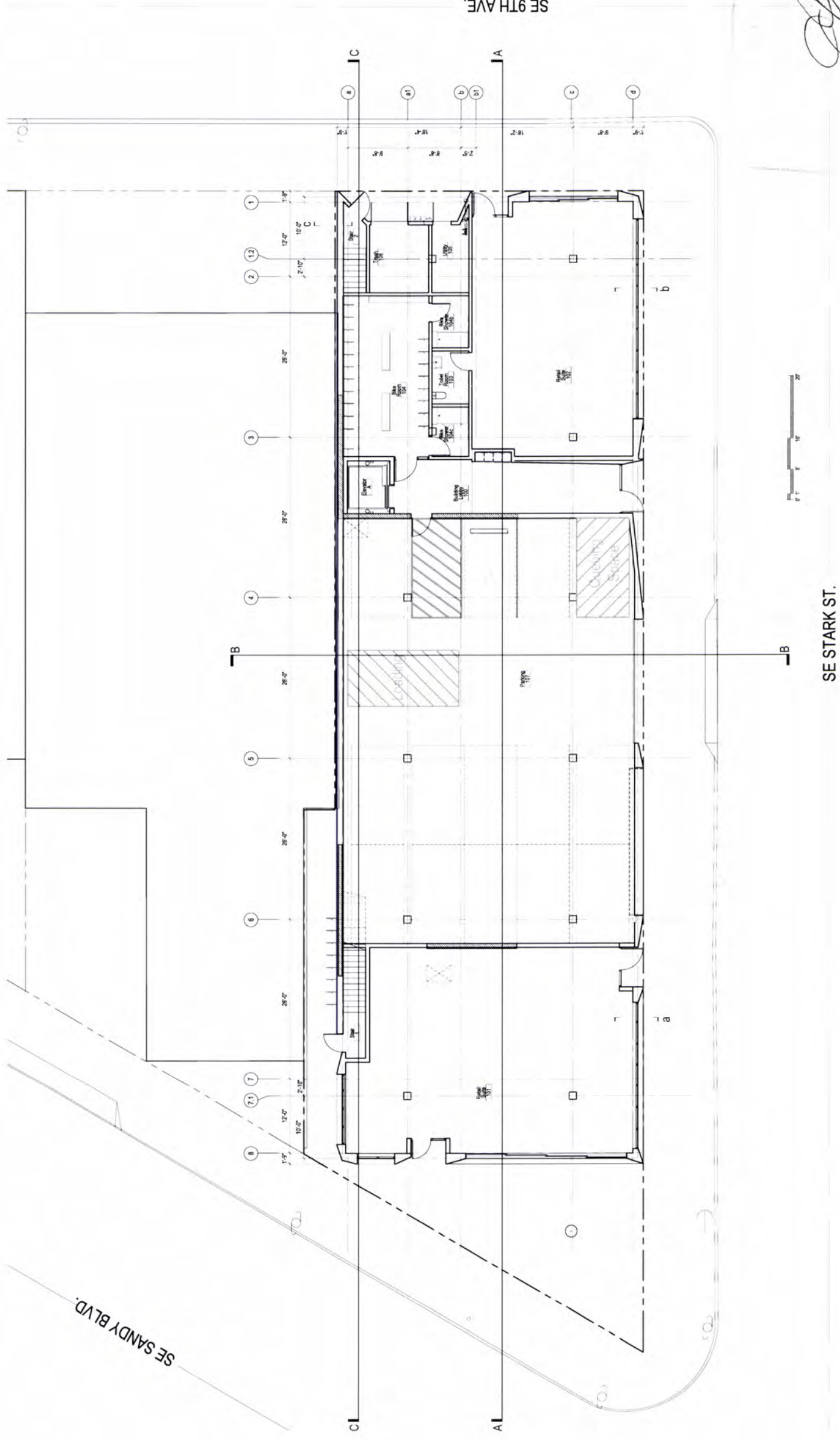


Plaza from Retail Interior

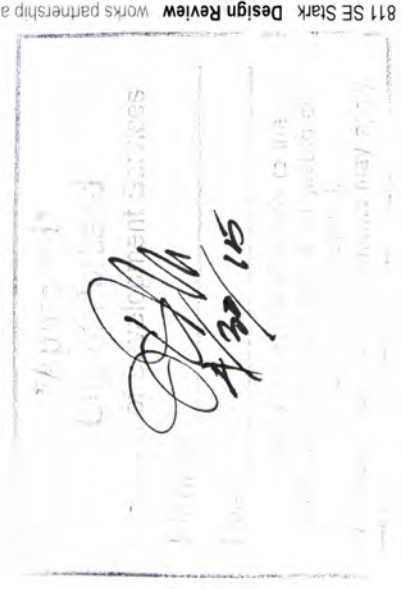
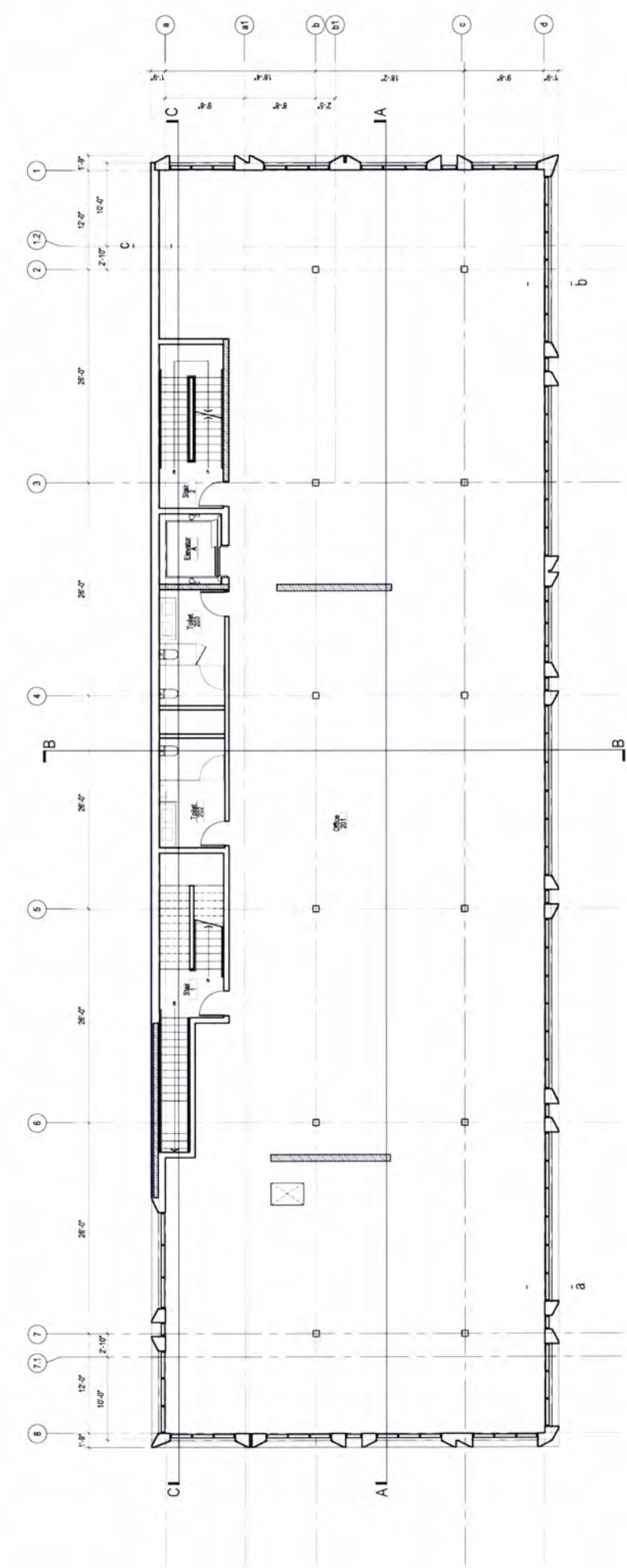


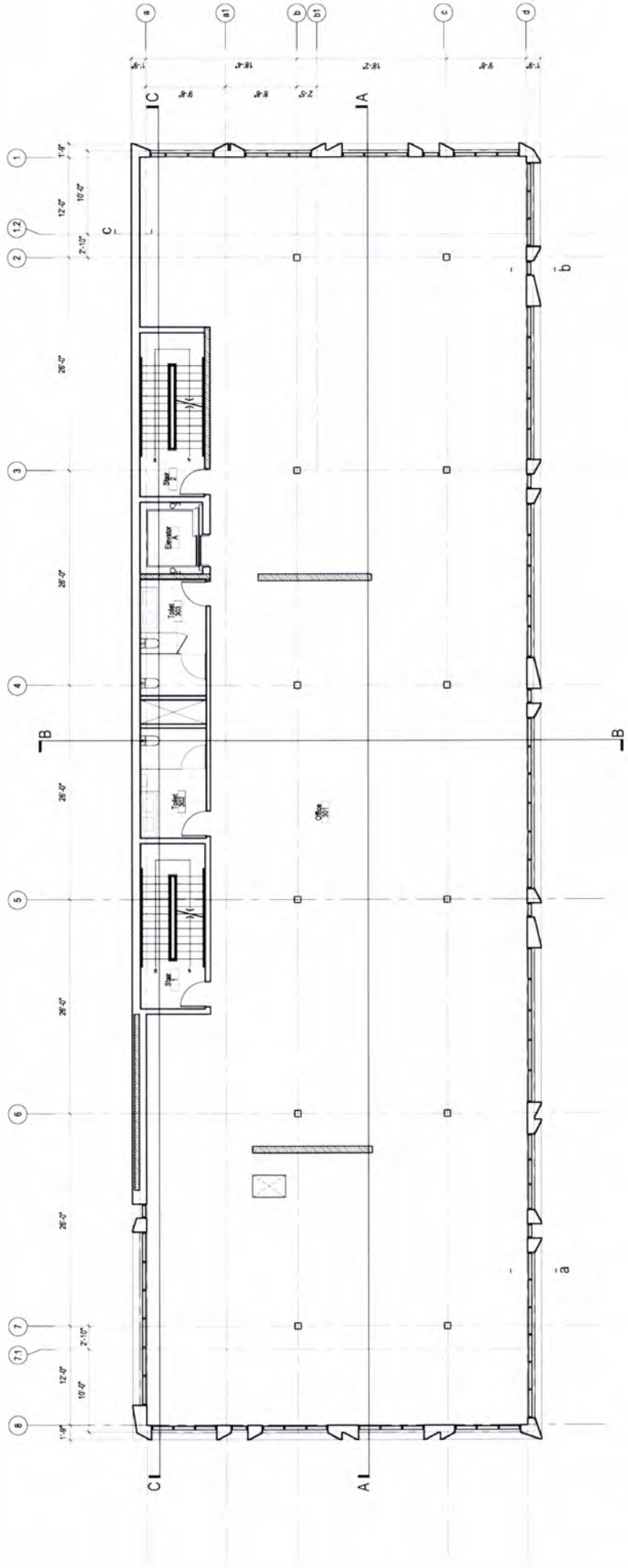
Interior of PLaza



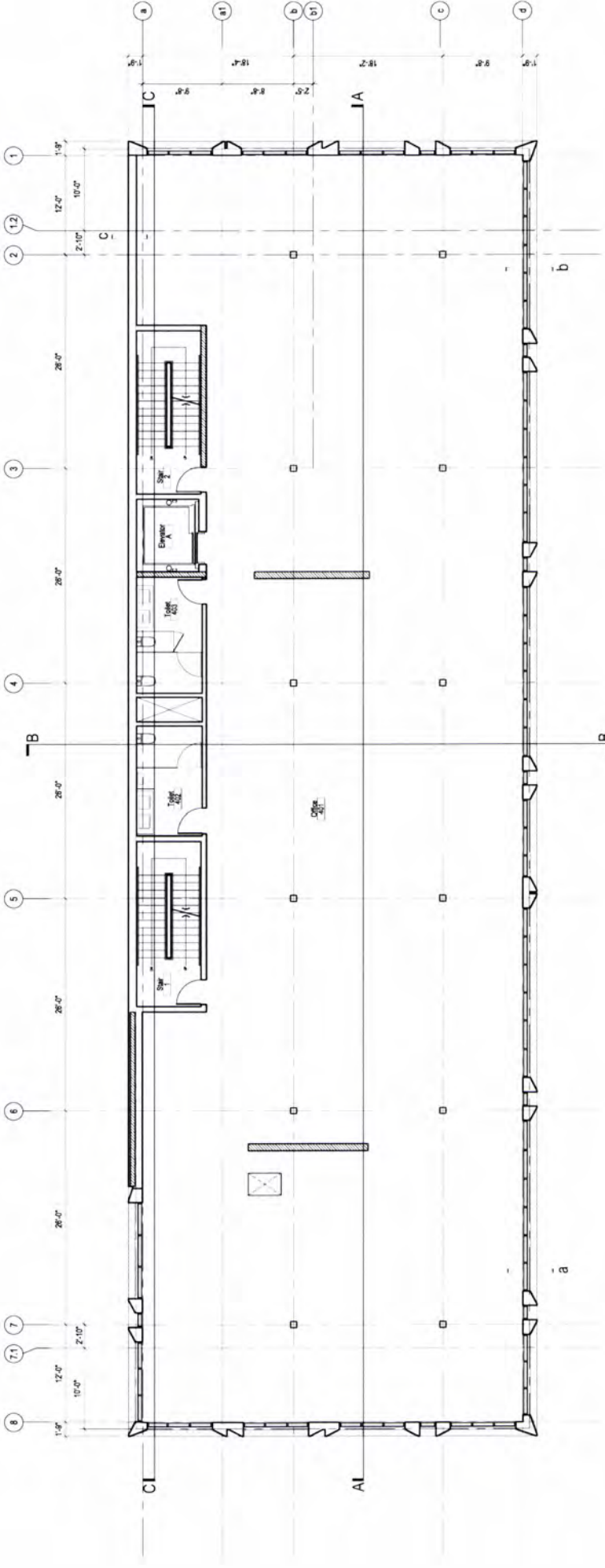
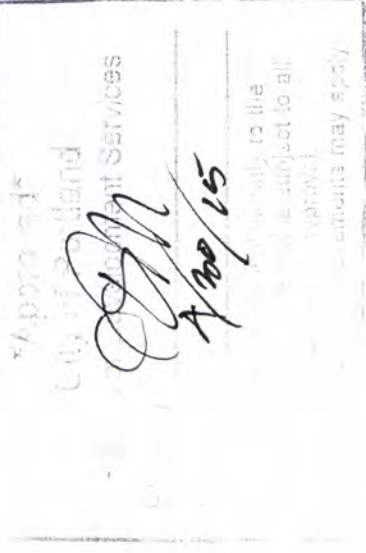


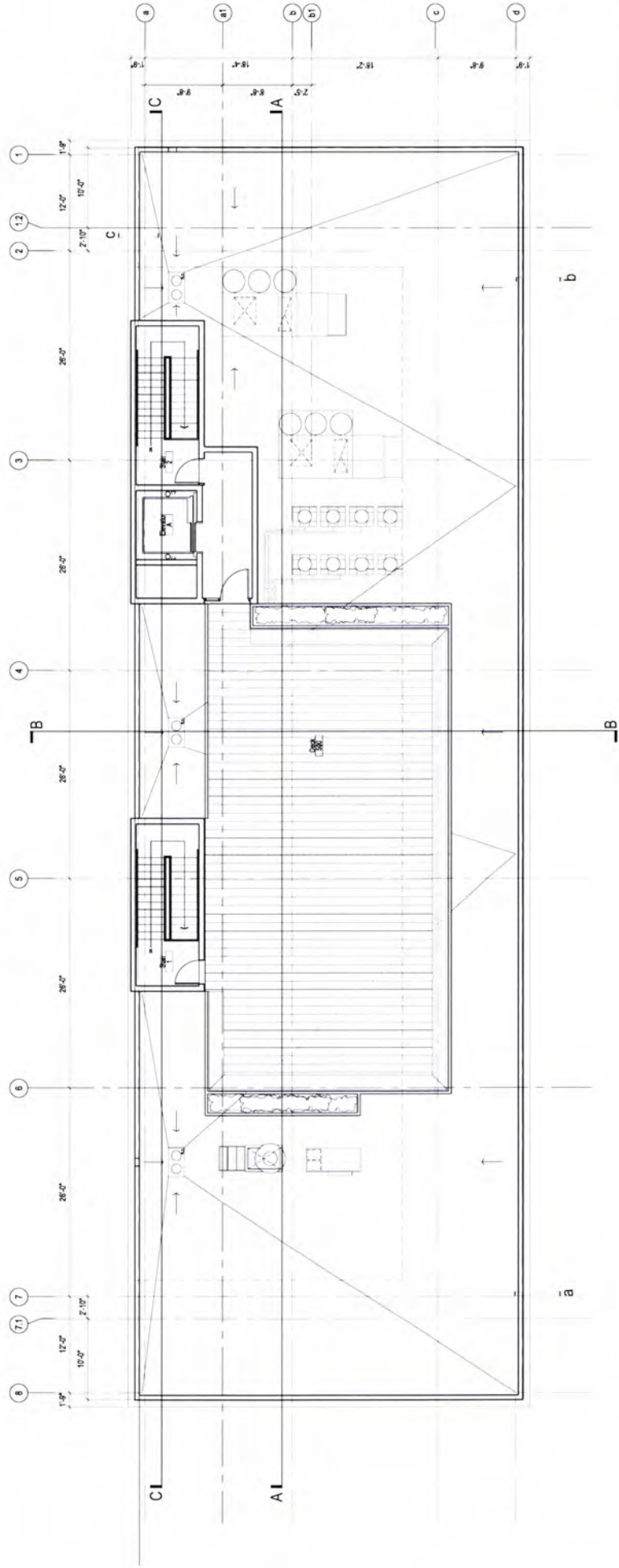
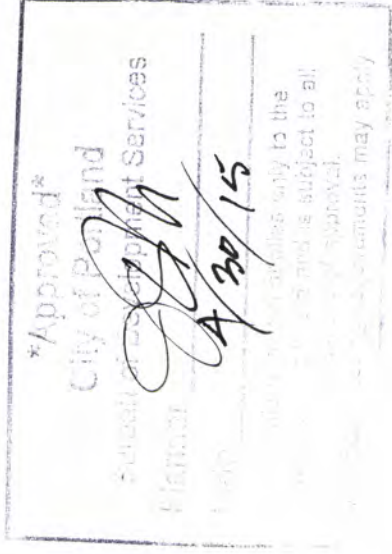
5/14/15
to the
subject to all
printed
conditions may apply

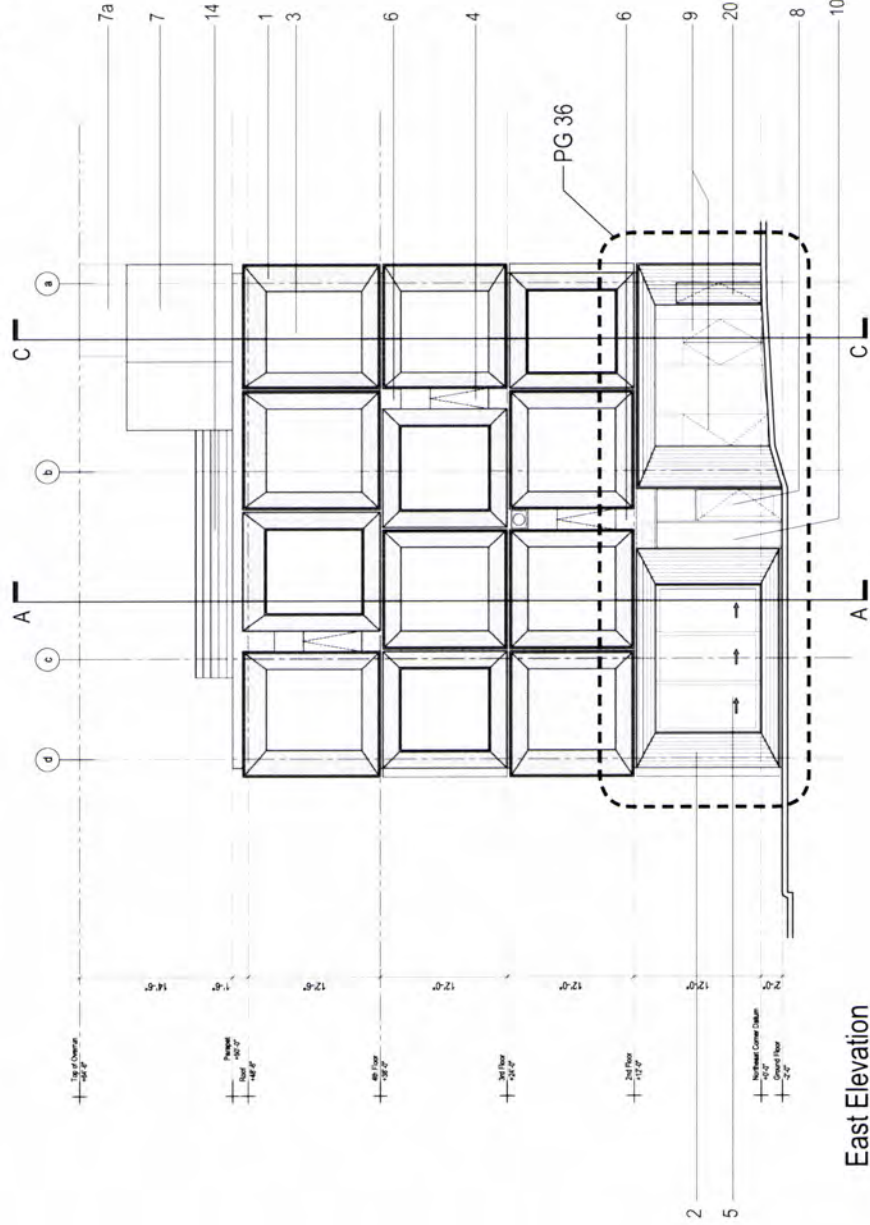
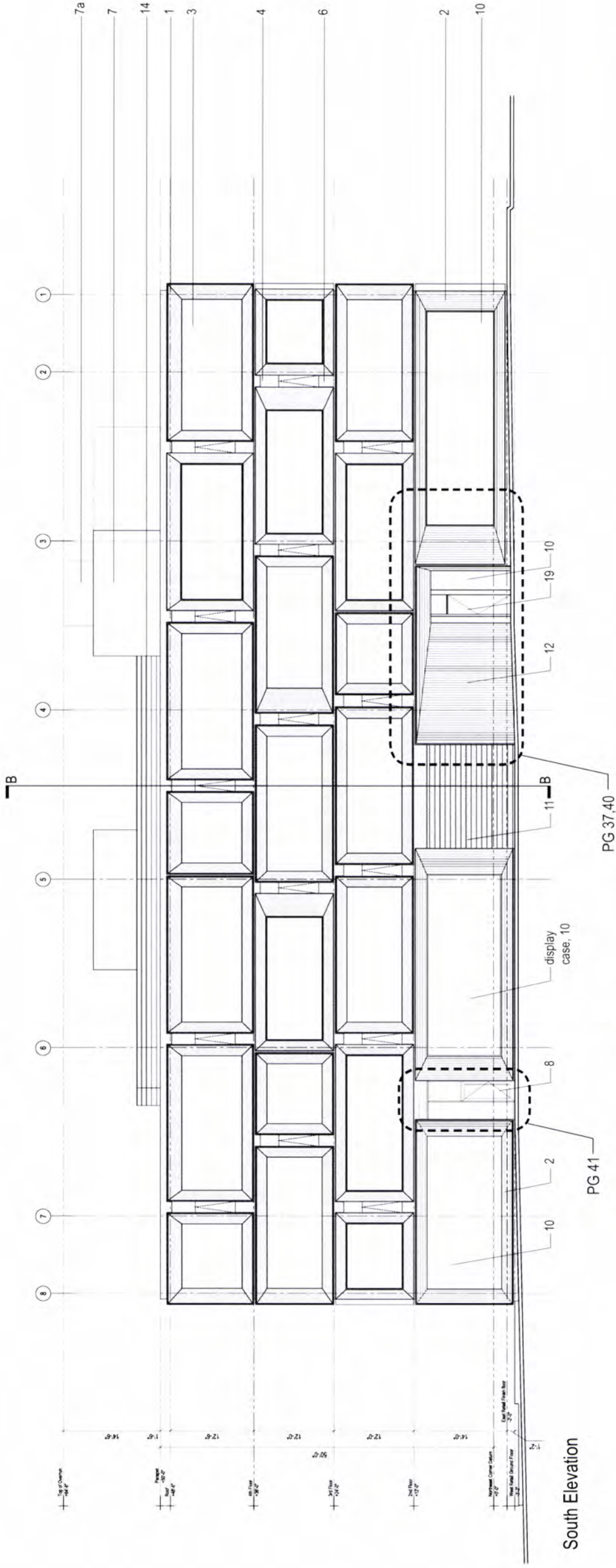




Approved
Professional Services
5/12/15
Subject to the
terms and conditions
of the contract.
Comments may apply.



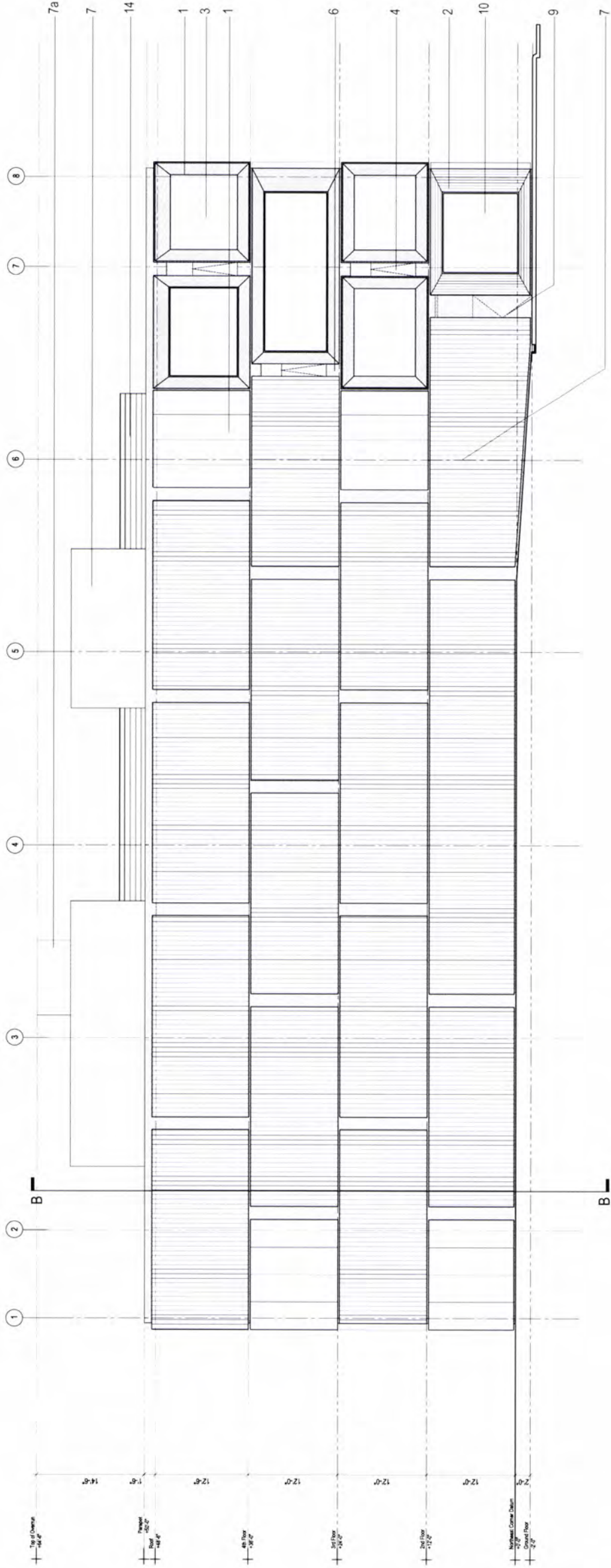




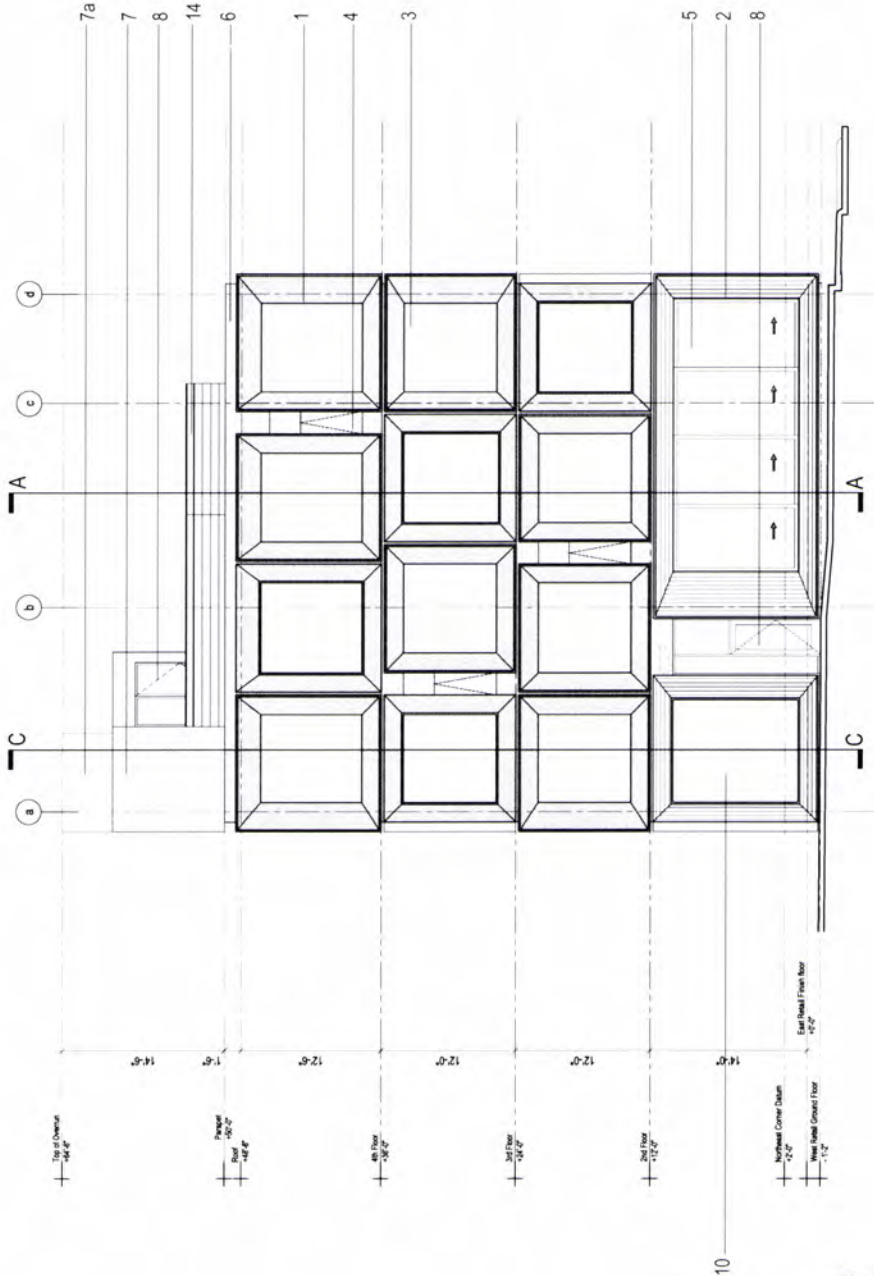
Material Key

- 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. Coiling 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



North Elevation



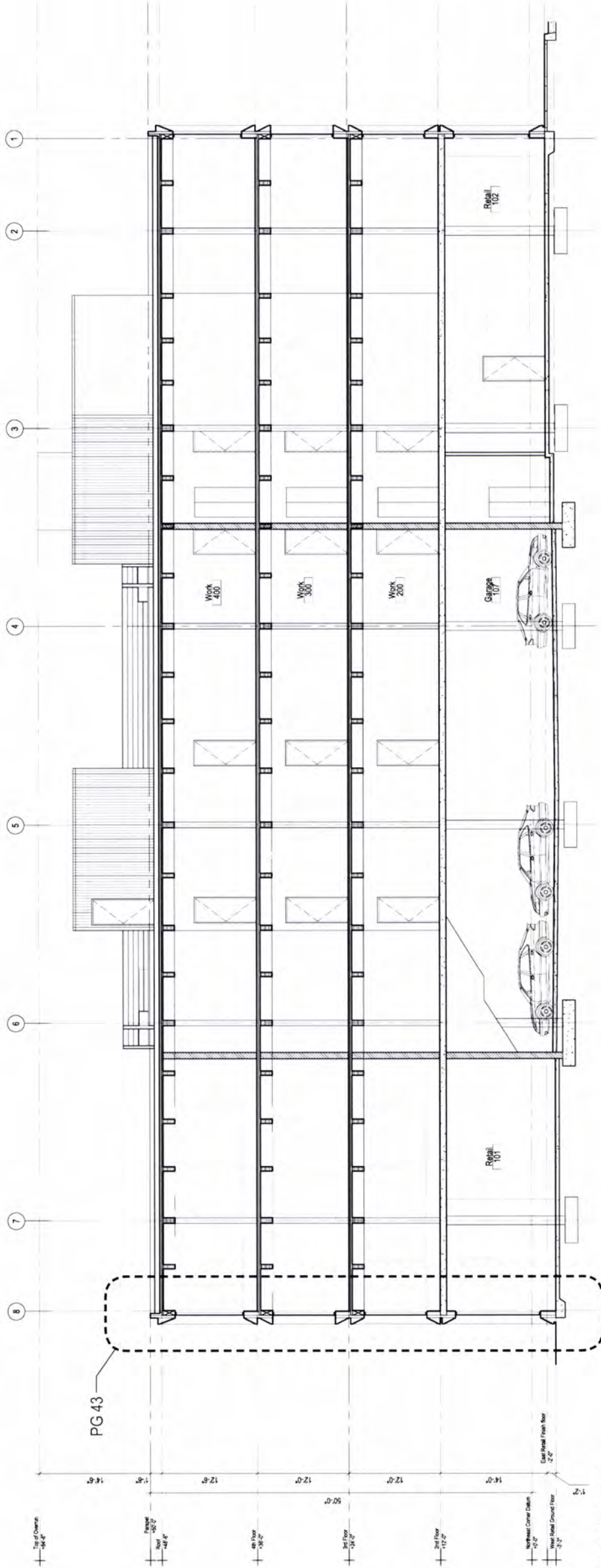
West Elevation

Material Key

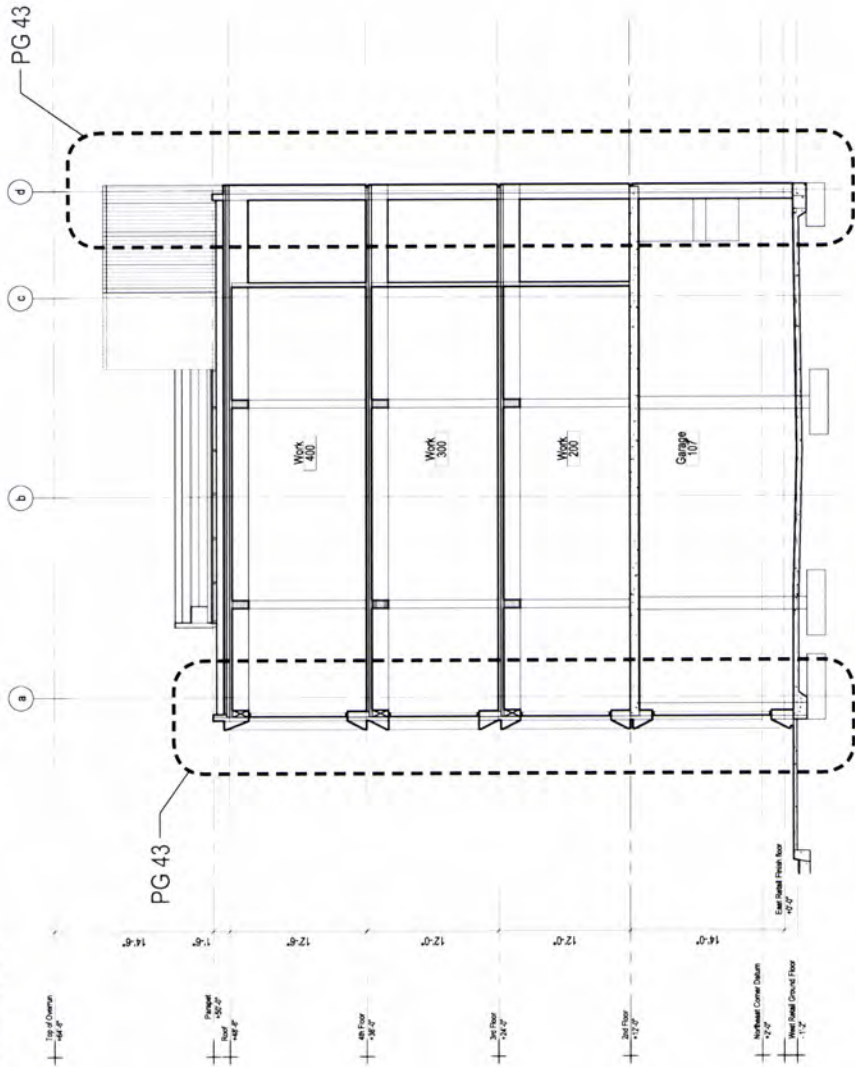
- 1. Mechanically Fastened Bent 4mm Core Backed Panel, Color A
- 2. Cedar T&G Rainscreen, Warm Silver Finish
- 3. Clear Glazing Units, Vertical SSG Mullions
- 4. Operable Awning Window with Grey Glazing Units
- 5. Clear Glazing Sliding Wood Window Panel, Warm Silver Finish
- 6. Sheet Metal Flashing, Color B
- 7. Box Rib Metal Panel, Color A
- 7a. Box Rib Metal Panel, Sky Grey
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- 10. Aluminum Storefront System with Structural Silicone Joints

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- 13. Stormwater Planter, Clear Coat Color A
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- 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



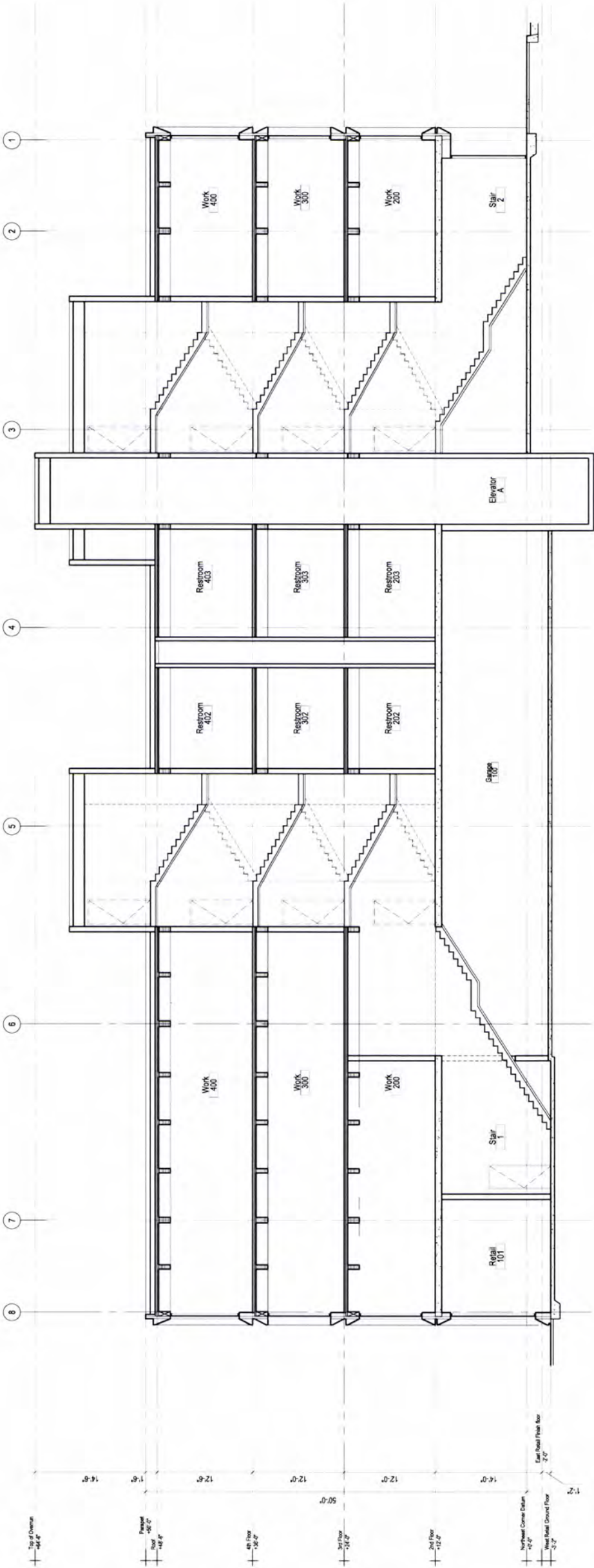


Longitudinal Section A-A

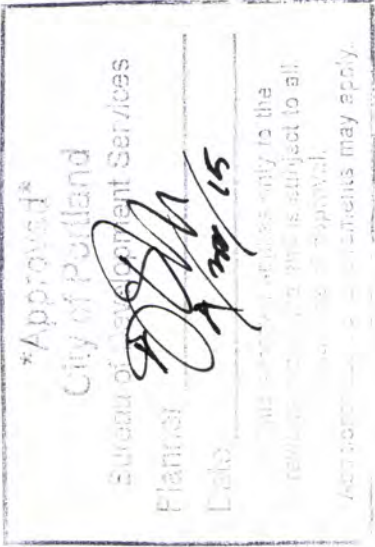


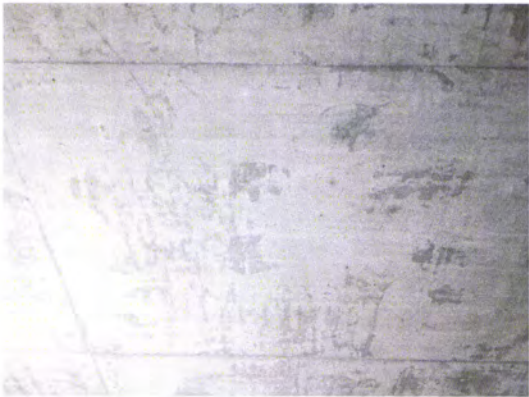
Transverse Section B-B





Longitudinal Section C-C

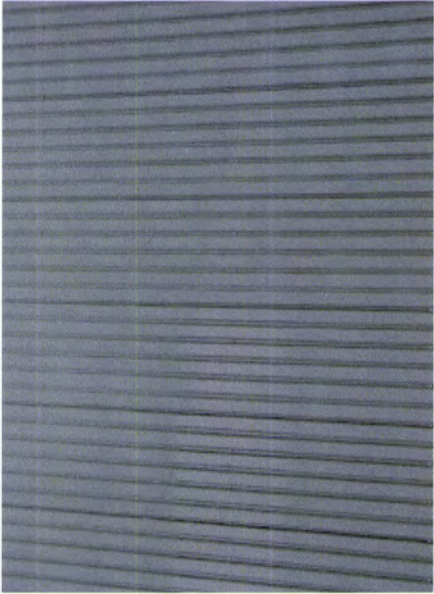




Exposed Concrete



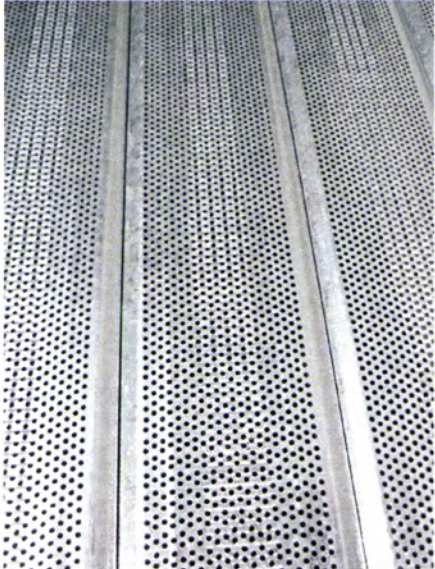
Apolic Composite Metal Panel



Box Rib Metal Panel



Box Rib Panel Profile



Grey Glazing: Solarban 60



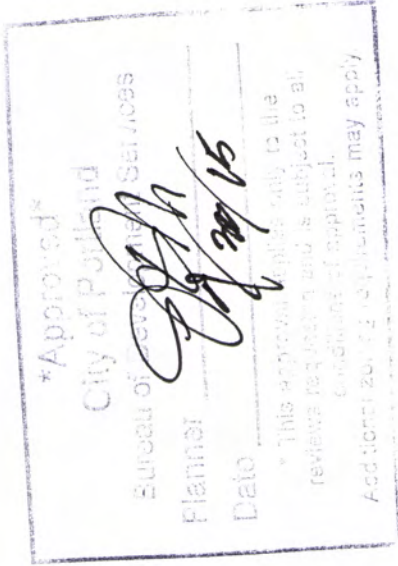
Clear Glazing: Solarban 60



Cedar Siding: Natural Finish Clear Coat

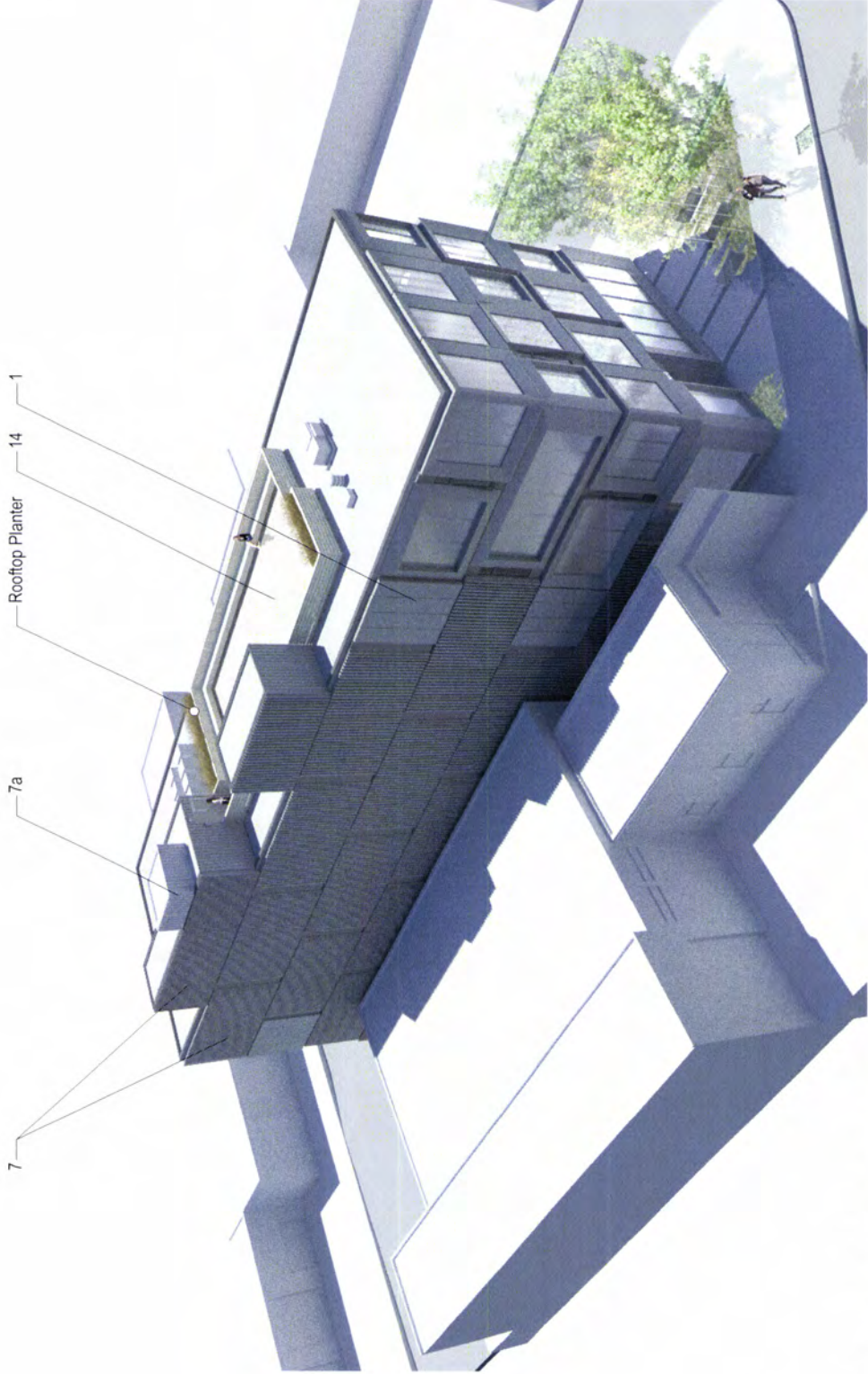


Cedar Siding: Warm Silver Finish

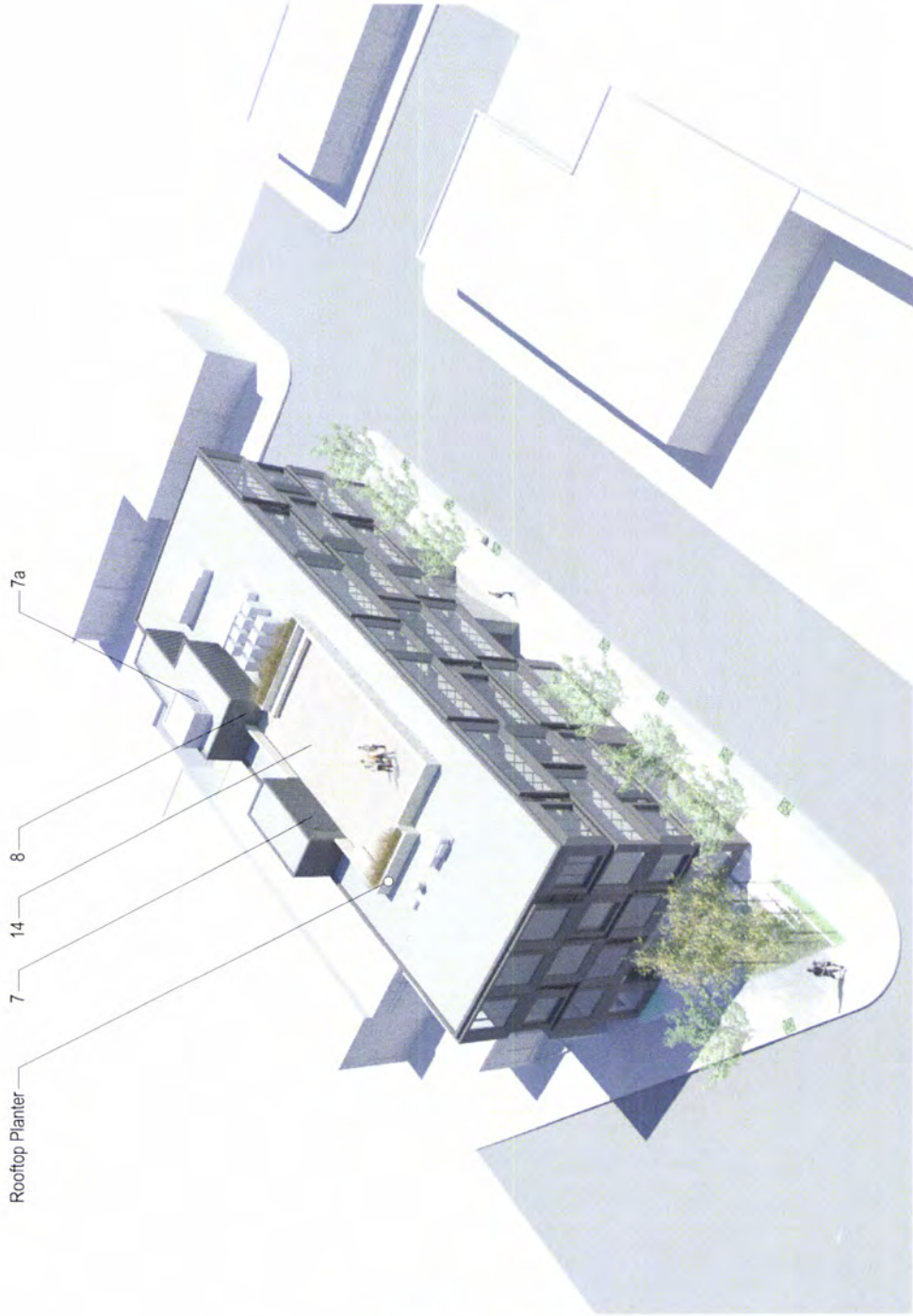


Perspectives

Approved	
City of Portland	
Division of Environment Services	
Planning	
Public	
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Aerial View of North Facade

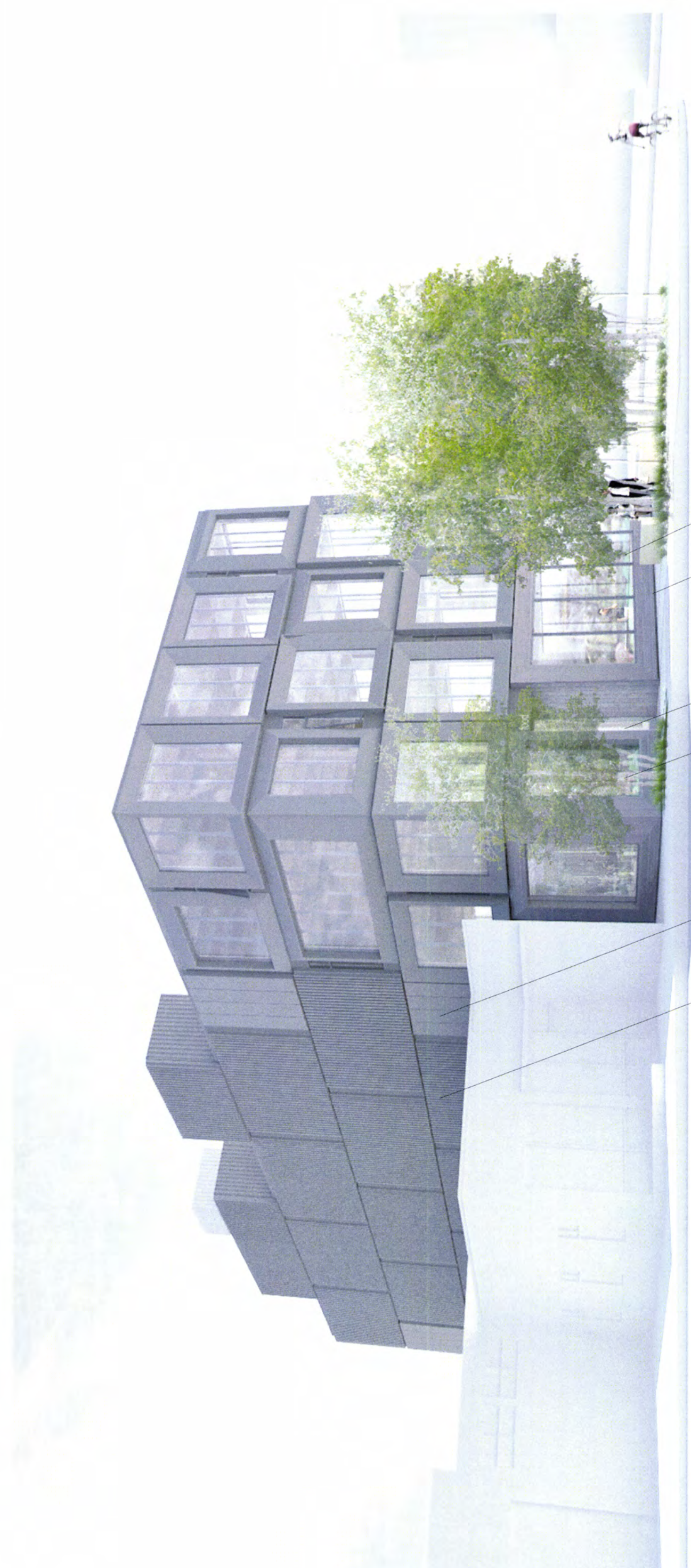


Aerial View from South-West

- 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. Coiling 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

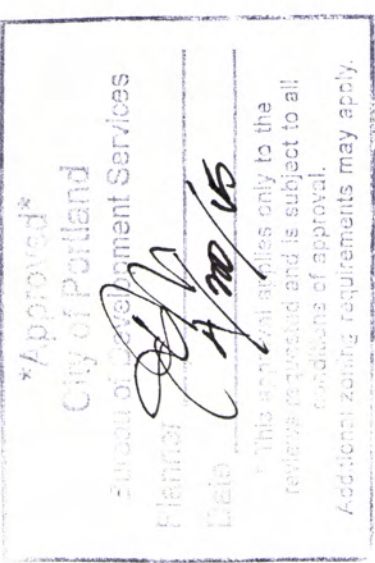
Approved
City of Portland
Bureau of Development Services
Planner _____
Date _____
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.



View of North-West Corner from Sandy

- 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
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- 11. Coiling 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





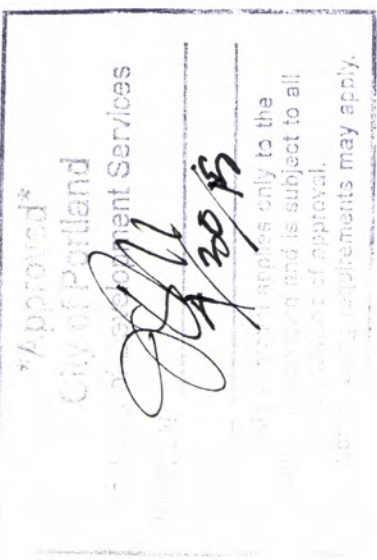
View of South Elevation



Close Up of 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
- 8a. Narrow Frame Aluminum Entrance Door (Solid), Slate Grey
9. Flushline Aluminum Entrance Door (Solid), Slate Grey
10. Aluminum Storefront System with Structural Silicone Joints
11. Coiling 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



V LENDITZ AP COVER



View of Entrance Lobby on South Facade

- 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
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- 19. Glass Entrance Door
- 20. Wood Clad Hollow Metal Door, Warm Silver Finish

18" d. Glulam Beam

Structural Steel Bucket

Wood Column (Upper Levels)

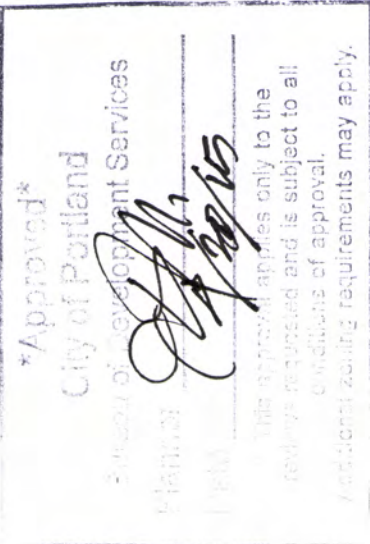


View of Typical Upper Floor Plan

3' Concrete on 3" Wood T&D Decking

Concrete Shearwall

Structural Steel Shoe

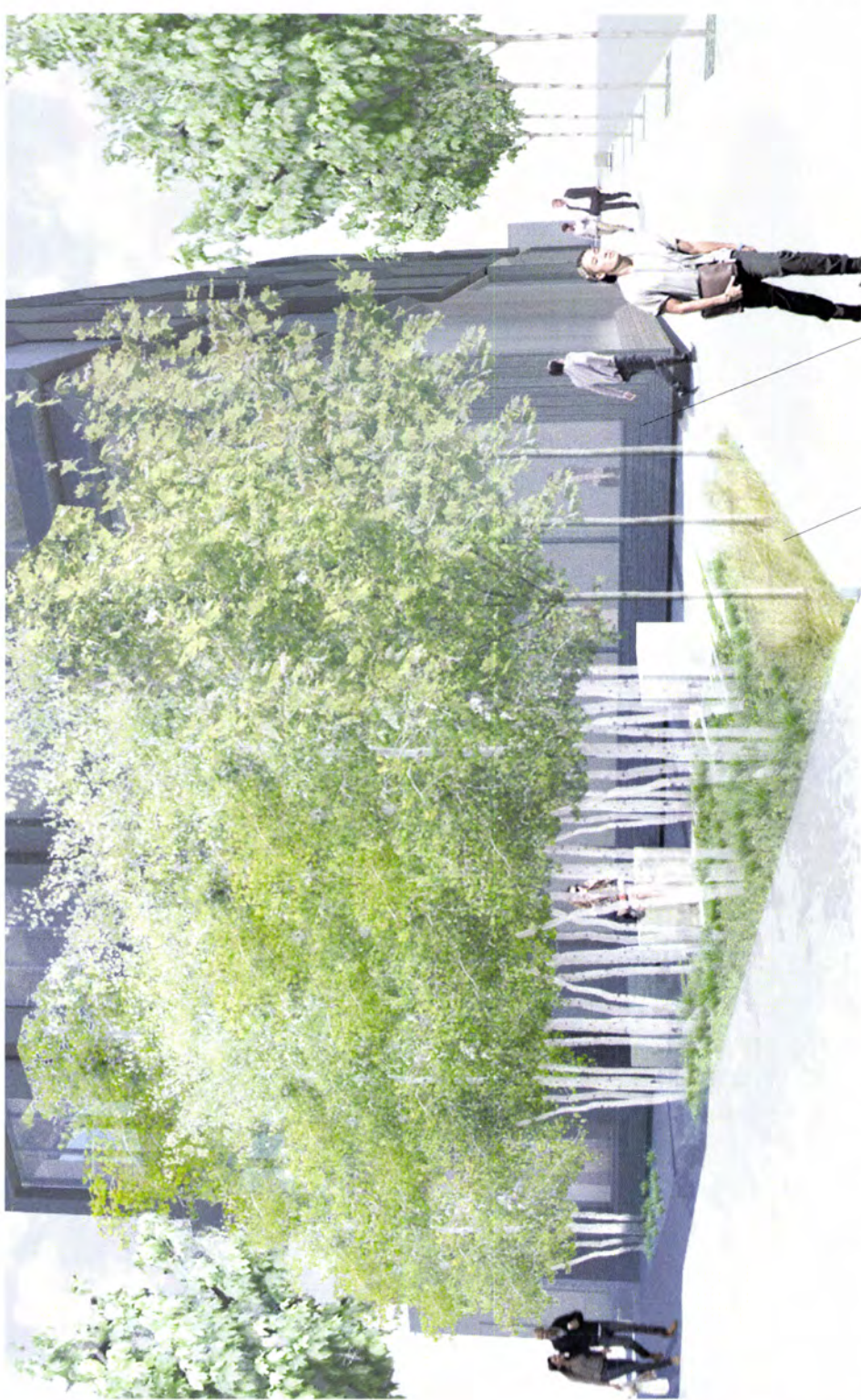




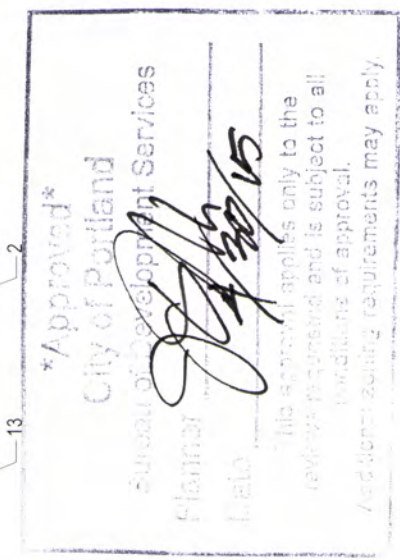
View of South Facade from Sidewalk

- 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
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- 19. Glass Entrance Door
- 20. Wood Clad Hollow Metal Door, Warm Silver Finish



View of Landscaping at South-West Corner

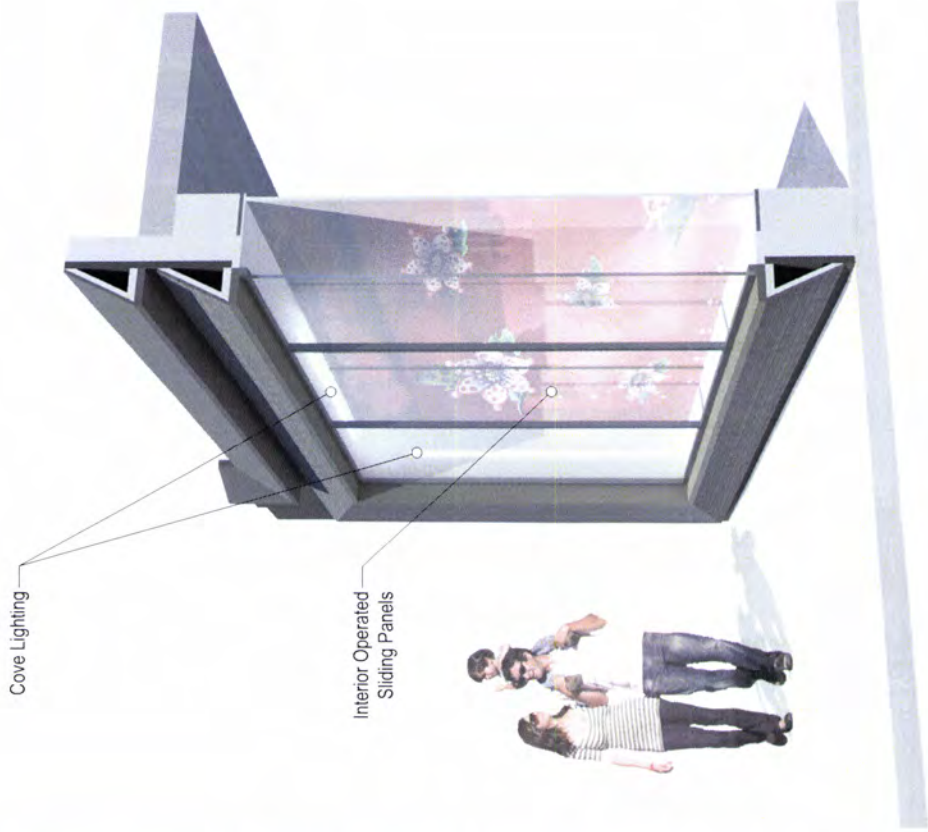




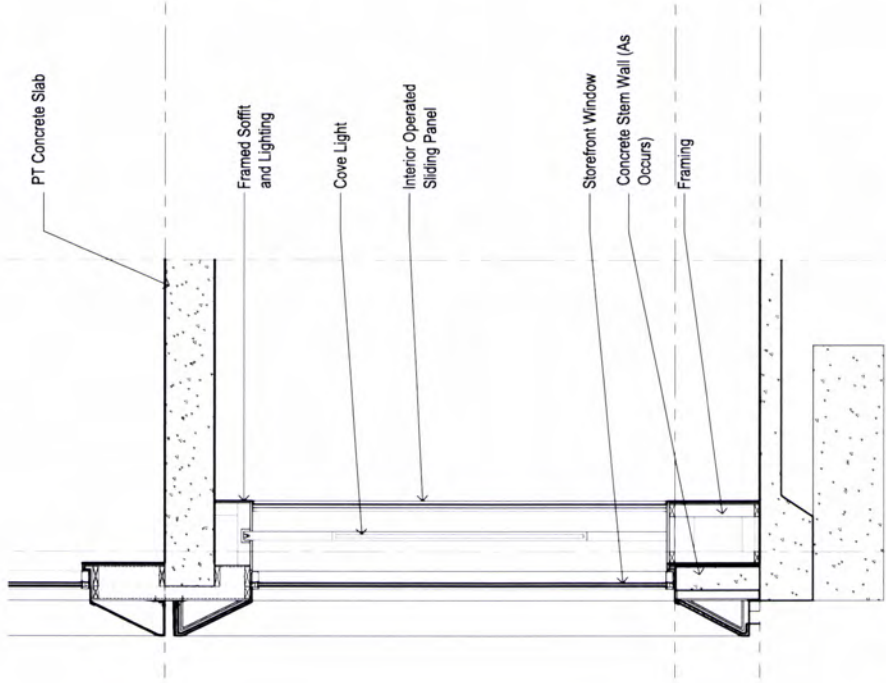
View of Display Case on South Facade

Material Key

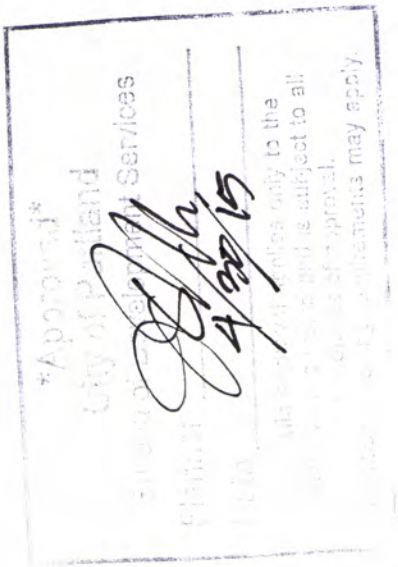
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|---|---|
| 1. Mechanically Fastened Bent 4mm Core Backed Panel, Color A | 11. Coiling Overhead Door, Perforated Slats, Slate Grey |
| 2. Cedar T&G Rainscreen, Warm Silver Finish | 12. Cedar T&G Rainscreen (Lobby), Natural Finish |
| 3. Clear Glazing Units: Vertical SSG Mullions | 13. Stormwater Planter, Clear Coat Color A |
| 4. Operable Awning Window with Grey Glazing Units | 14. Wooden Roof Deck, Natural IPE |
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| 10. Aluminum Storefront System with Structural Silicone Joints | |

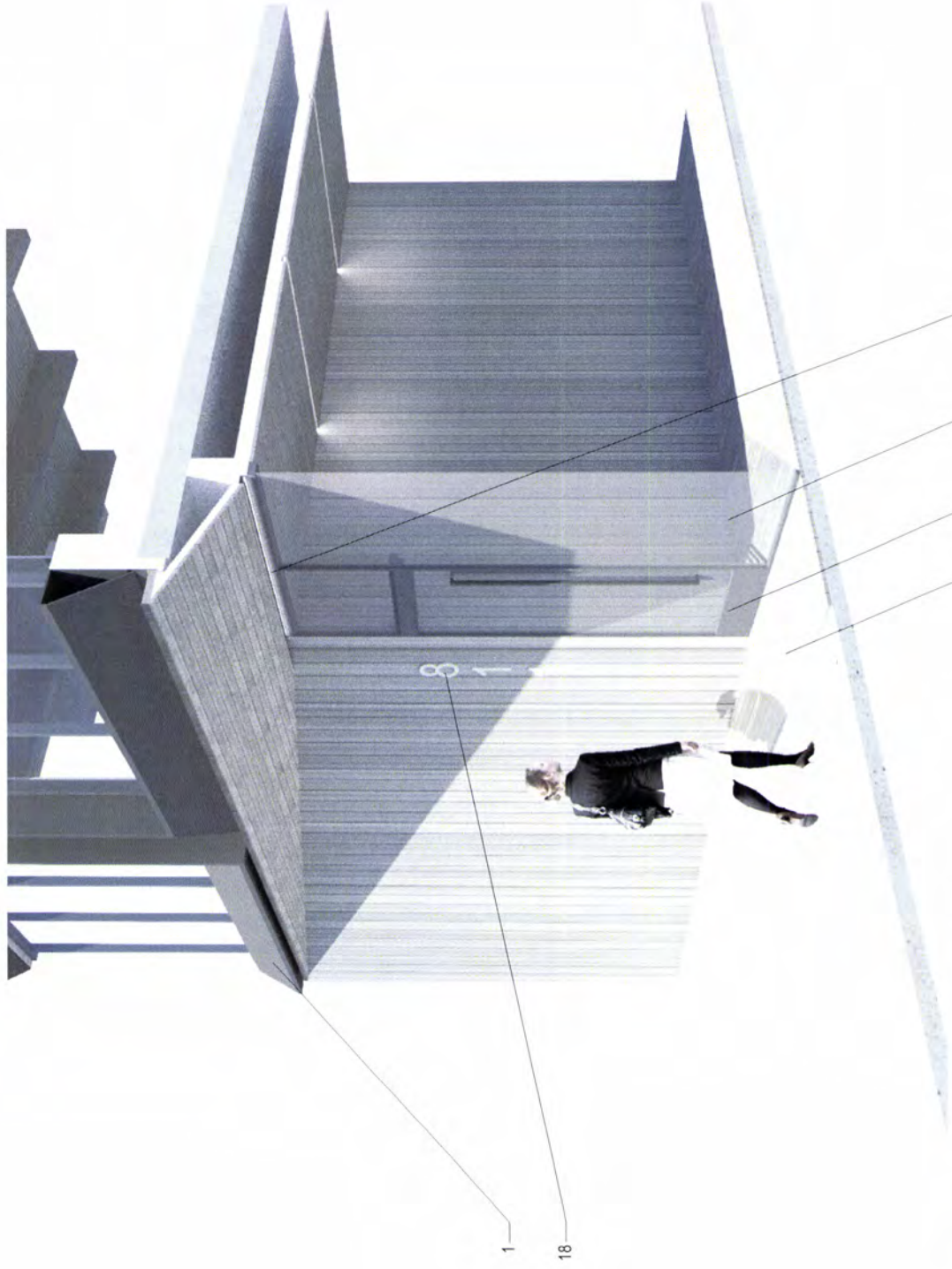


Section of Display Case on South Facade



2D Section of Display Case on South Facade

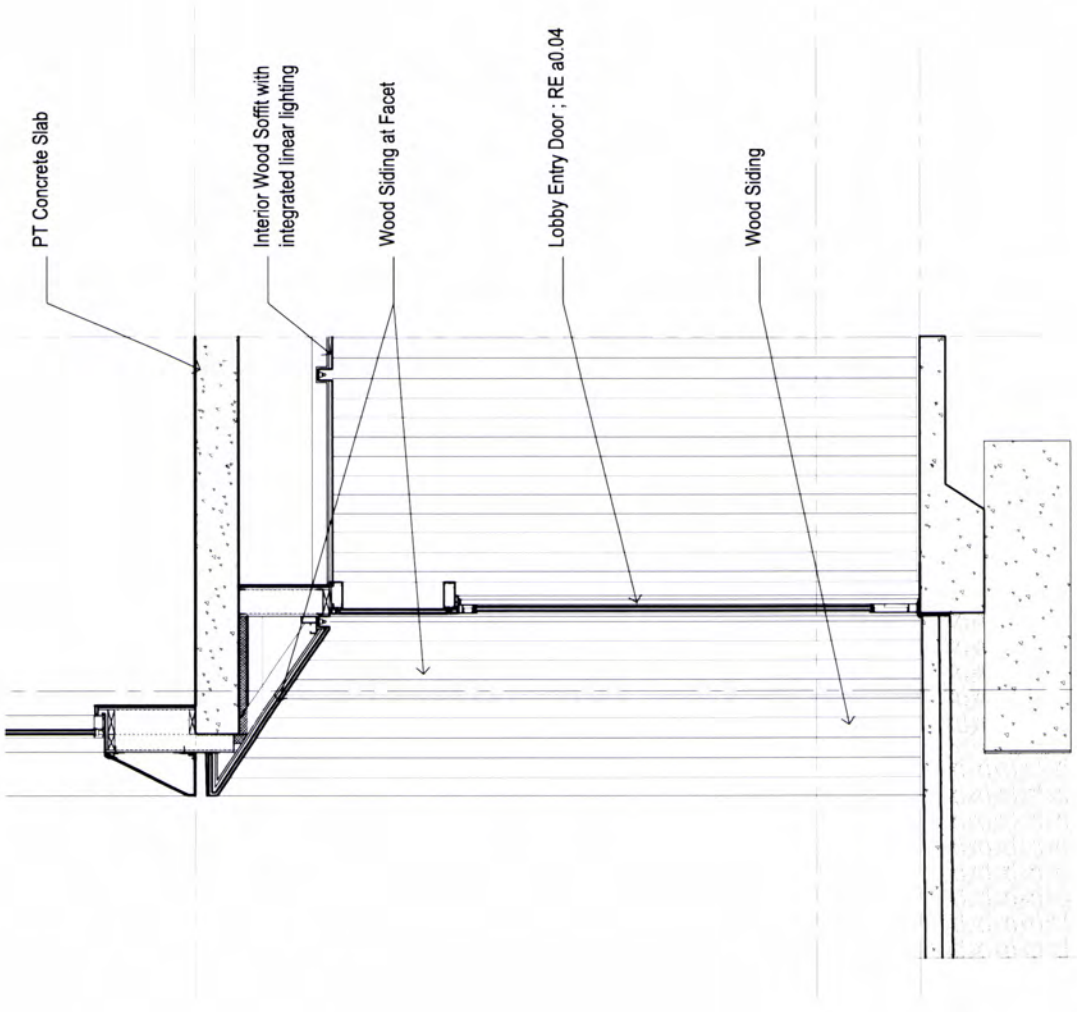




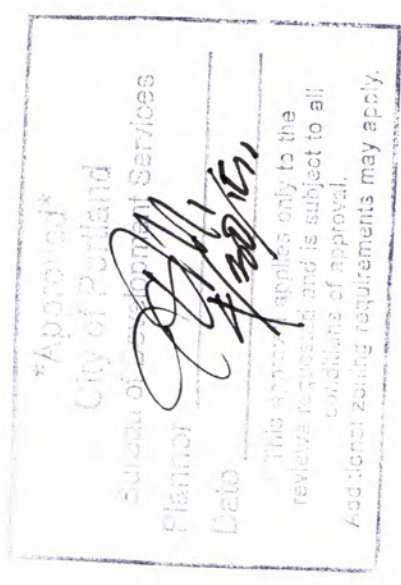
Section of Entrance Lobby on South Facade

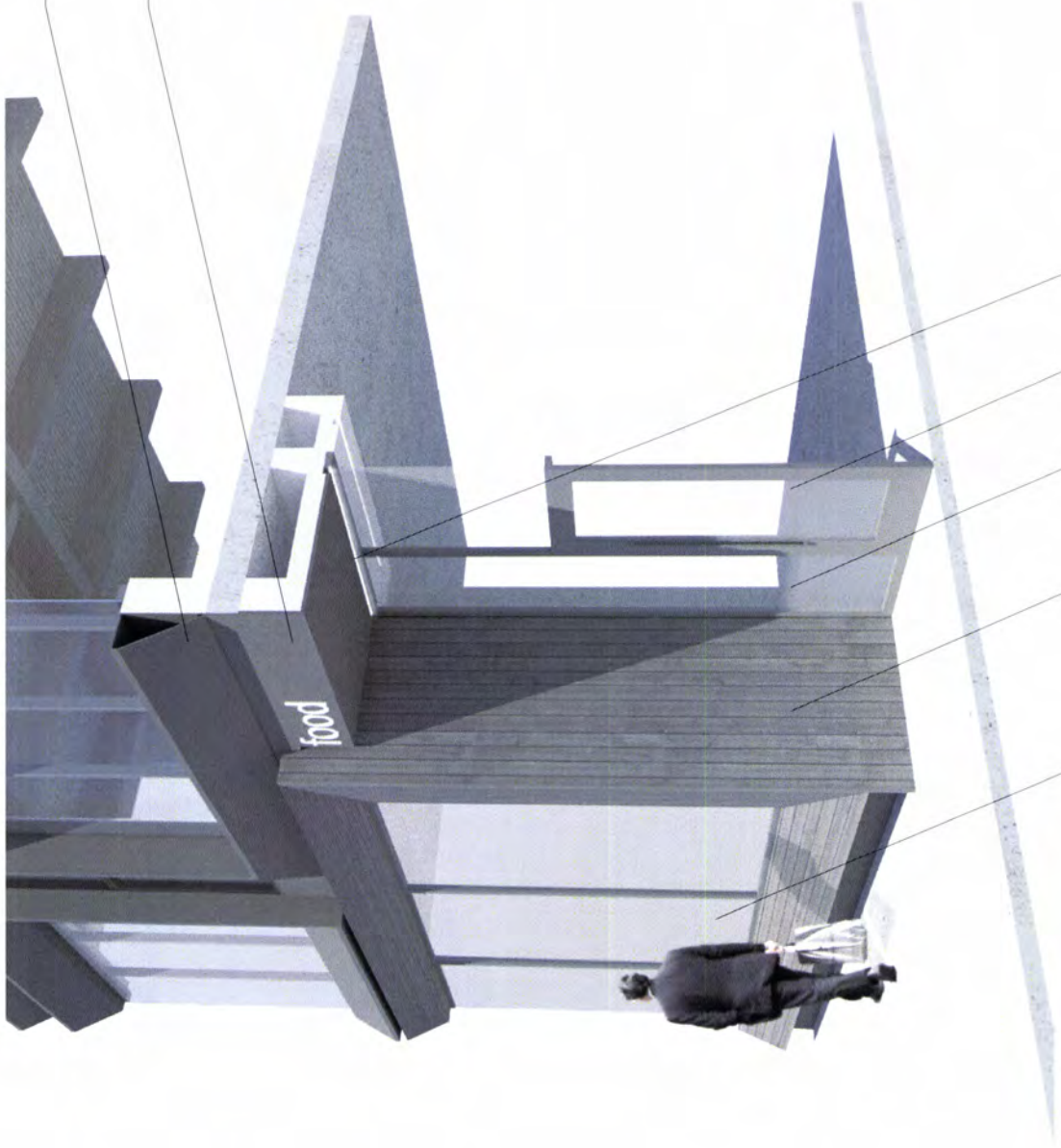
Material Key

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



2D Section of Entrance Lobby on South Facade

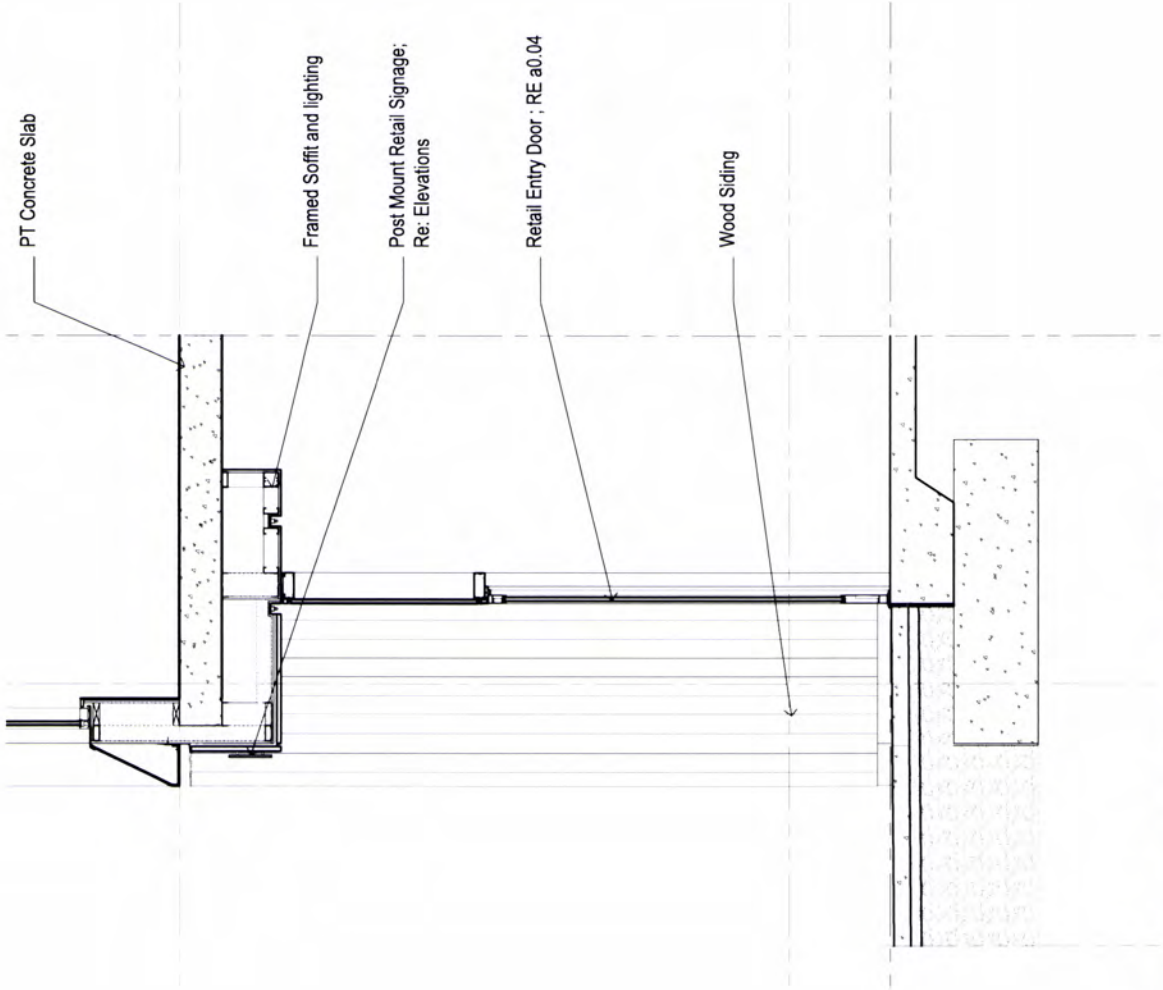




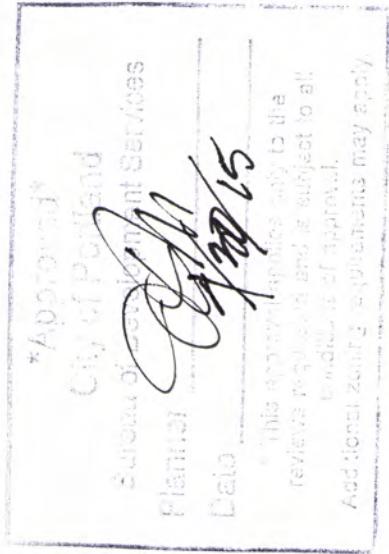
Section of Typical Ground Level Entrance

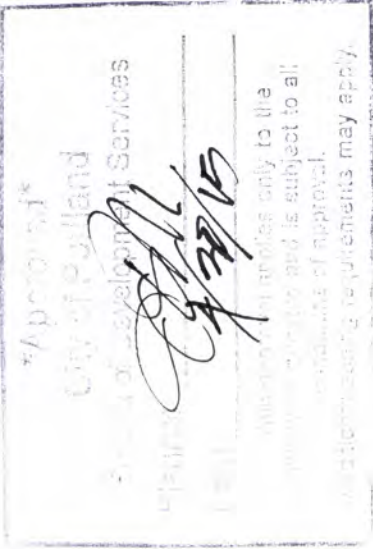
Material Key

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

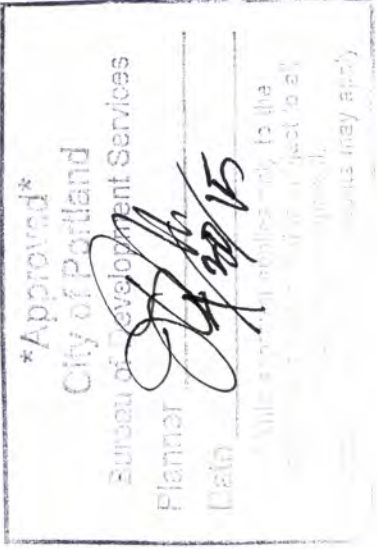
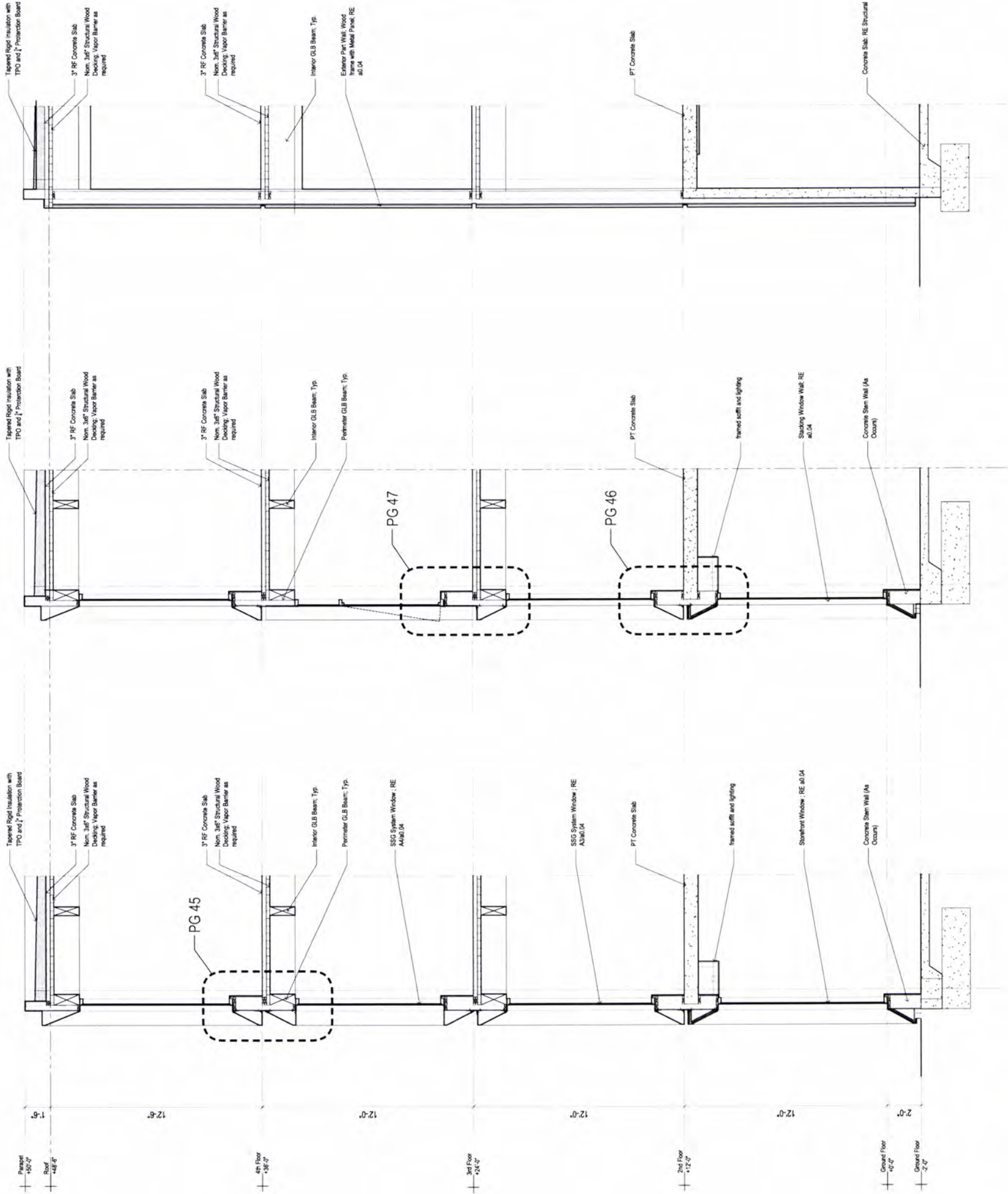


2D Section of Typical Ground Level Entrance

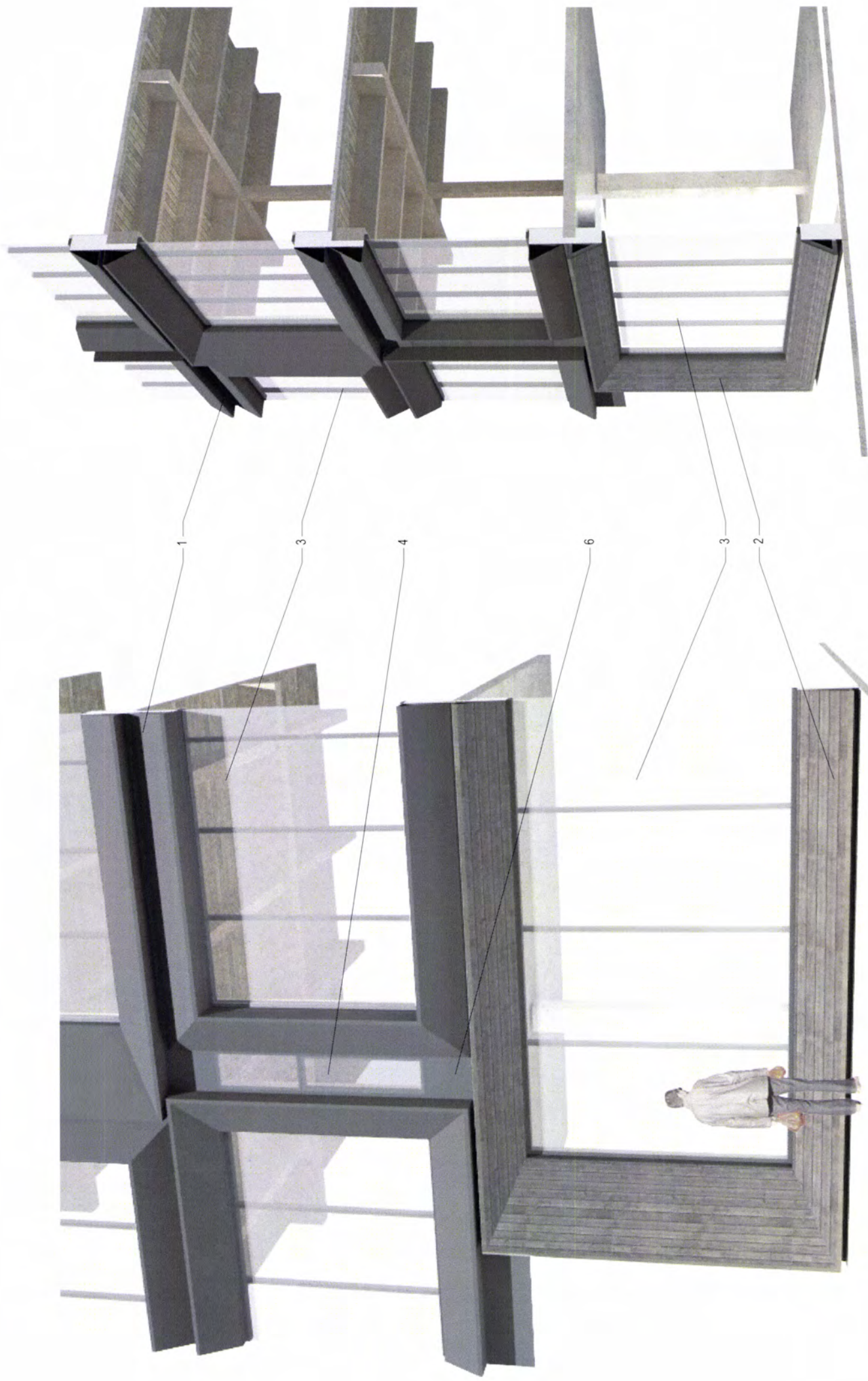




Enlarged Sections + Details



a. Typical Glazing b. Typical Operable c. Typical Solid

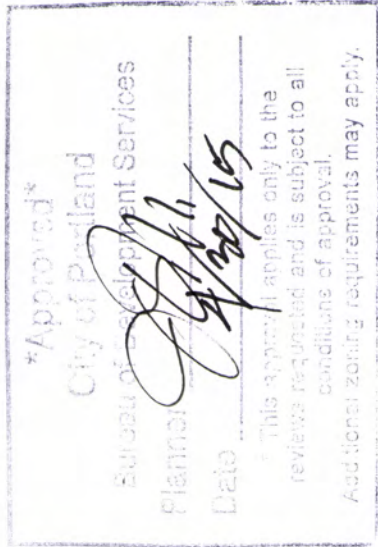


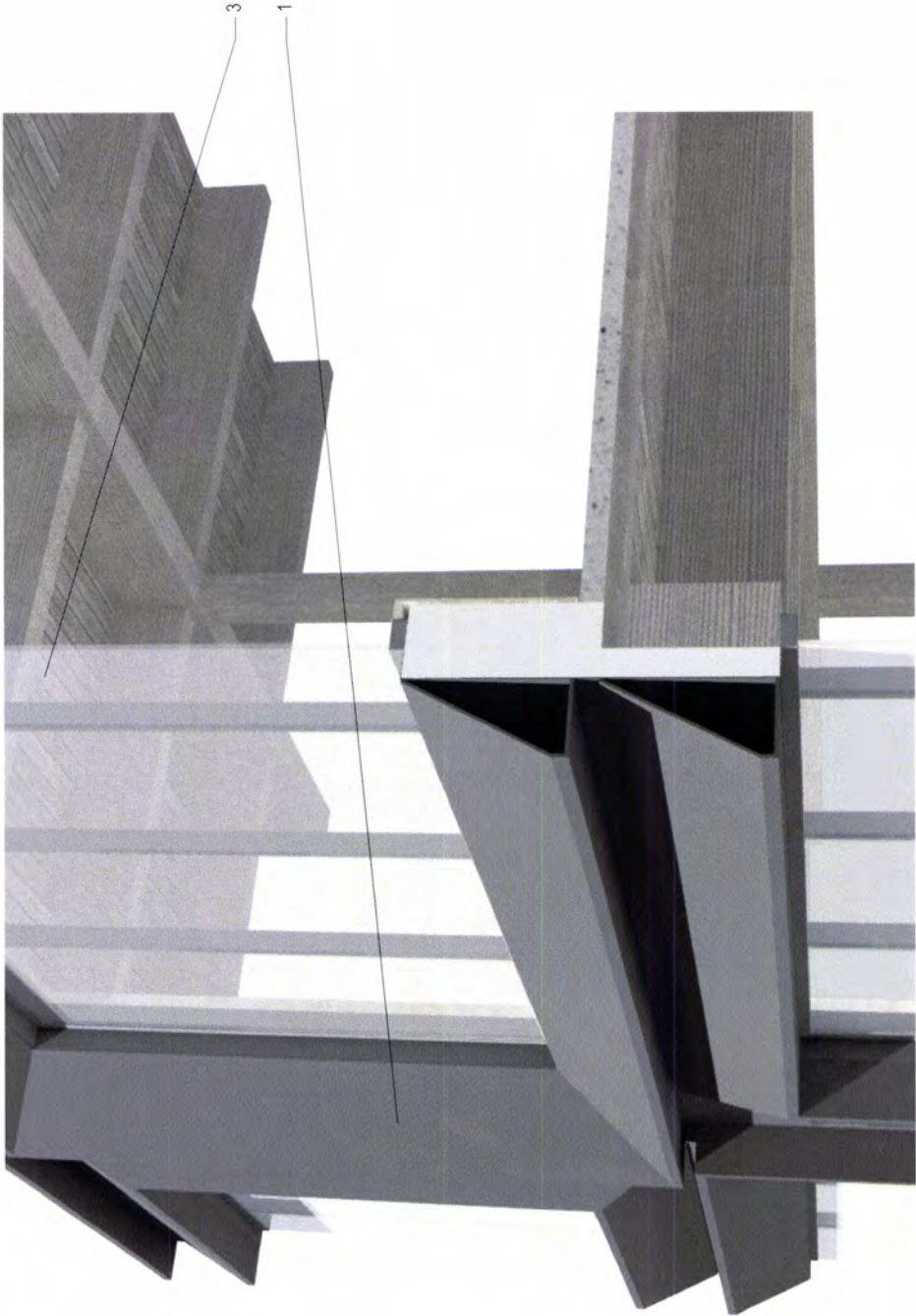
Enlarged Elevation

- 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. Coiling 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

Typical Wall Section

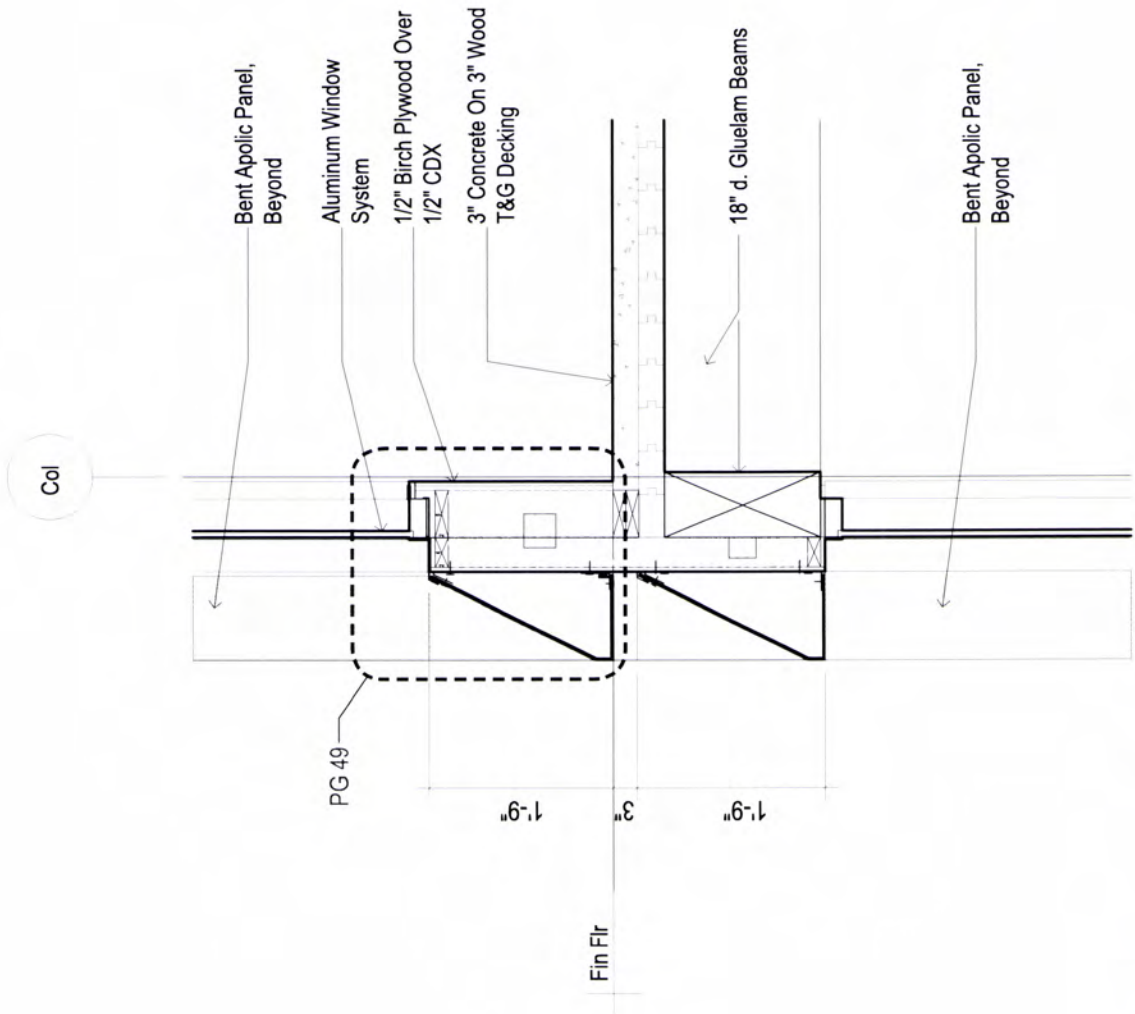




Rendering of Typical Exterior Wall Detail - Panel Condition 1

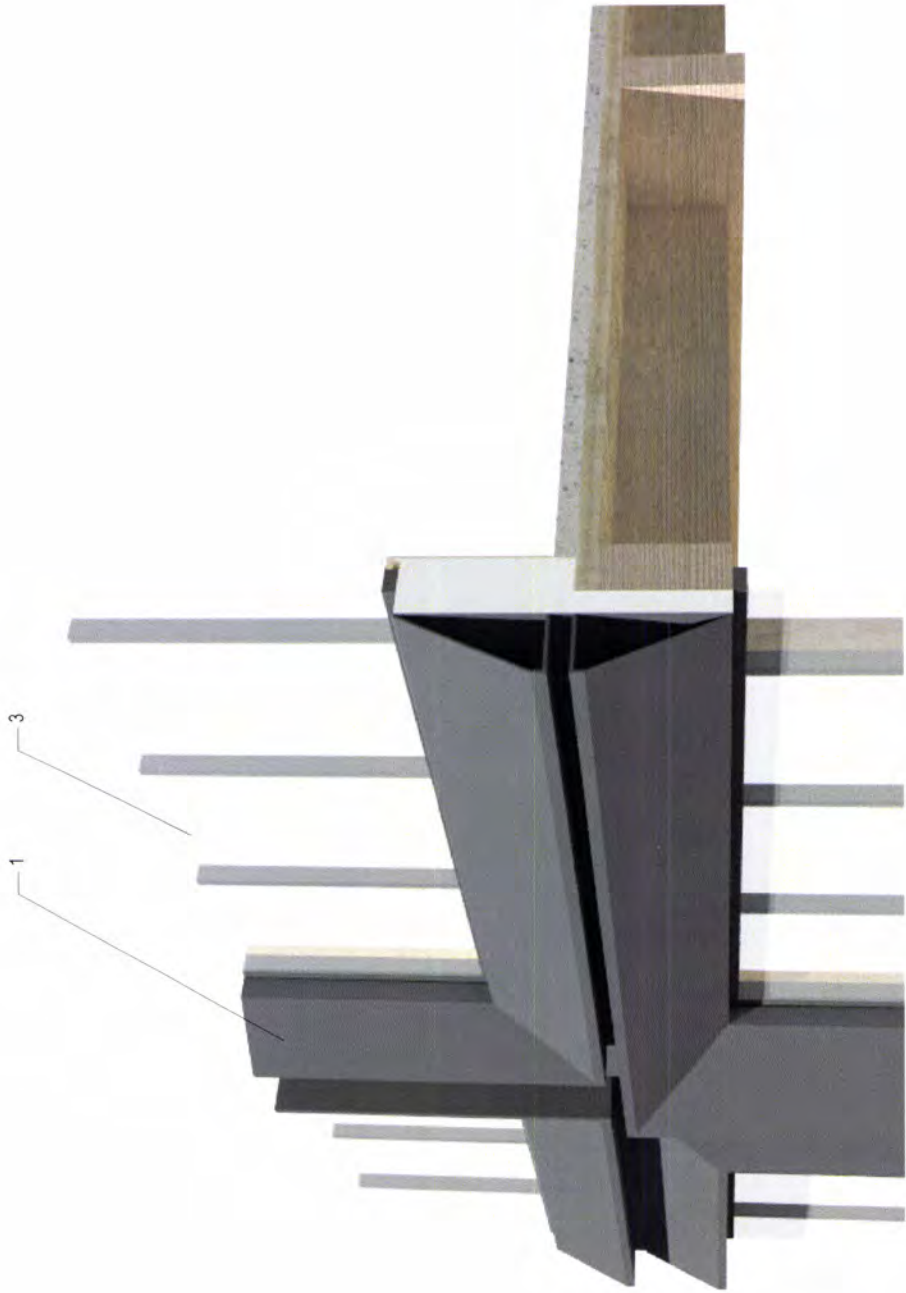
- Material Key
- 1. Mechanically Fastened Bent 4mm Core Backed Panel, Color A
 - 2. Cedar T&G Rainscreen, Warm Silver Finish
 - 3. Clear Glazing Units; Vertical SSG Mullions
 - 4. Operable Awning Window with Grey Glazing Units
 - 5. Clear Glazing Sliding Wood Window Panel, Warm Silver Finish
 - 6. Sheet 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. Coiling 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



2D Section of Typical Exterior Wall Detail - Panel Condition 1





Rendering of Typical Exterior Wall Detail - Panel Condition 2

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. Coiling 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

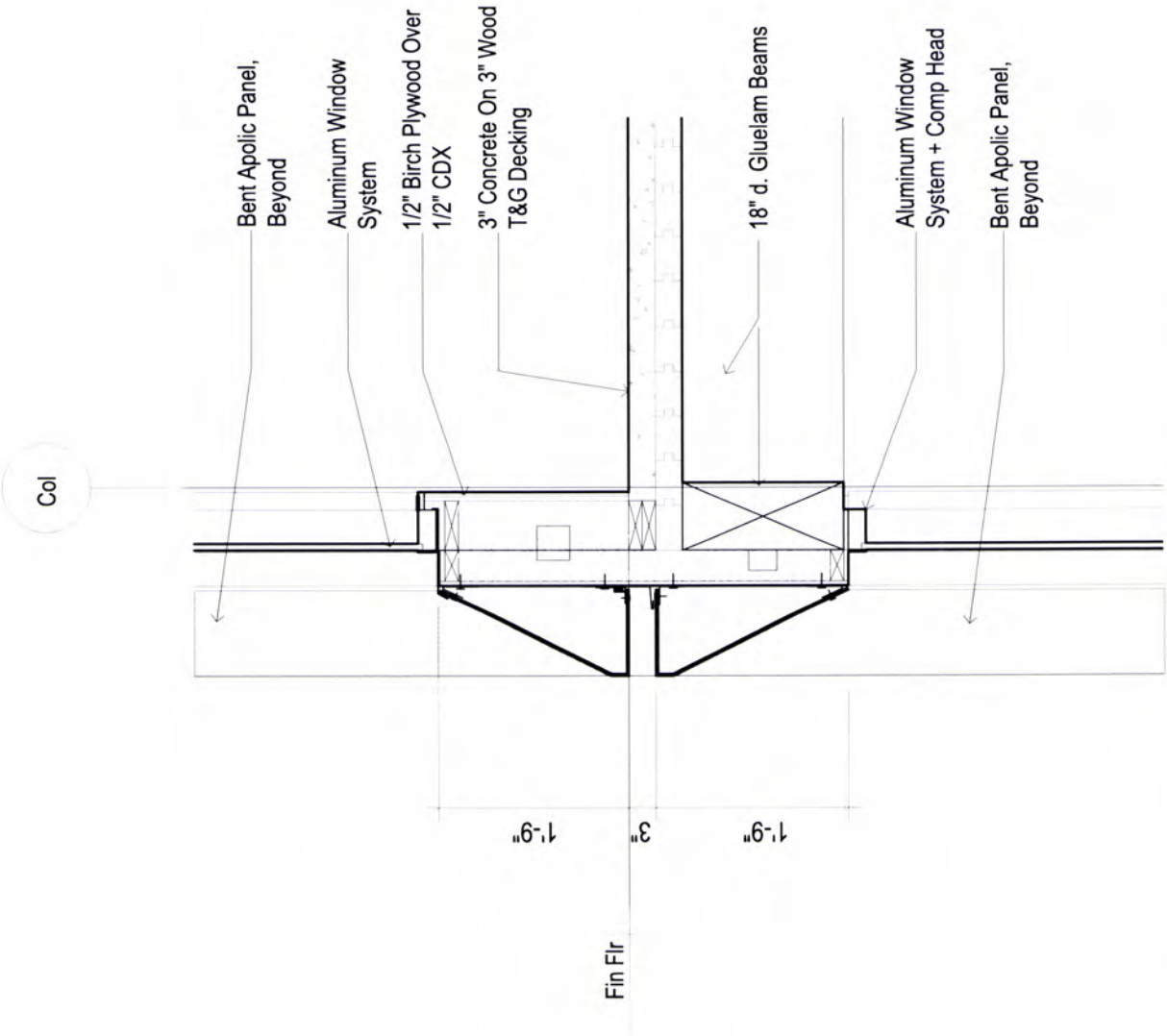
16. Exterior Cove Lighting

17. Call Box

18. Post offset individual building address signage, Cotton White

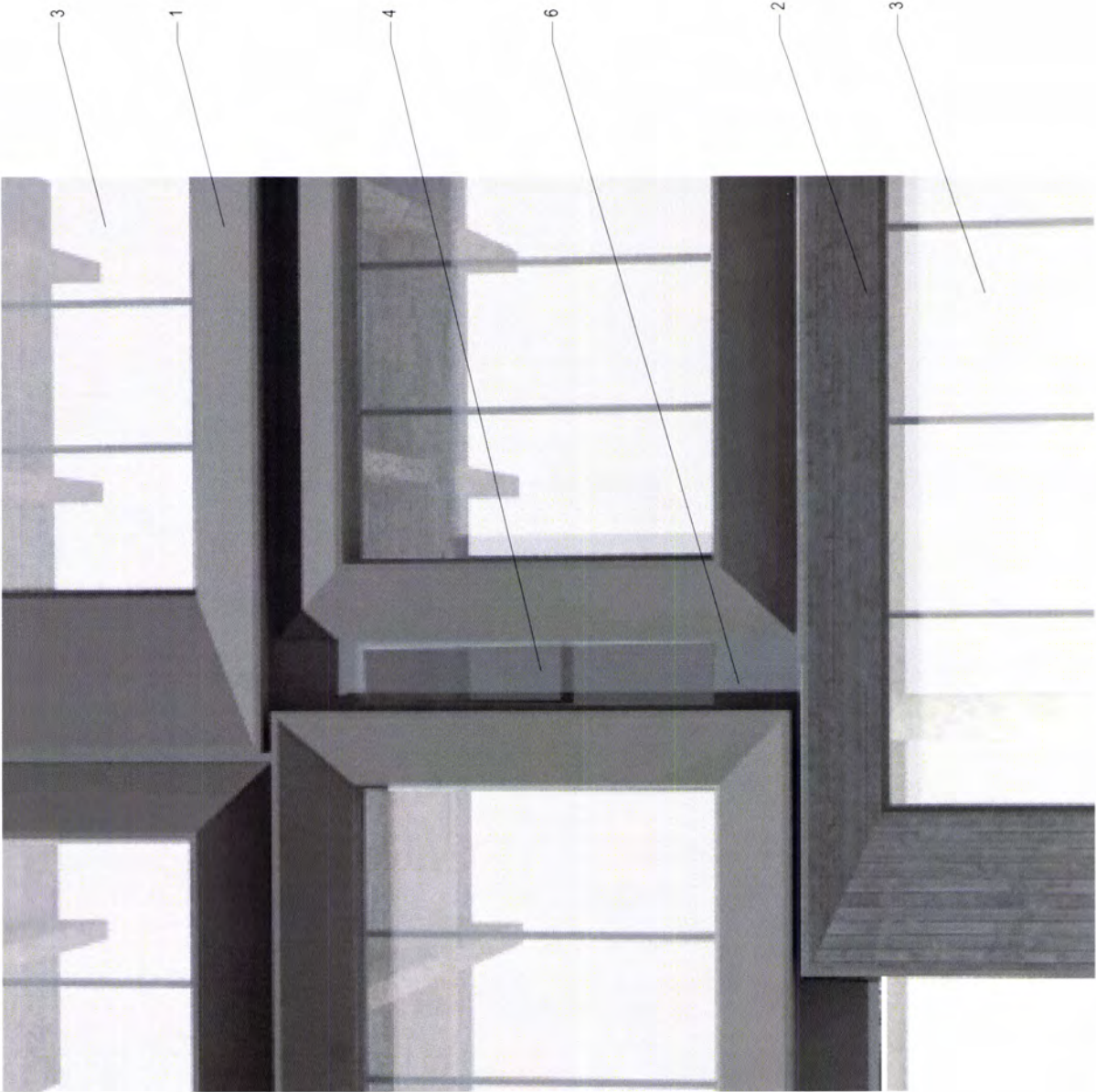
19. Glass Entrance Door

20. Wood Clad Hollow Metal Door, Warm Silver Finish



2D Section of Typical Exterior Wall Detail - Panel Condition 2

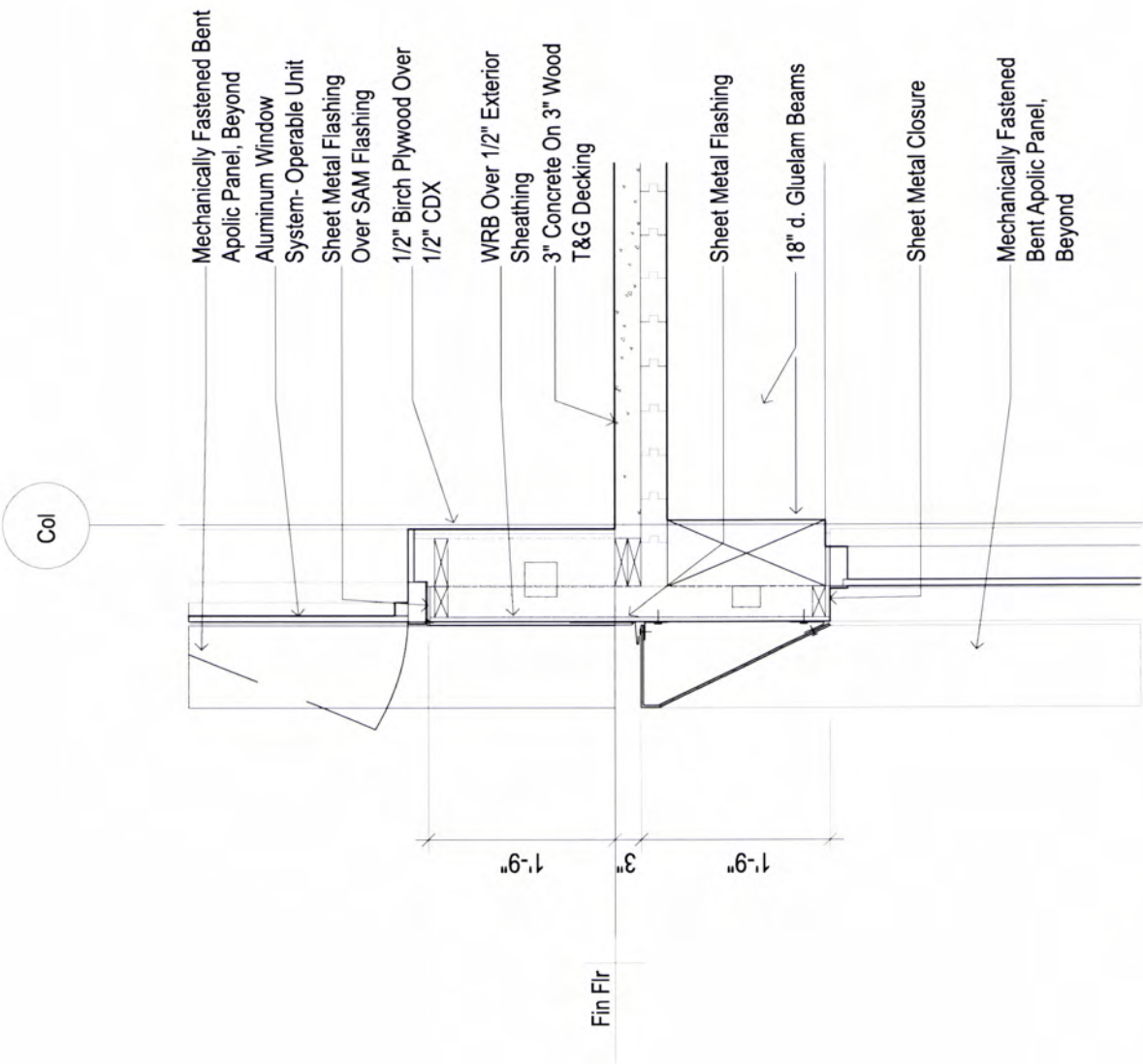




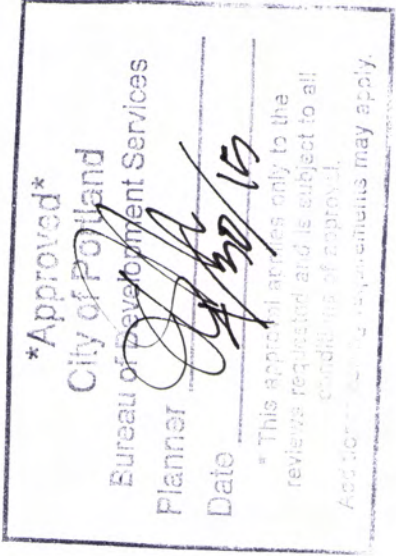
Rendering of Typical Exterior Wall Detail - Operable Vent Window

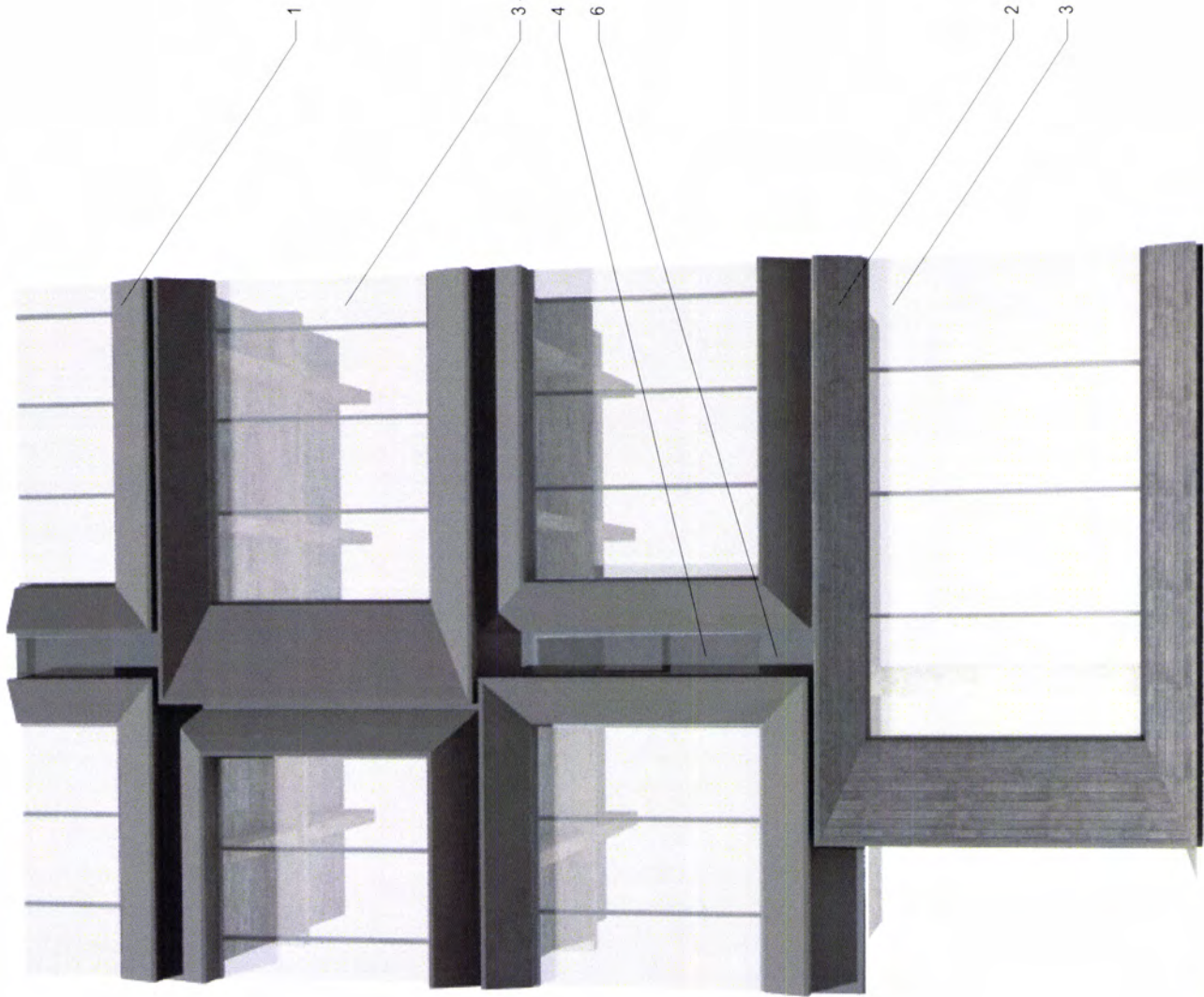
Material Key

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



2D Section of Typical Exterior Wall Detail - Operable Vent Window

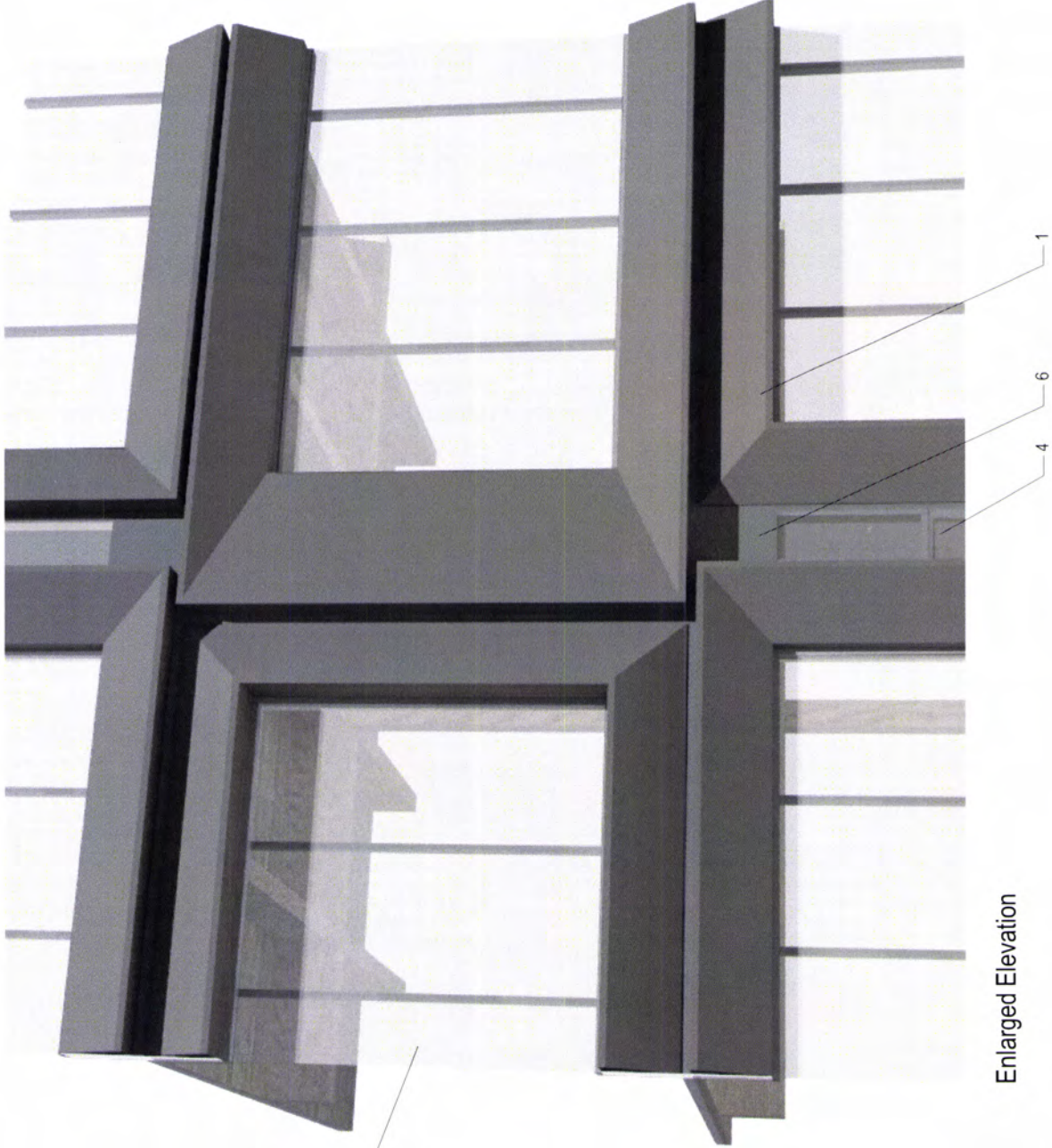




Enlarged Elevation

Material Key

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



Enlarged Elevation

Approved

City of Portland

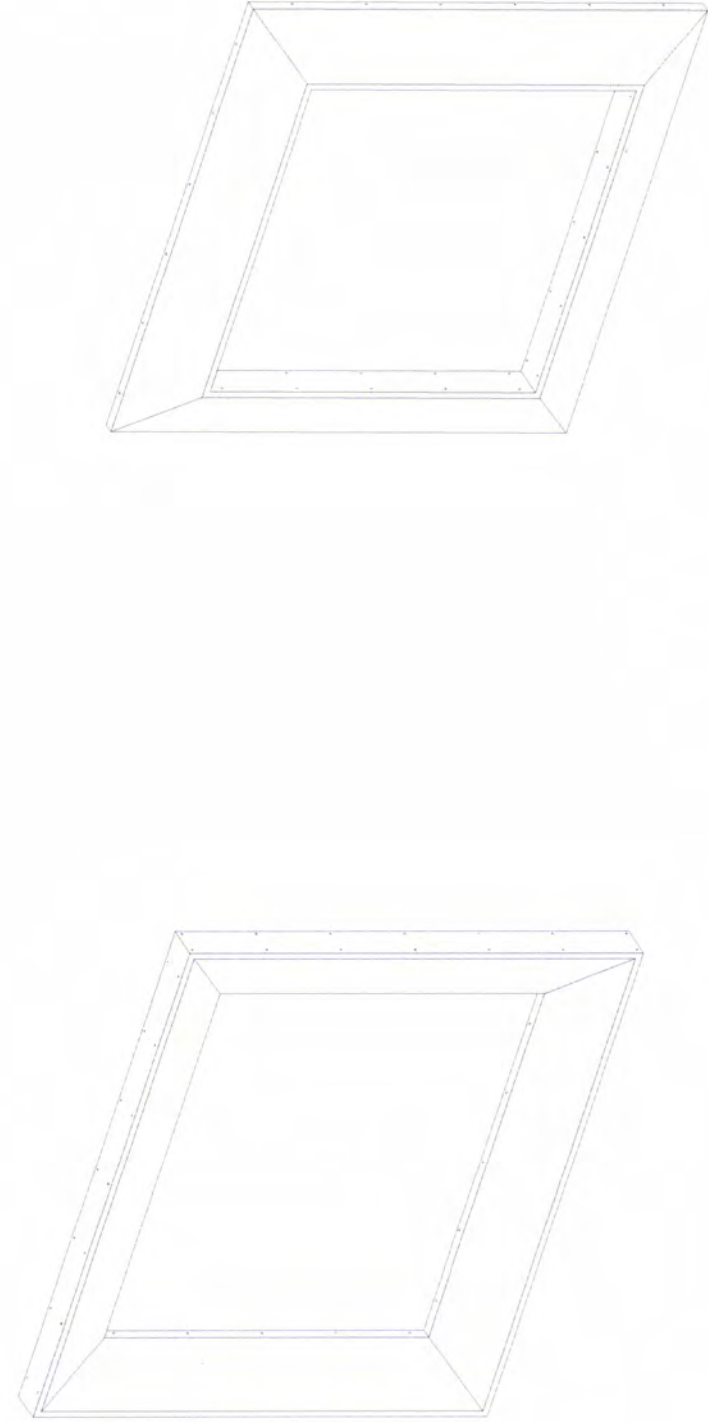
Bureau of Development Services

Planner _____

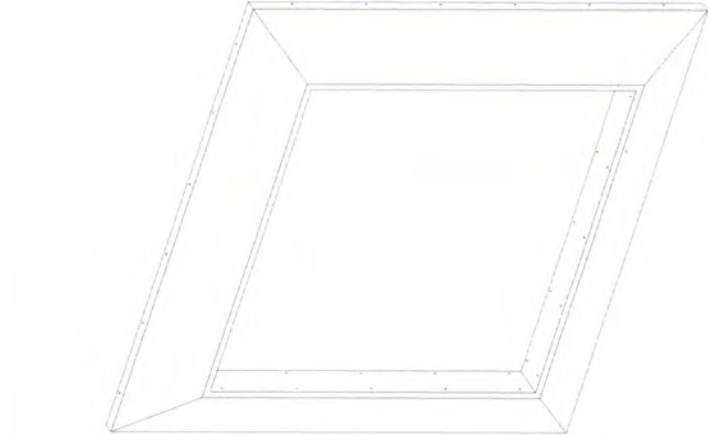
Date 9/22/15

* This approval applies only to the reviews requested and is subject to all conditions of approval.

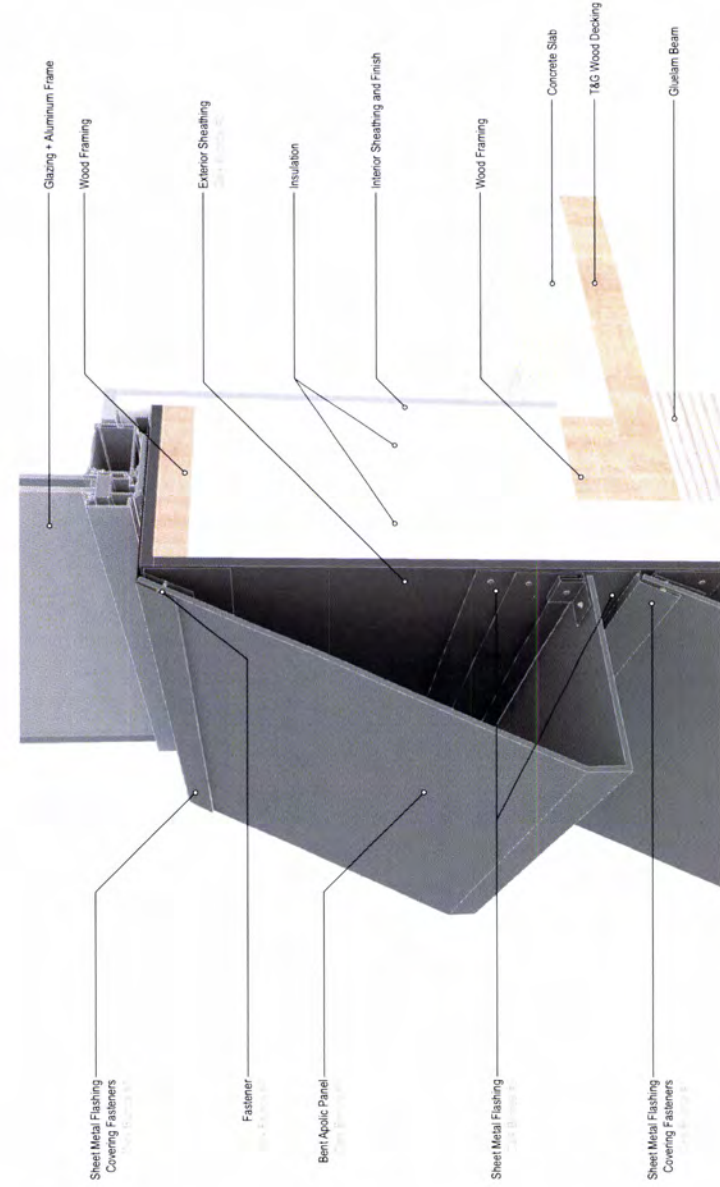
Additional zoning requirements may apply.



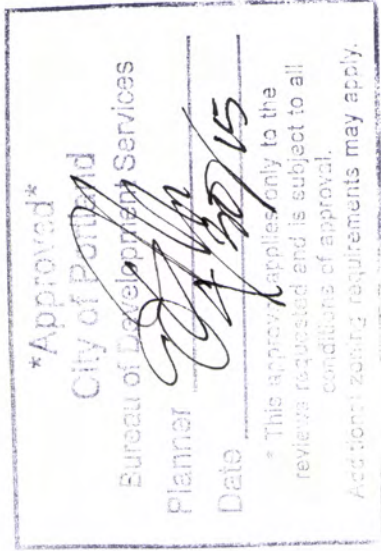
Panel Type A



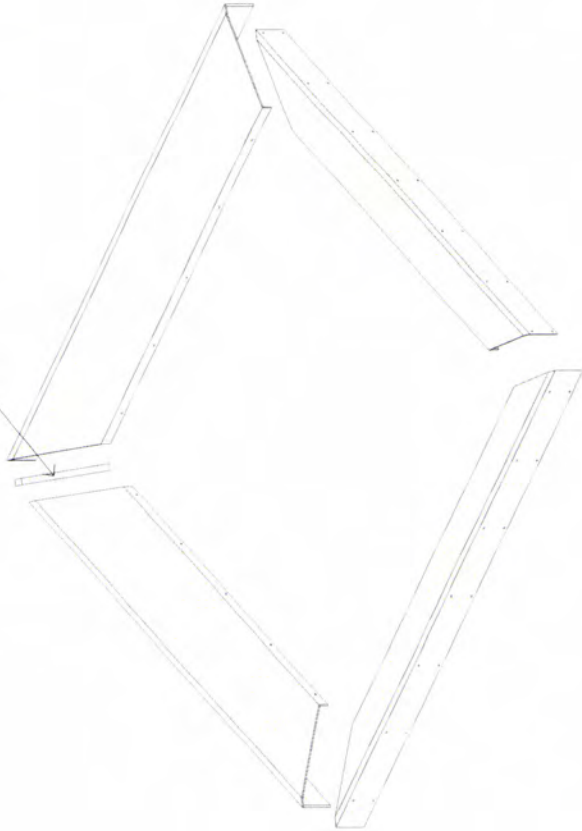
Panel Type B



Section of Tube and Panel Assembly

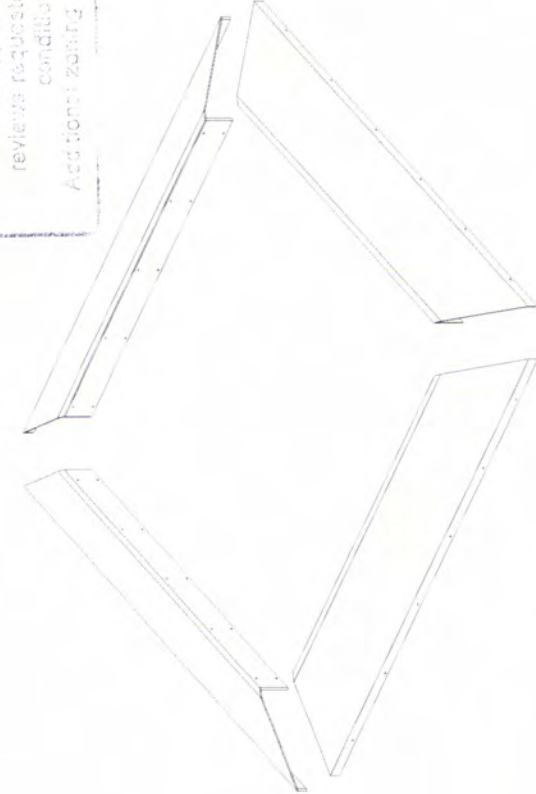


Stitch Plate at Each Corner (Typical)

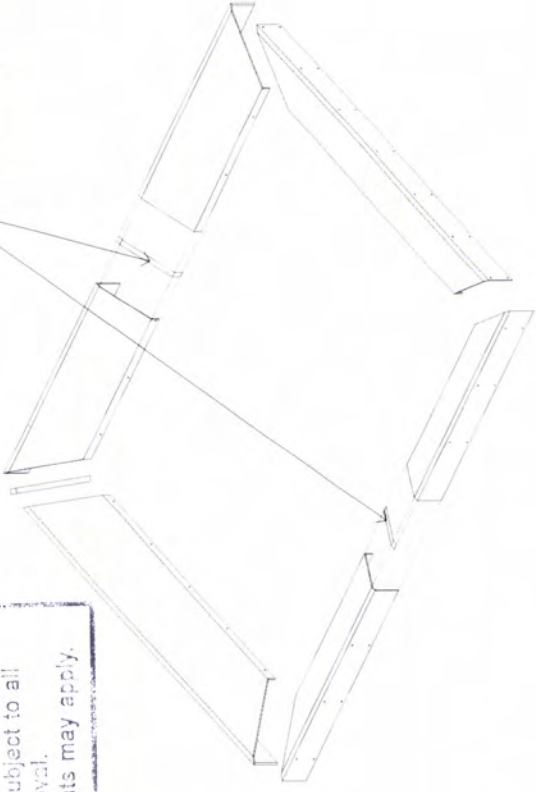


Panel Assembly A

Stitch Plate at Panel Joint (Situational)



Panel Assembly B



Panel Assembly - Panel Joint