



Block 75 111 NE - Martin Luther King Jr Blvd **Design Advice Request**  
works partnership llc. 01.15.2014 - Updated 02.10.2014

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111 NE Martin Luther King Jr Blvd  
R150026, R150027, R150028

## PROJECT SUMMARY

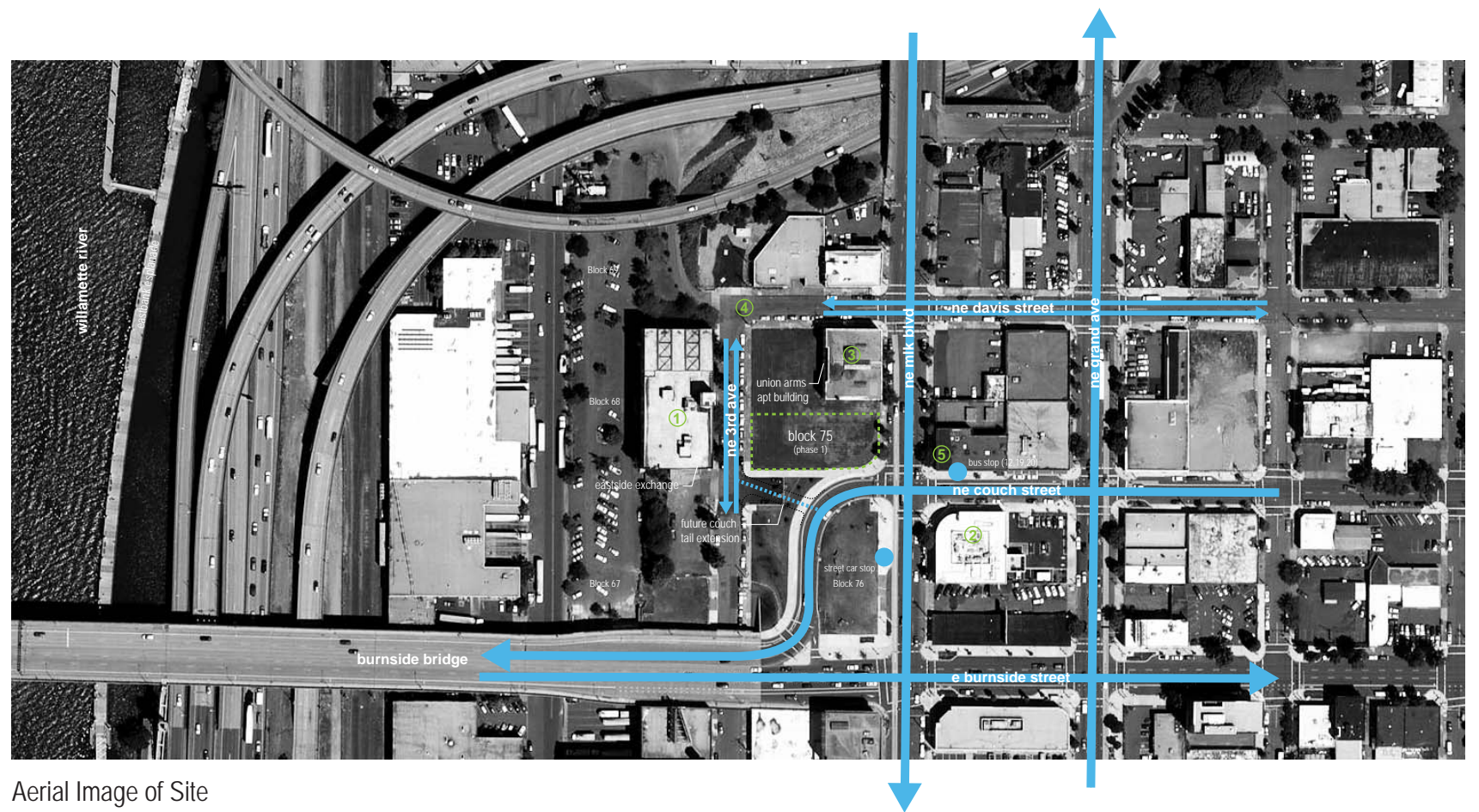
Block 75 is a full city block located at the east end of the Burnside Bridge adjacent to the Couch Couplet; this area is known as the Burnside Bridgehead. The site occupies the vacant  $\frac{3}{4}$  of the block with an existing three story residential building at the NE corner of the block (existing building is not under same ownership as the vacant  $\frac{3}{4}$  block). The current proposed development is slated to occupy the south half of the site with a 144,735sf, 9-story mixed-use building. The building use will be a combination of ground floor retail, with commercial workspace/office floors above and residential dwelling units of mixed sizes occupying the upper half. Parking and Loading access to the site will be off NE Davis St. along the east edge of the NW quadrant. The remaining NW quarter block will be reserved for future development.

The site is in the Design Zone of the Central Eastside Sub-district of the Central City Plan District and must comply with the applicable Title 33 Portland Zoning Code Requirements, the Central City Fundamental Design Guidelines and the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan. Other guidelines considered are the Burnside Bridgehead Framework Plan & Encroachments in The Right of Way.

Block 75 forms a high visibility hinge within the ongoing redevelopment of the Burnside Bridgehead- a 4+ block redevelopment at the east end of the Burnside Bridge. The first phase of the Block 75 project is to be a 130,000 square foot concrete structure that will synthesize commercial and residential communities. The building is programmed for larger floor plate workspace on the lower floors that will transform in scale as they ascend, with deeper perforations of light and air to accommodate a transition to living environments. On the exterior the program is neutralized and assembled into tubes of space that allows for a plastic response to the sweep of the arterial bridge access that cuts through the development. The project will present itself as a collage of framed activities to the city and to the one way traffic on the arterial.

## ZONING SUMMARY

APPLICABLE CODES: Portland City Code and Charter, Title 33 Planning & Zoning				
Site Address: 111 Martin Luther King Jr. Blvd			Property Size: 26,750 SF	
Tax Lot Number(s): R150026, R150027, R150028				
Tax Roll: EAST PORTLAND, BLOCK 75, LOT 3 - 6				
Base Zone: EX		Overlay(s): (d)		Plan District: CC
<b>Base Zone Regulations:</b>				
FAR: 9:1		Max. Coverage: 100%		Max. Height: 65'
Setbacks:	Front: 0 Ft.	From: Lot Line	Back: 0 Ft.	From: Lot Line
	Side 1: 0 Ft.	From: Lot Line	Side 2: 0 Ft.	From: Lot Line
<b>Proposed Uses:</b>	Allowed: Household Living, Retail Sales and Service, Office & Parking			Limited: Storage
<b>Base Zone Modifications / Bonuses:</b>				
FAR: 9:1		Max. Height: 200 Ft		
<b>Parking &amp; Loading Regulations (Title 33.266):</b>				
Distance From Transit Stop: 160 Ft.		Loading Req'd: Y		
Vehicle Parking Max. 79 Spaces Allowed, 51 Provided		Vehicle Parking Min. 0		
Central City Parking Requirements: NA or List regulations				
<b>Bicycle Parking:</b>				
Use	# or Area (sf)	Long Term Spaces Required/Provided:		Short Term Spaces Required/Provided:
Household	69 Units	104		4
Retail, Sales and Service	8,450 SF	2		3
Office	31,390 SF	4		2
Design Review Req'd: Yes, Type III				



### Aerial Image of Site



## 1. East Side Exchange



### 3. Union Arms Apartment Building



## 5. Stark Vacuum MLK Frontage



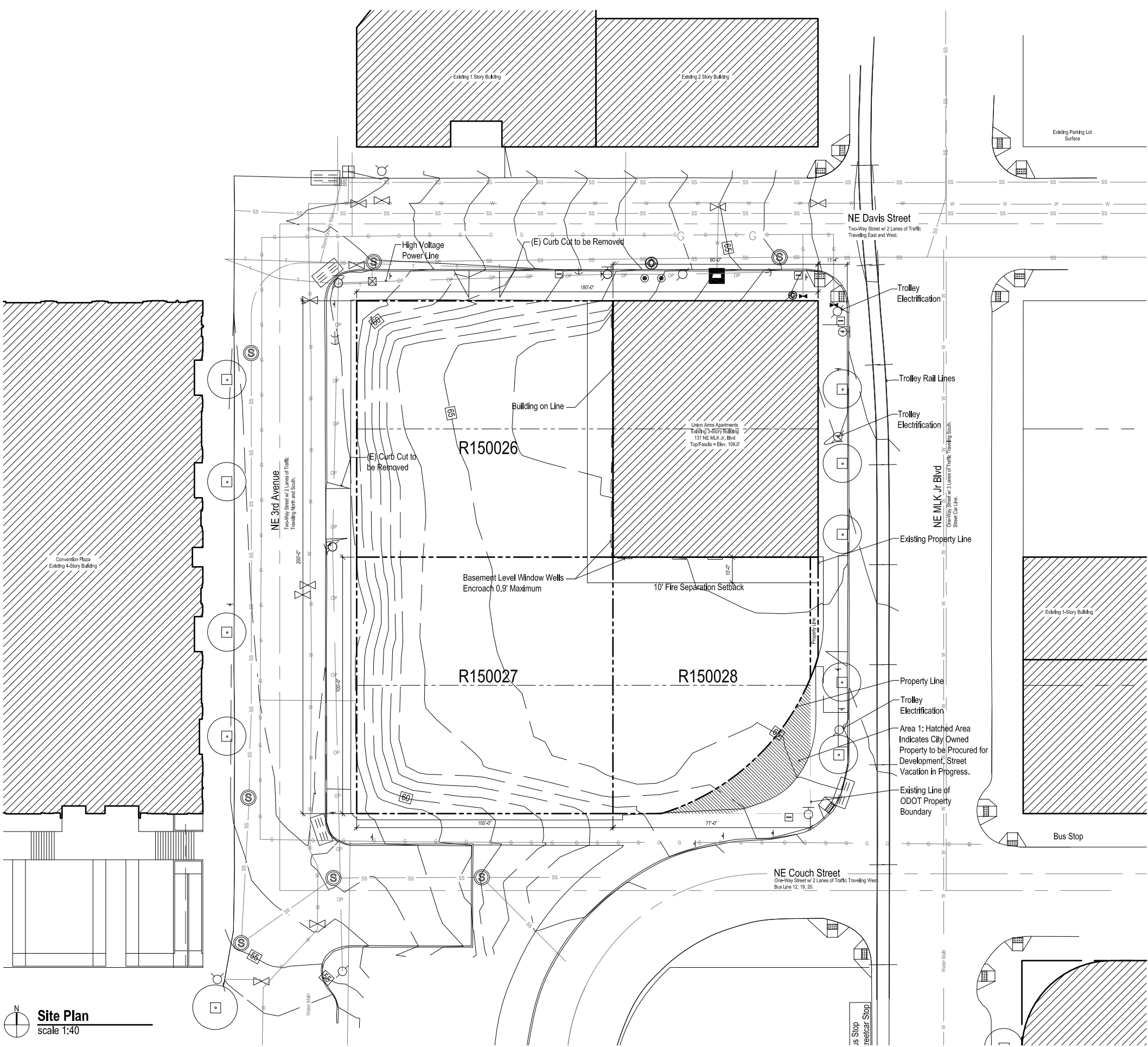
## 2. Jeanne Rivers Building



4. View of SE Davis looking East



**General Notes**  
Existing Empty Lot  
Lot Size: 26,750 sf  
Building GSF: 0 sf  
Impervious Area: 0sf



**SITE PLAN SYMBOLS LEGEND:**

- Property Line
- Fence
- Building / Wall to Be Demolished
- Curb Line
- Water Line
- Storm Line
- STM
- Sanitary Sewer Line
- Combined Storm / Sewer
- Underground Gas Line
- Overhead Power Line
- Telephone Line
- Storm Catch Basin
- Manhole
- Power Pole
- Light Pole
- Sign
- Fire Hydrant
- Water Meter
- Water Valve
- City Water Vault
- Communications Manhole
- Gas Meter
- Gas Valve
- Property Corner
- Bollard
- Elec. Pull Box/Traffic Signal Box
- Traffic Signal Control Panel
- Guy Anchor
- Combined Storm/Sanitary Sewer
- Heating Oil Fill
- Existing Tree

**Site Plan**  
scale 1:40

111 NE Martin Luther King Jr Blvd  
R150026, R150027, R150028

General Notes

Existing Empty Lot  
Lot Size: 27,455 sf  
Impervious Area: 16,875 sf  
Building Footprint: 14,070 sf  
Building Height: 112'-11"

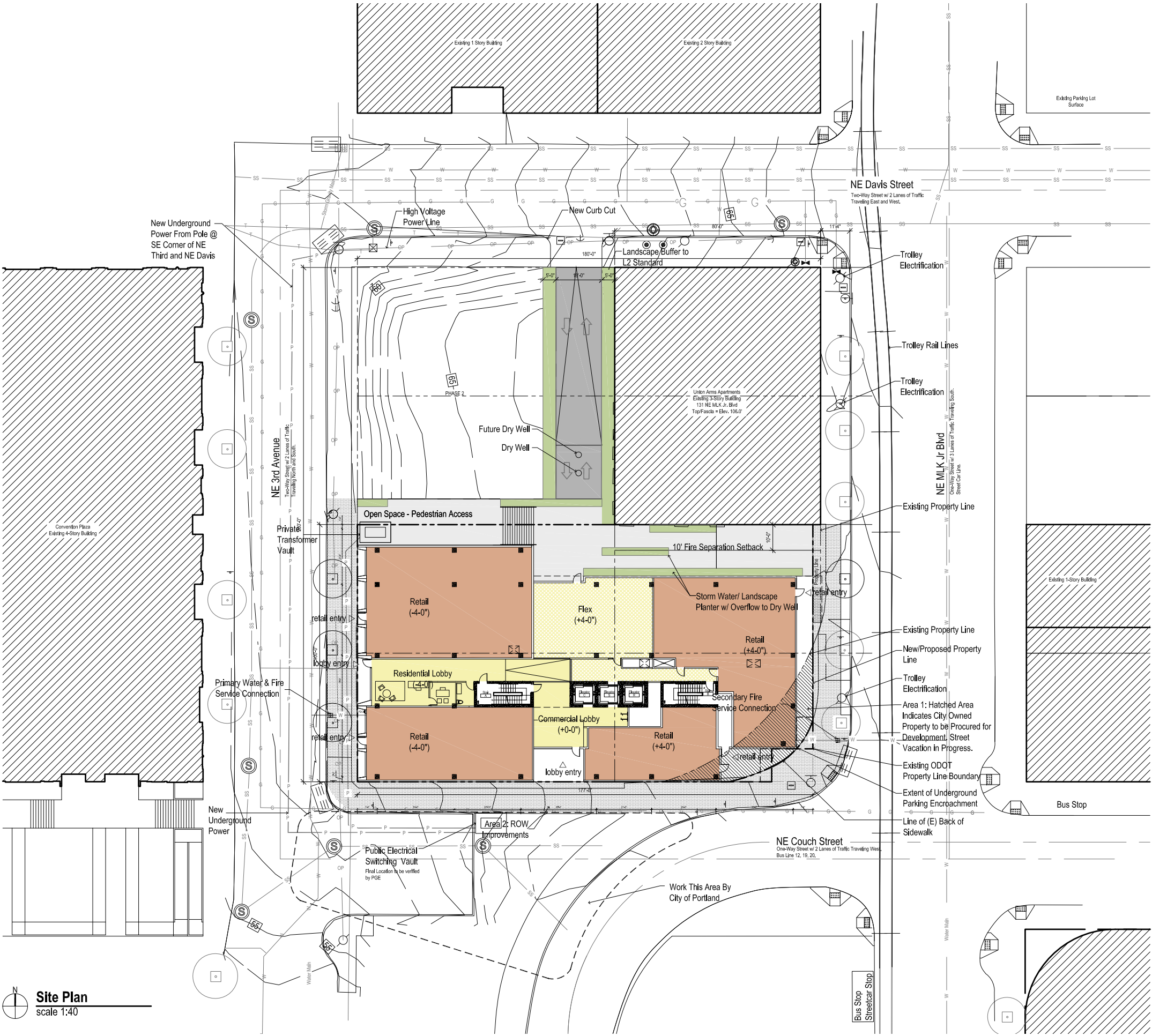
ROW improvements will be made on all three frontages along the property line and will include the addition of a street tree on NE Martin Luther King Jr Blvd and three new trees on NE 3rd Ave. A 5' (L2) Landscape buffer will be constructed between the new driveway and the existing Union Arms Apartment building on the NE corner of the block.

Stormwater Management System: Stormwater will be managed with the use of green roof systems and storm planters at the North Plaza in conjunction with drywells.

Parking: 51 Spots provided

Loading: 1 Standard A Loading Spot Provided

Bicycle Parking: 104 Long Term and 4 Short Term Bicycle Parking Spots will be provided for Residential tenants.



**SITE PLAN SYMBOLS LEGEND:**

	Property Line
	Fence
	Building / Wall to Be Demolished
	Curb Line
	Water Line
	Storm Line
	Sanitary Sewer Line
	Combined Storm / Sewer
	Underground Gas Line
	Overhead Power Line
	Telephone Line
	Storm Catch Basin
	Manhole
	Power Pole
	Light Pole
	Sign
	Fire Hydrant
	Water Meter
	Water Valve
	City Water Vault
	Communications Manhole
	Gas Meter
	Gas Valve
	Property Corner
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	Elec. Pull Box/Traffic Signal Box
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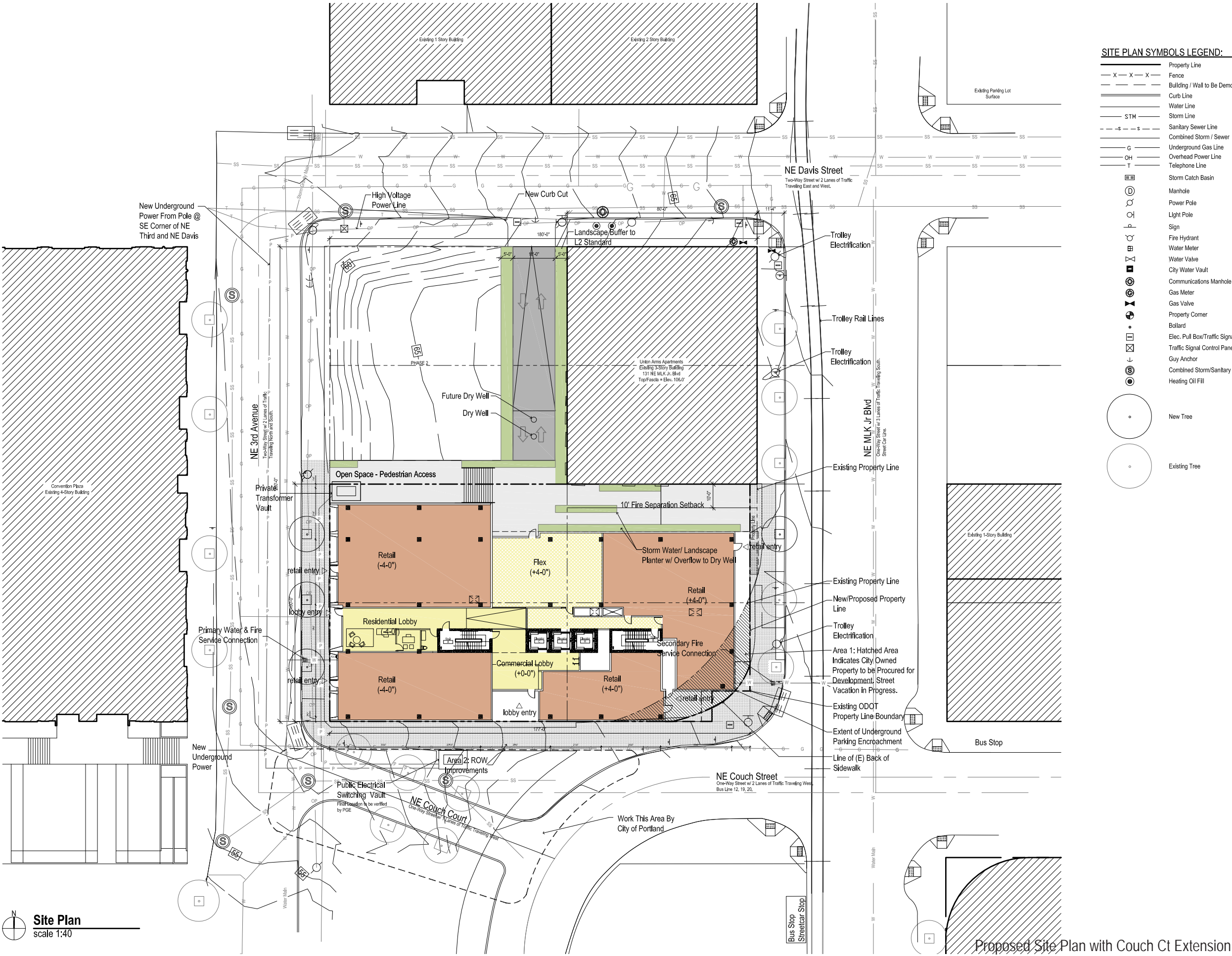
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111 NE Martin Luther King Jr Blvd  
R150026, R150027, R150028  
Design Advice Request | Definition and Guideline Compliance

The project site abuts an active intersection at the Burnside Bridgehead in the Central Eastside Industrial District. With the Streecar Line and southbound traffic of NE Martin Luther King Jr. Blvd (MLK) along the east edge of the property and the westbound traffic of NE Couch St accessing the Burnside Bridge heading into Downtown along the South edge, the site poses challenges for interpretation of certain Zoning Code Ordinances. While the application may not meet the letter of the Zoning Code, within these challenges lie opportunitues for a site responsive design that reinforces the intent and purpose of the design guidelines for the Design Zone (EXd) of the Central Eastside District and Central City. This application is seeking guidance on the proposed site access and response of the proposed development in the following areas:

- 1. Main Entrance compliance with intent of Transit Street Main Entrance requirement.
- 2. Modification to the Oriel Window Standard
- 3. Underground Encroachment into the Public Right of Way



1. SITE ACCESS & MAIN ENTRANCE LOCATIONS ADJACNET TO TRANSIT STREETS

Definitions, Guidelines & Compliance

Transit Street Main Entrance (Title 33 Planning and Zoning 33.140.242)

**Purpose.** *Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.*

**Applicability.** *1. Generally. In the EX and EG1 zones, all sites with at least one frontage on a transit street, and where any of the floor area on the site is in nonresidential uses, must meet the following standards for the nonresidential uses. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets;*

**Location.** *For the portion of buildings that conform to the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must meet the standards of this section. The ground floor is the lowest floor of the building that is within four feet of the adjacent transit street grade. The main entrance must:*

- 1. Be within 25 feet of the transit street ;*
- 2. Allow pedestrians to both enter and exit the building; and*
- 3. Either:*
  - a. Face the transit street ; or*
  - b. Be at an angle of up to 45 degrees from the transit street, measured from the street property line, as shown in Figure 140-6.*

**Unlocked during regular business hours.** *The main entrance that meets the standards of Subsection C must be unlocked during regular business hours.*

Definition (Title 33 Planning and Zoning 33.910)

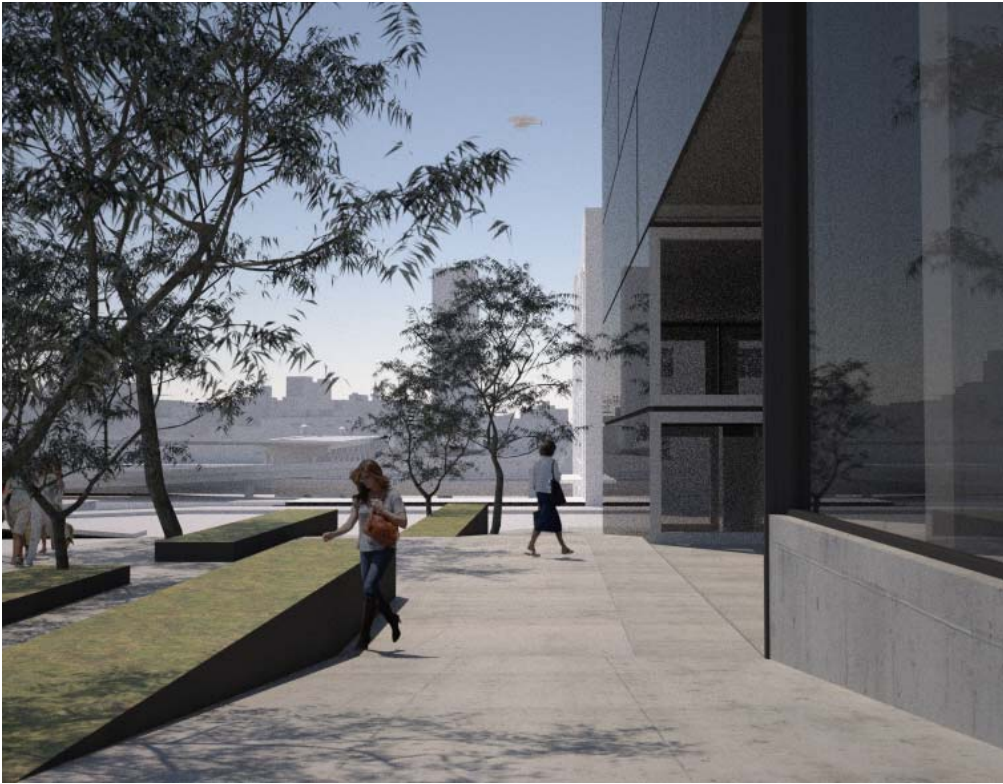
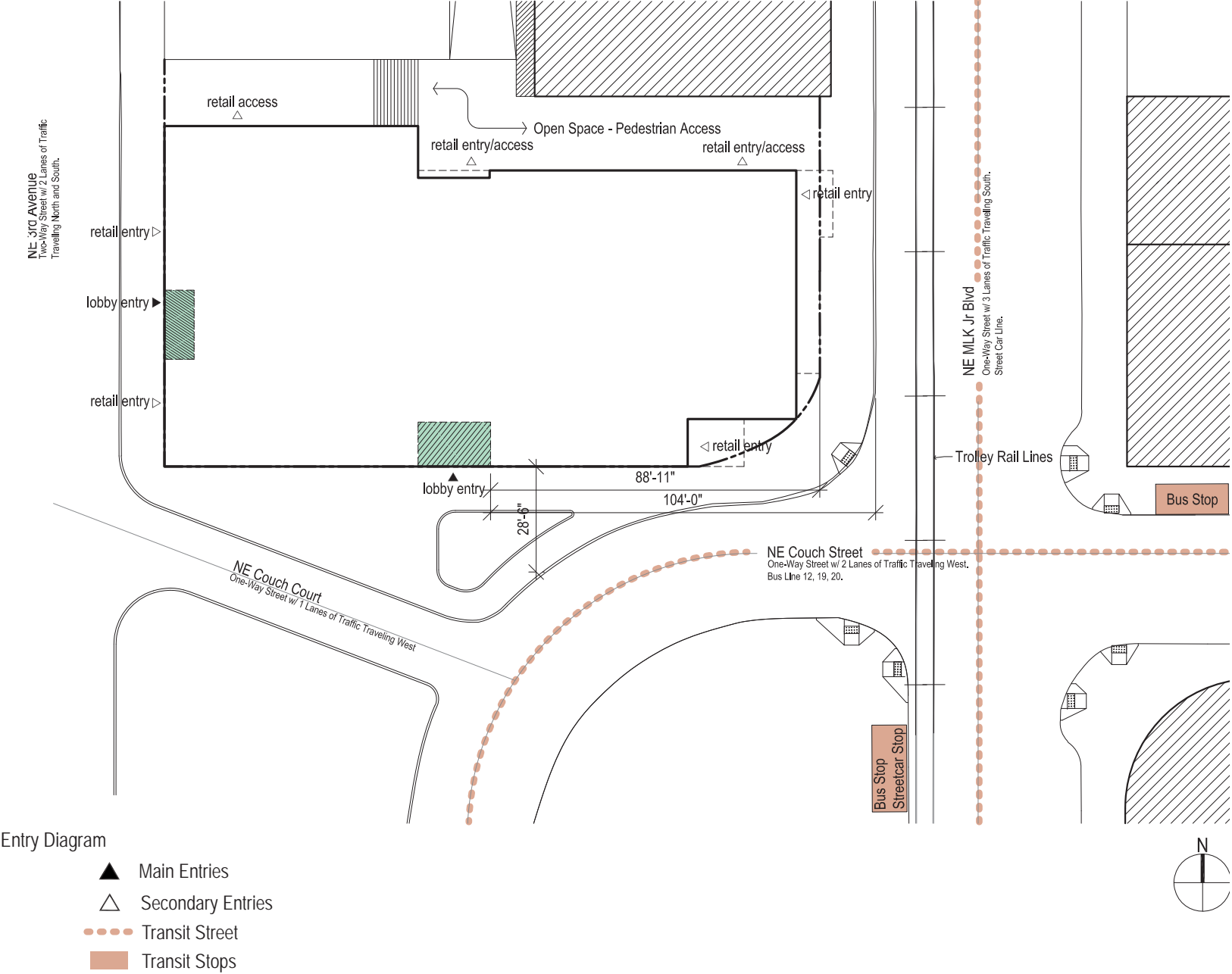
**Transit Street.** *A street that is classified in the Transportation Element of the Comprehensive Plan as:*

- A Major Transit Priority Street, Transit Access Street, or Community Transit Street; or*
- A Regional Transitway not also classified as a Regional Trafficway, according to the Transportation Element of the Comprehensive Plan. Regional Transitways that are entirely subsurface are not included for the purposes of this Title.*

Definition (Title 33 Planning and Zoning 33.910).

**Main Entrance.** *A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance. Main entrances are the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a main entrance. In single-tenant buildings, main entrances open directly into lobby, reception, or sales areas.*





Main Commercial Entry from Corner of NE MLK and NE Couch

2. PUBLIC RIGHT OF WAY ENCROACHMENT (ABOVE GRADE) & MODIFICATION TO ORIEL WINDOW STANDARD

Definitions, Guidelines & Complinace  
Definition (Guidelines in Encroachments in the Public Right of Way Chapter One, Section II, Part A-5)  
**Building Projection:** *A part of a structure or an appendage that extends into the right-of-way above grade and that is not a sign, and is not specifically covered under Title 24 of the City Code.*

Guidelines in Encroachments in the Public Right of Way Chapter One, Section VII, Part B  
*"The applicant must demonstrate to the City's satisfaction that the building projection is needed for the economic feasibility or function of the project, and that other alternatives were explored and could not meet the project's needs."*

*"The building projection's clearance over the public right-of-way shall be 17 feet, 6 inches . A higher clearance can be required by the City, depending on the width and length of the project, in order to accommodate the following sidewalk uses:*  
*1) clearance for street trees*  
*2) clearance for maintenance equipment to repair utilities located under the sidewalk.*  
*c. The projection shall avoid excessive blockage of natural sunlight for pedestrians on the sidewalk and avoid dark, tunnel-like appearance.*  
*d. Columns in the public right-of-way to support the building projection shall be discouraged."*

Bureau of Development Services Code Guide IBC/32/#1, Window Projections Into Public Right-of-Way (June 1, 2005)  
**Projection** - *Maximum projection of 4 feet into the right-of-way including trim, eaves and ornament.*  
**Clearance** - *Clearance above grade as defined in Chapter 32, Section 3202.3.2 of the current Oregon Structural Specialty Code.* (The 2004 edition of the Oregon Structural Specialty Code states that no projection is allowed for clearances less than 8 feet above grade. For clearances above grade greater than 8 feet, 1 inch of projection is allowed for each additional inch of clearance, provided that no such projection shall exceed a distance of 4 feet.)  
**Area** - *Maximum wall area of all windows which project into public right-of-way on a wall is 40% of the wall's area.*  
**Wall Length** - *Maximum width of any single window which projects into public right-of-way is 50% of its building wall length.*  
**Window Area** - *Minimum of 30% window area at the face of the projecting window element. Projections greater than 2 feet 6 inches must have windows at all sides. Required side windows must be a minimum of 10% of side walls.*  
**Width** - *Maximum width of 12 feet for each projecting window element. When approved through design review, the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length.*  
**Separation** - *Minimum separation of 12 feet measured from other projecting window elements on the same elevation or plane of wall. When approved through Design Review, required separation may vary provided the area of all projecting window elements on a wall does not exceed 40% of the wall's area and the width of any single projecting window element over the right-of-way does not exceed 50% of its building wall's length.*

PBOT Encroachments in the Public Right-of-Way, Section D.3 IBC Section 3202.3 Encroachments over 8' above grade  
3202.3.2 – *Windows, balconies, architectural features and mechanical equipment. Where the vertical clearance above grade to projecting windows, balconies, architectural features or mechanical equipment is more than 8 feet (2438 mm), 1 inch (25 mm) of encroachment is permitted for each additional 1 inch (25 mm) of clearance above 8 feet (2438 mm), but the maximum encroachment shall be 4 feet (1219 mm).*

*Oriel Windows and balconies that meet these IBC regulations do not require a Revocable Encroachment Permit. No oriel window or balcony projections are allowed less than 8' above grade. Over 8' above grade, one inch of encroachment is allowed for each additional inch of clearance above 8'; with a maximum allowable encroachment of 4'. Oriel Windows and balconies that do not meet these IBC regulations are considered a "Major Encroachment" and require a lease. They are only allowed on a limited basis, are strongly discouraged, may require Design Review and must be approved by City Council.*

Compliance with Design Criteria  
From the Burnside Bridgehead Framework Plan, Section 3: Vision and Principles, Site as Vibrant, pg. 12  
"Promote the Eastside as unique in history, scale, texture, and authentic grittiness through design."

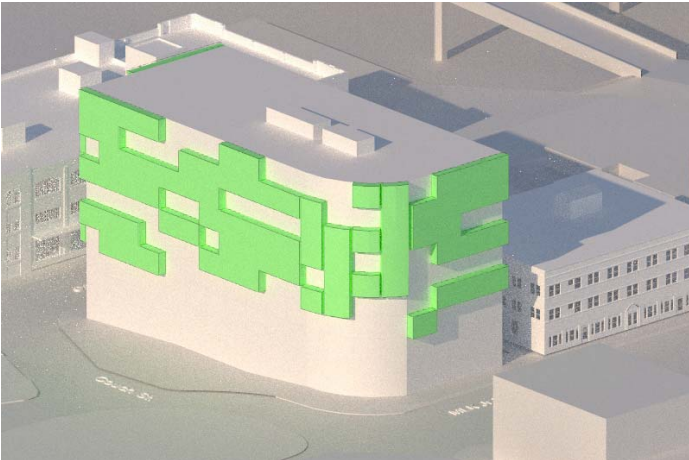
From Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan, Chapter II, Section C: Project Design.  
C5 "Design corners that build active intersections."  
C6 "Differentiate the sidewalk level of buildings."





Oriel Window Standard

40% max of facade extends over ROW  
4' max. projection into ROW (12' above grade)  
Projections greater than 2'-6" must have windows at all sides  
30% min. window area on projecting element  
Individual projecting element shall not exceed 50% of its building wall's length.  
12' max. width for each projecting element  
12' min. separation between projecting elements  
30% min. window area on projecting element



Collection of Max Allowed Buildout



Proposed ROW Encroachment

Compliance:  
11% of Facade Extends over ROW  
4' max projection into ROW  
Projections greater than 2'-6" must have windows at all sides  
30% min. window area on each projecting element  
Individual projecting element shall not exceed 50% of its building wall's length.  
Request:  
Less than 12' separation between projecting elements  
Greater than 12' max. width for some projecting elements  
Windows at only one side of projections greater than 2'-6"



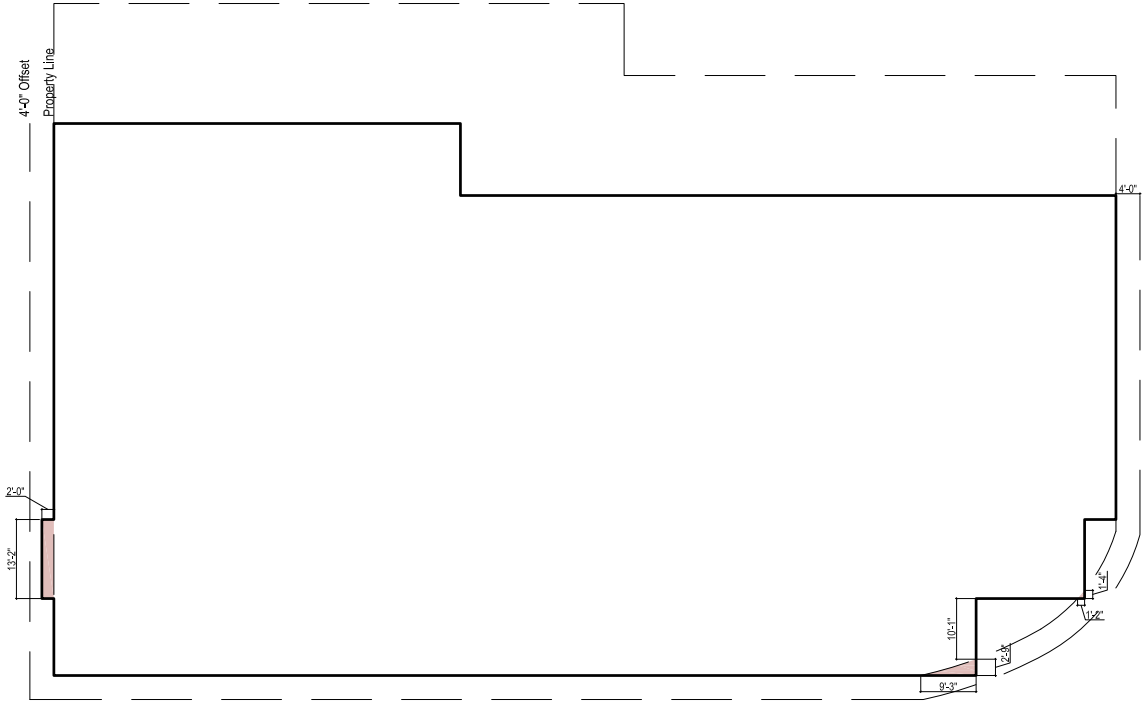
Massing Response to Property line Curve



Floor Outline Level 02 - Office - No Encroachment

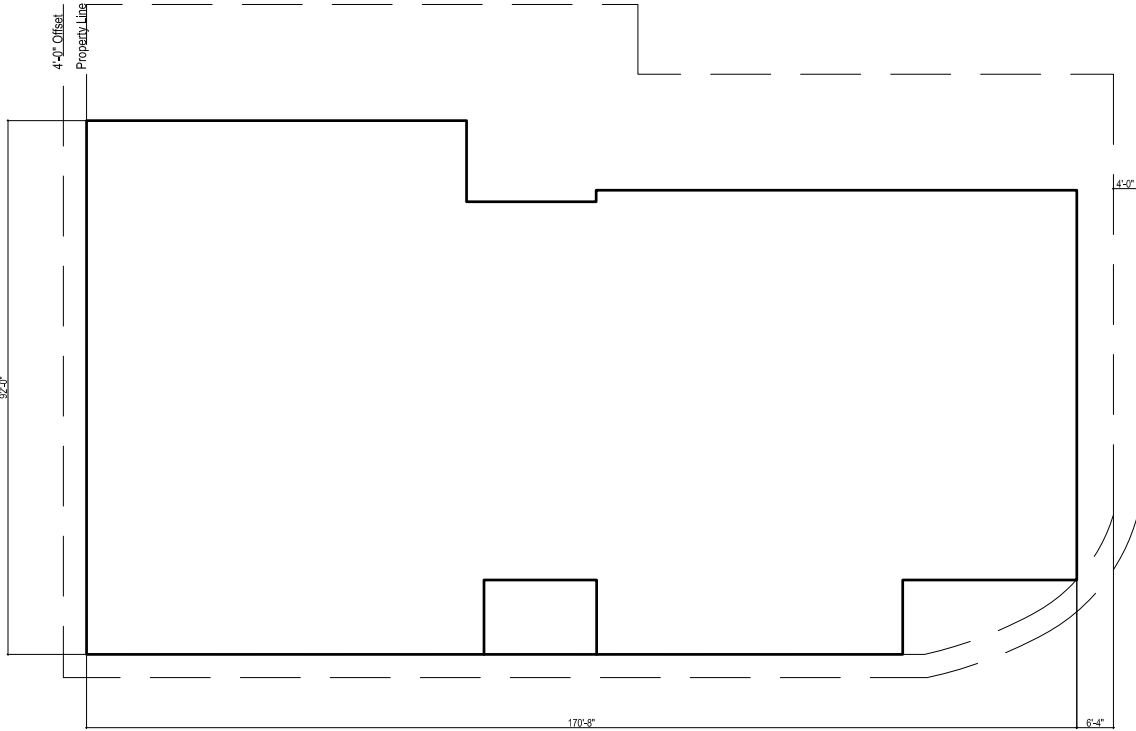


Floor Outline Level 04 - Office

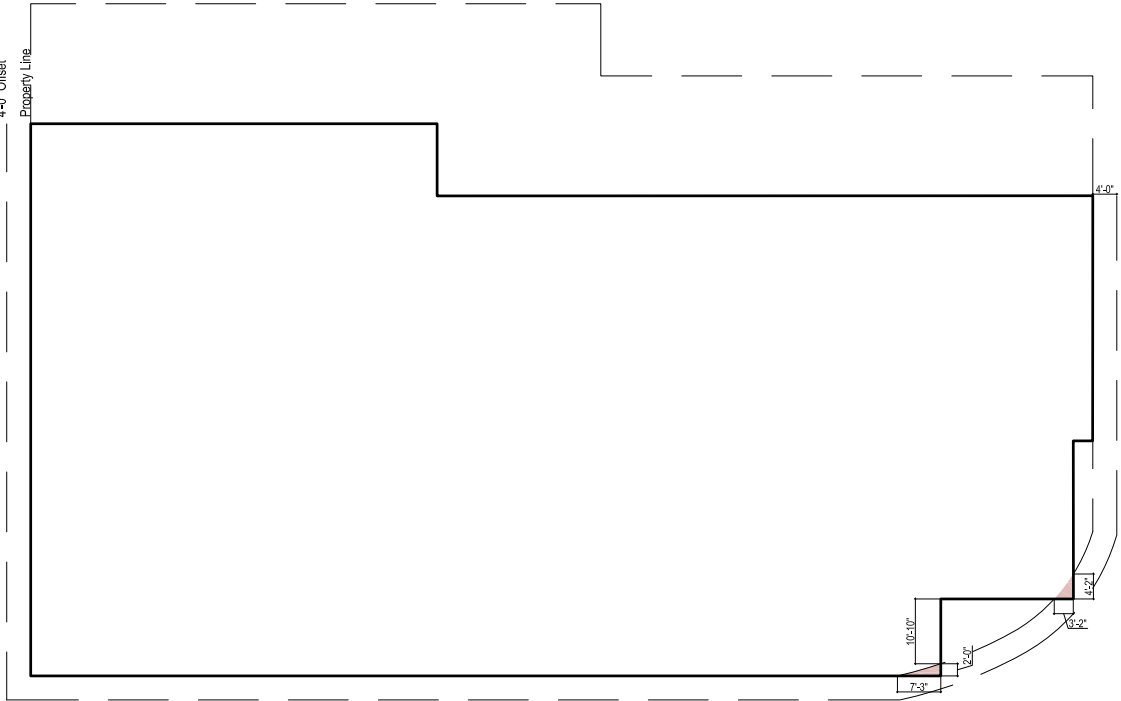


- Oriel Windows Encroaching 4'-0" (Perpendicular to property line)
- Oriel Windows Encroaching < 4'-0" (Perpendicular to property line)

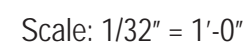
Floor Outline Level 01 - Retail - No Encroachment





Floor Outline Level 03 - Office



Scale: 1/32" = 1'-0"

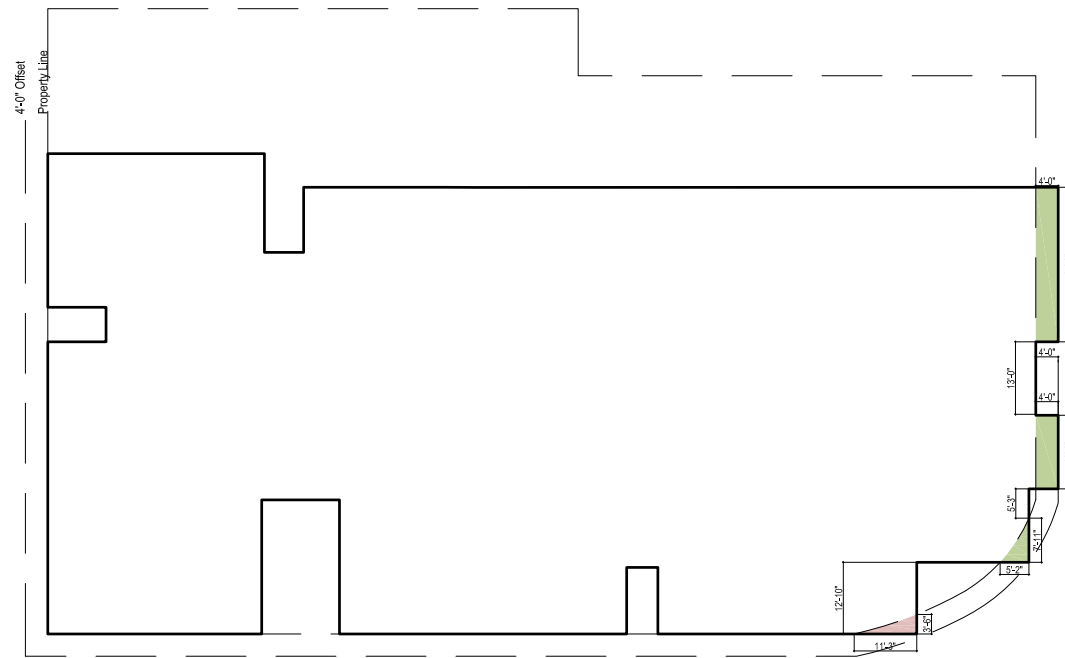



 Oriel Windows Encroaching 4'-0"  
(Perpendicular to property line)


 Oriel Windows Encroaching < 4'-0"  
(Perpendicular to property line)



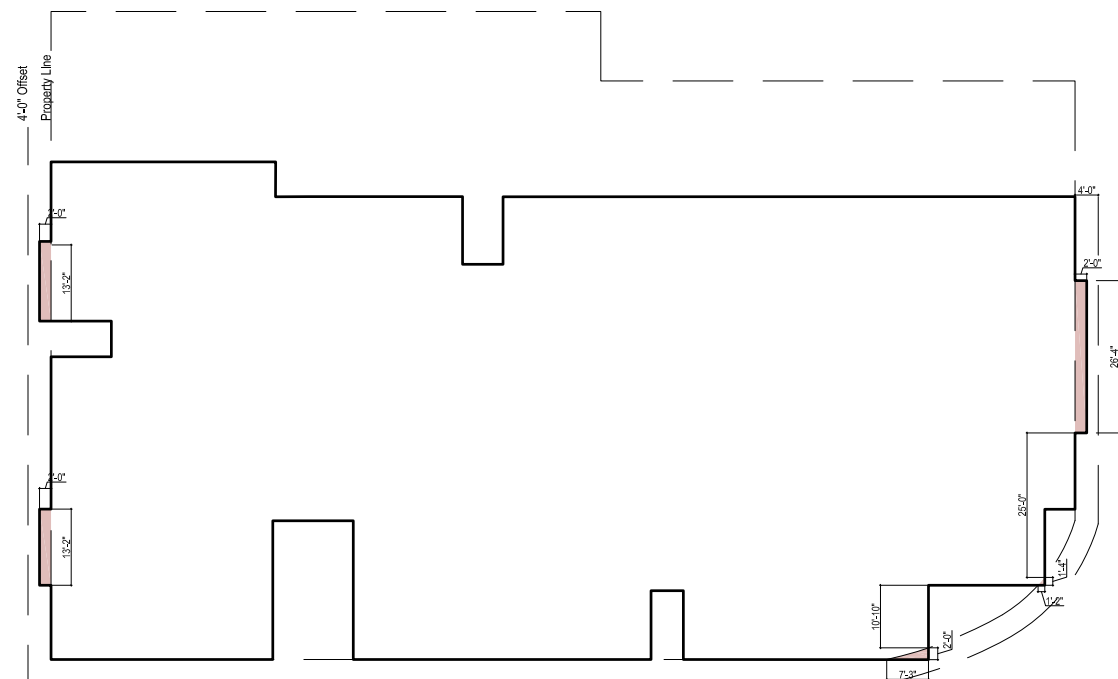
### Floor Outline Level 10 - Residential



 Oriel Windows Encroaching 4'-0"  
(Perpendicular to property line)

 Oriel Windows Encroaching < 4'-0"  
(Perpendicular to property line)

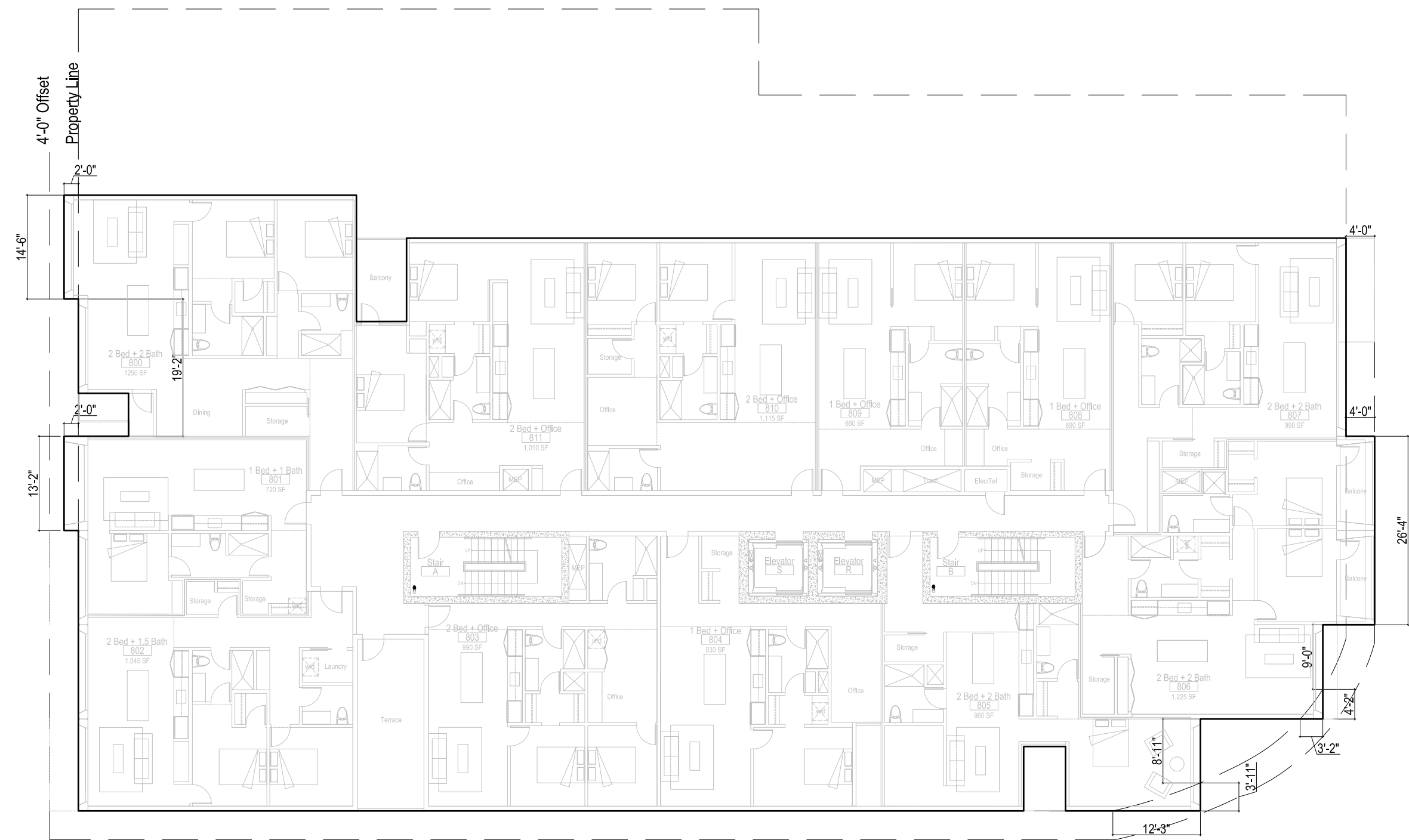
### Floor Outline Level 9 - Residential



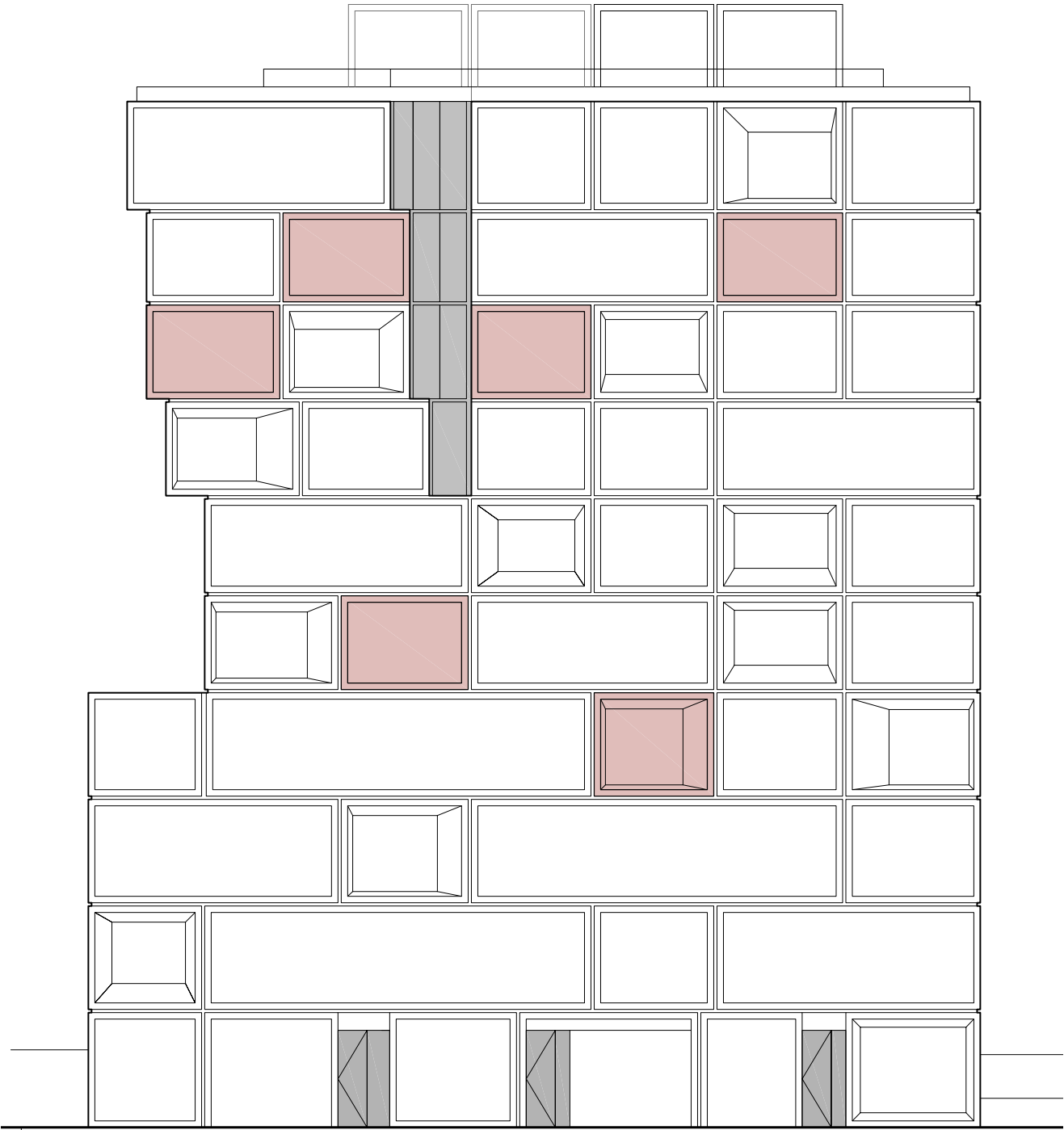
Scale: 1/32" = 1'-0"



Maximum Encroachment Level 08 - Residential



- Oriel Windows Encroaching 4'-0" (Perpendicular to property line)
- Oriel Windows Encroaching < 4'-0" (Perpendicular to property line)



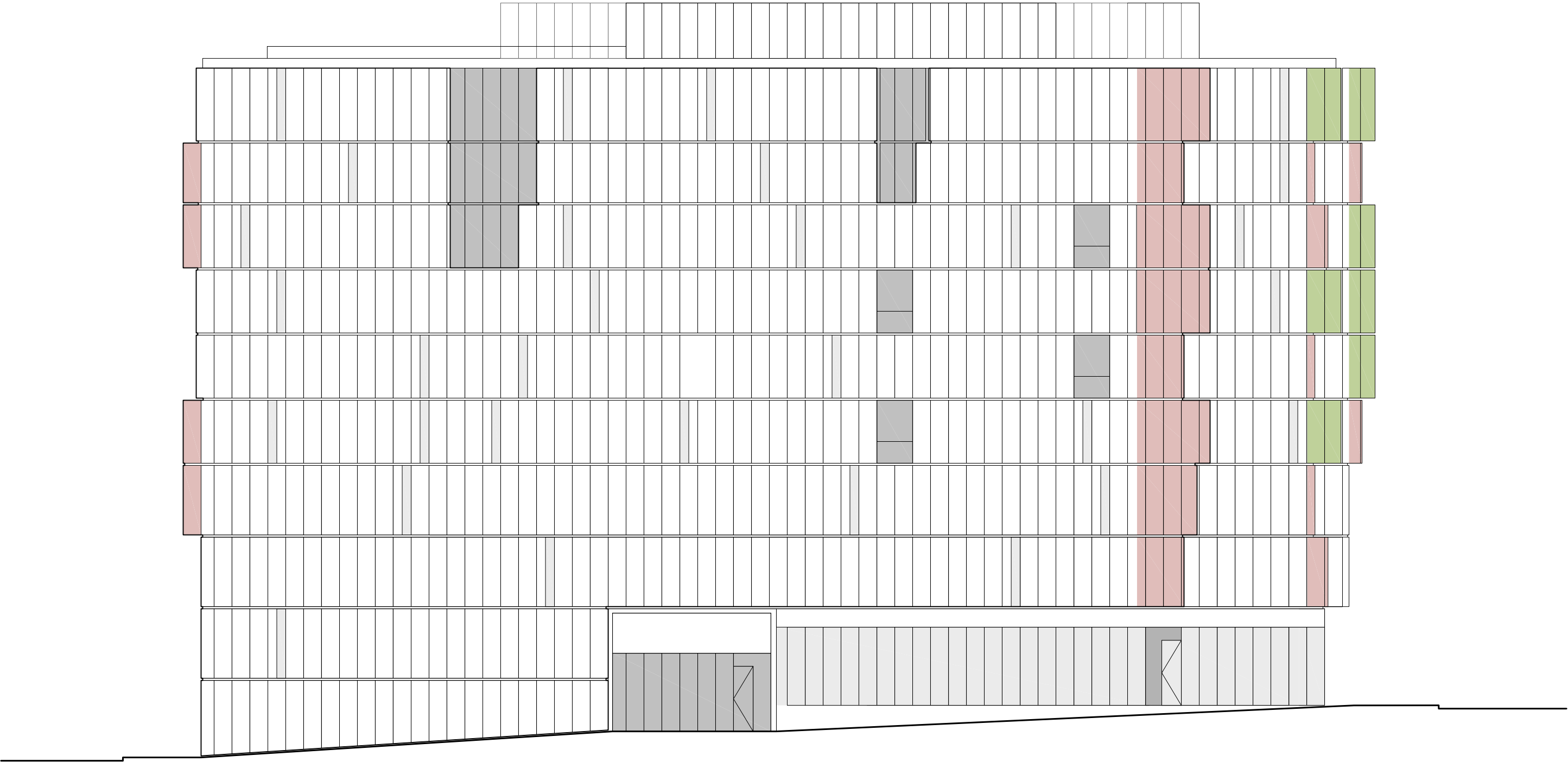
West Elevation (NE Third Ave)  
7% Encroachment

Scale: 1/16" = 1'-0"



East Elevation (NE MLK Blvd)  
23% Encroachment

- Oriel Windows Encroaching 4'-0" (Perpendicular to property line)
- Oriel Windows Encroaching < 4'-0" (Perpendicular to property line)



South Elevation (NE Couch St)  
7% Encroachment

Scale: 1/16" = 1'-0"



3. PUBLIC RIGHT OF WAY ENCROACHMENT (BELOW GRADE)

Definitions, Guidelines & Compliance

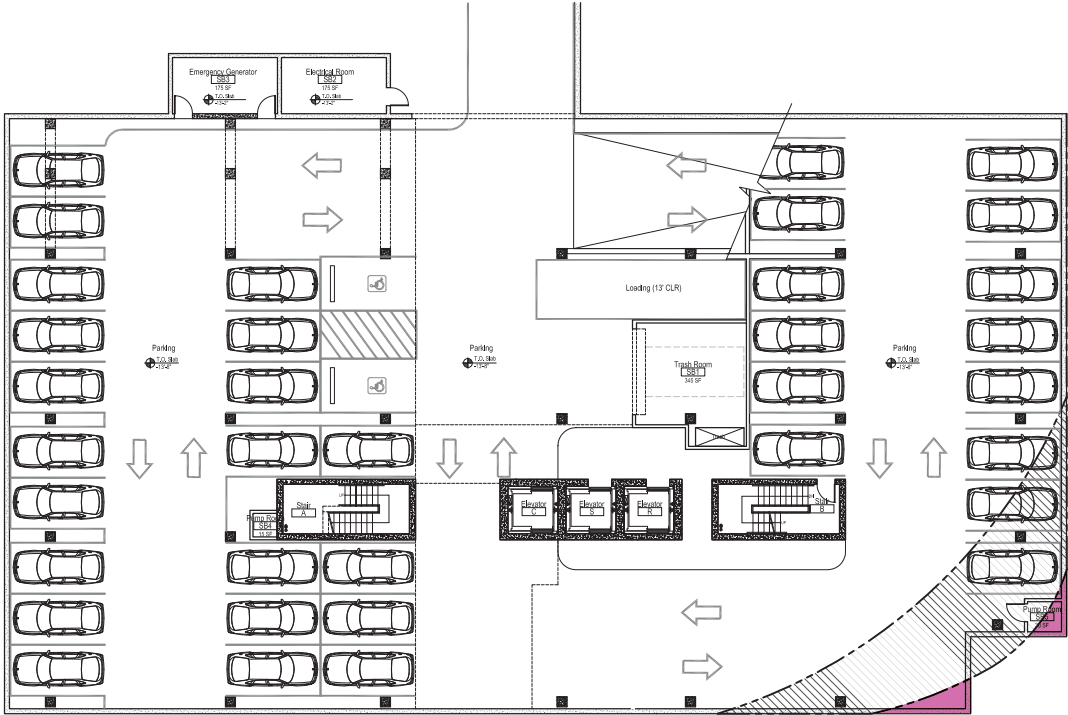
Definition (Guidelines in Encroachments in the Public Right of Way Chapter One, Section II, Part B-4)  
**Below-grade Encroachments:** *Underground Parking- Below grade parking and access structures.*

Guidelines in Encroachments in the Public Right of Way Chapter One, Section VII, Part C  
*Standards for Below-Grade Structures:*

- The following standards shall apply to the review of below-grade structures:*
- 1. Underground structures shall have a minimum of 8 feet of headway.*
  - 2. Public access points to underground walkways should be clearly designated on street or ground level.*
  - 3. Underground walkways shall be kept clear of furniture or other forms of obstructions that may impede pedestrian flow."*

Compliance.

From the Burnside Bridgehead Framework Plan, Section 3: Vision and Principles, Site as Potential, pg. 8  
"Develop a parking model at the site that provides no net loss of parking and is adaptable to alternative future uses."



Below Grade Parking Plan

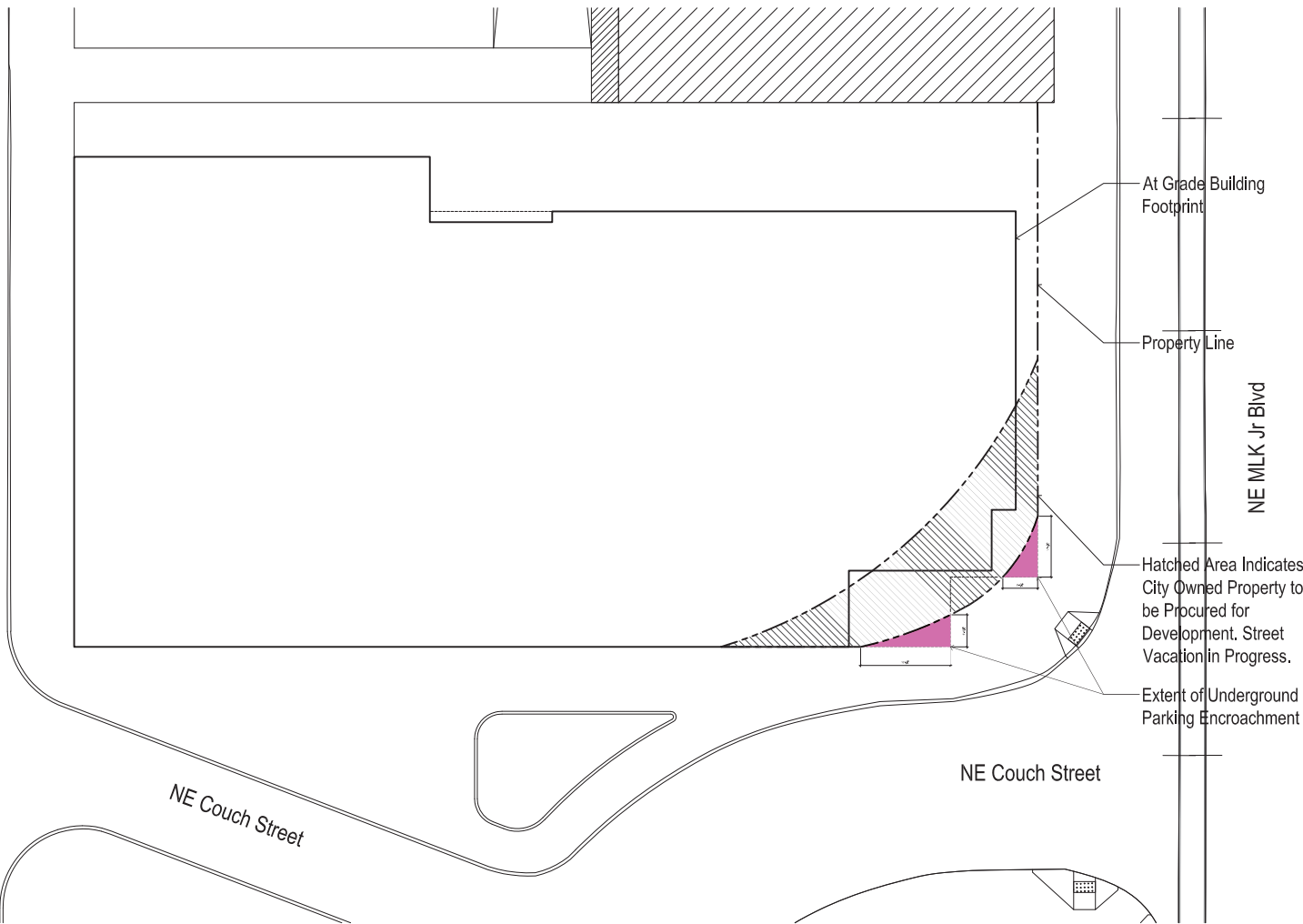
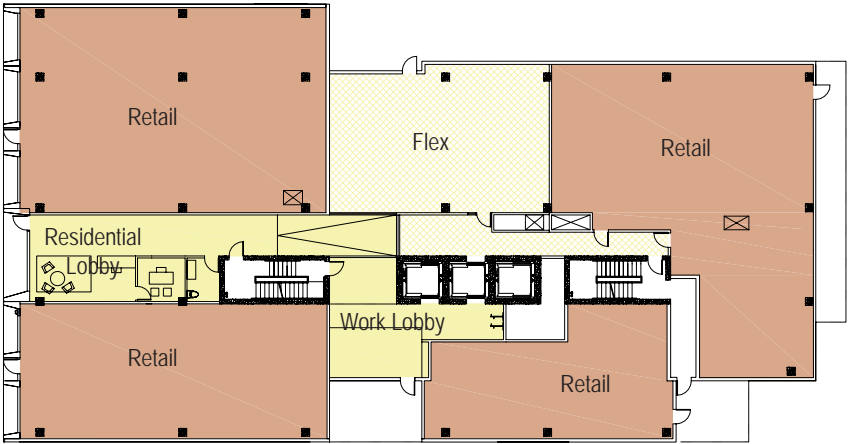


Diagram of Below Grade Parking

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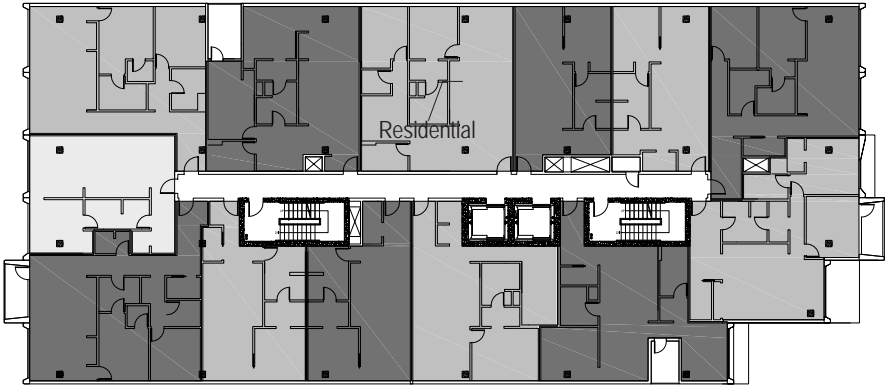
Floor Plan 01

13,605 GSF  
Work Lobby: 565 NSF  
Residential Lobby: 875 NSF  
Retail: 8,450 NSF  
Flex: 1,390 NSF



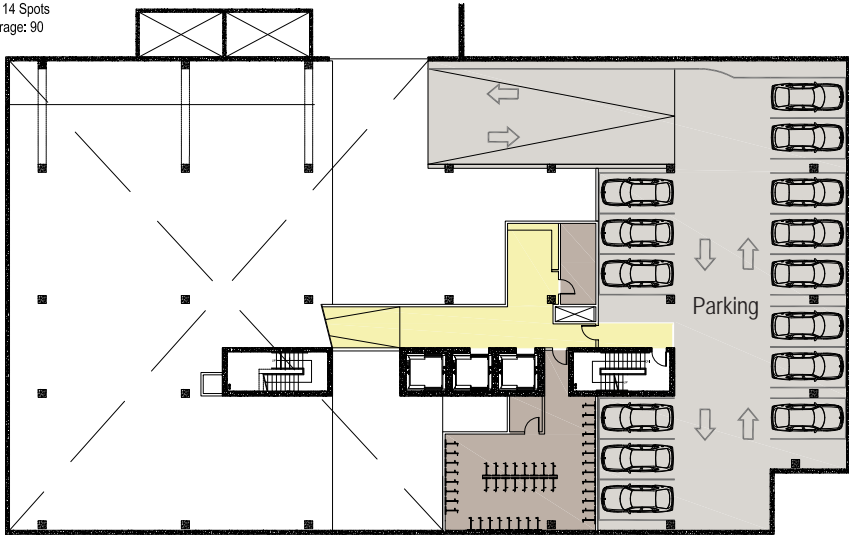
Floor Plan 05-10

13,715 GSF  
12-13 Units per Floor



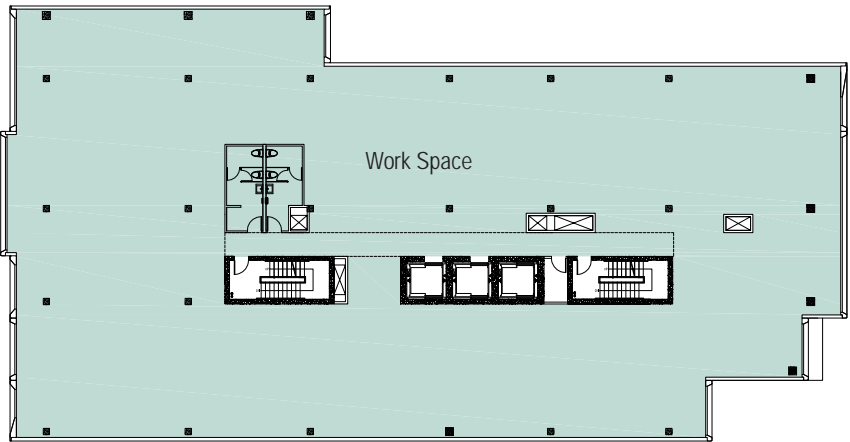
Basement Floor Plan

7,180 GSF  
Parking: 14 Spots  
Bike Storage: 90



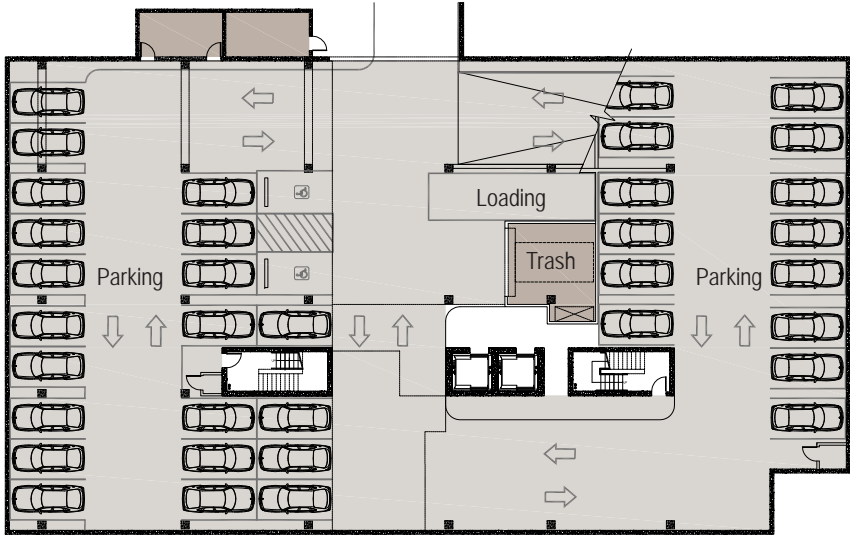
Floor Plan 03-04

14,400 GSF



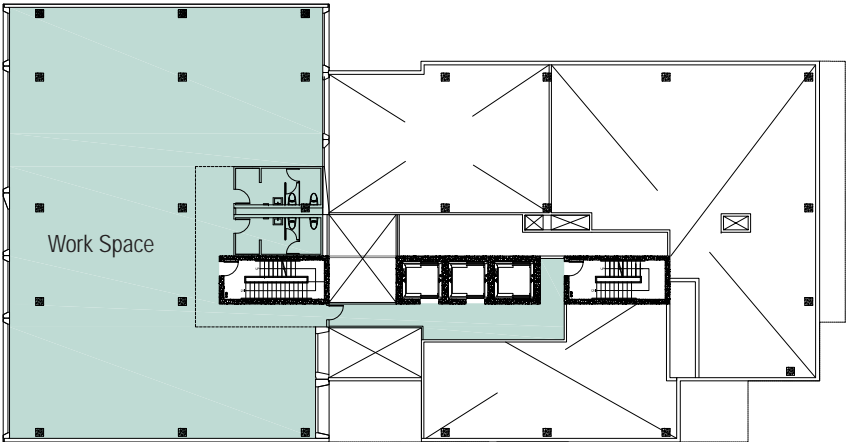
Sub-Basement Floor Plan

17,860 GSF  
Parking: 35 Spots + 2 Accessible + Loading



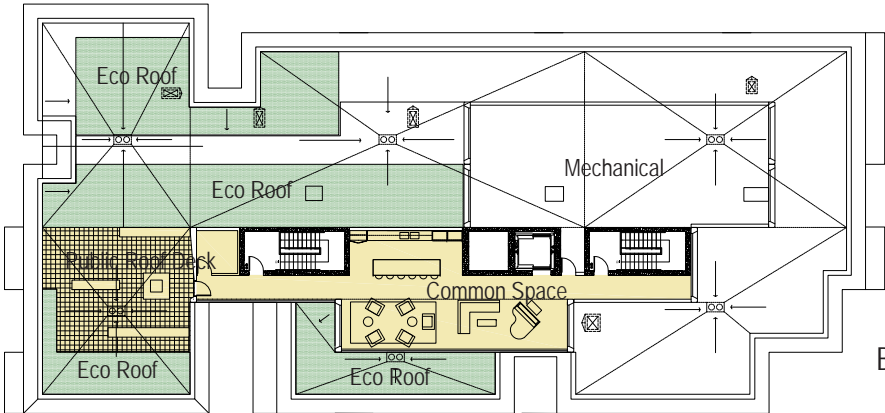
Floor Plan 02

7,230 GSF

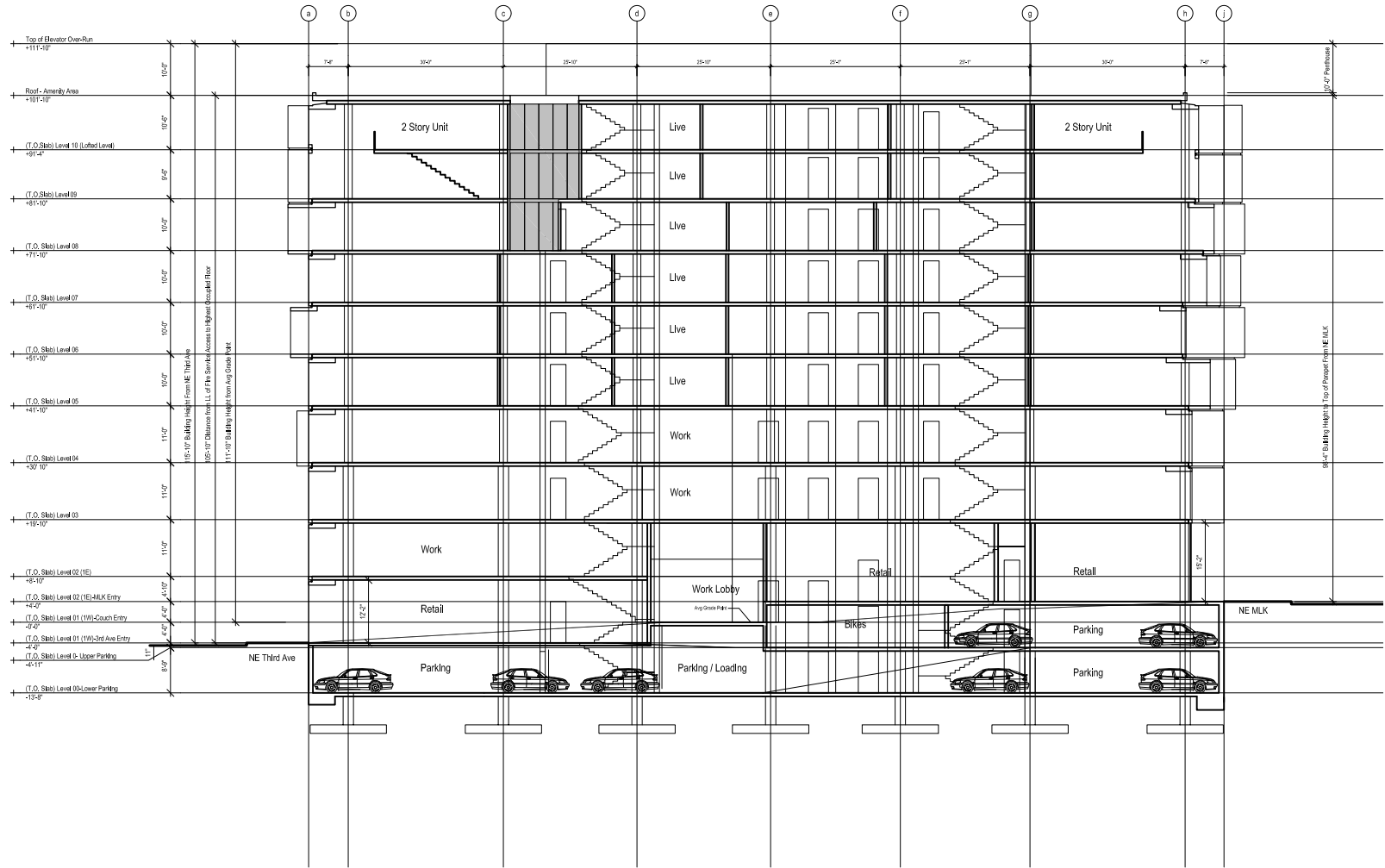


Roof Plan

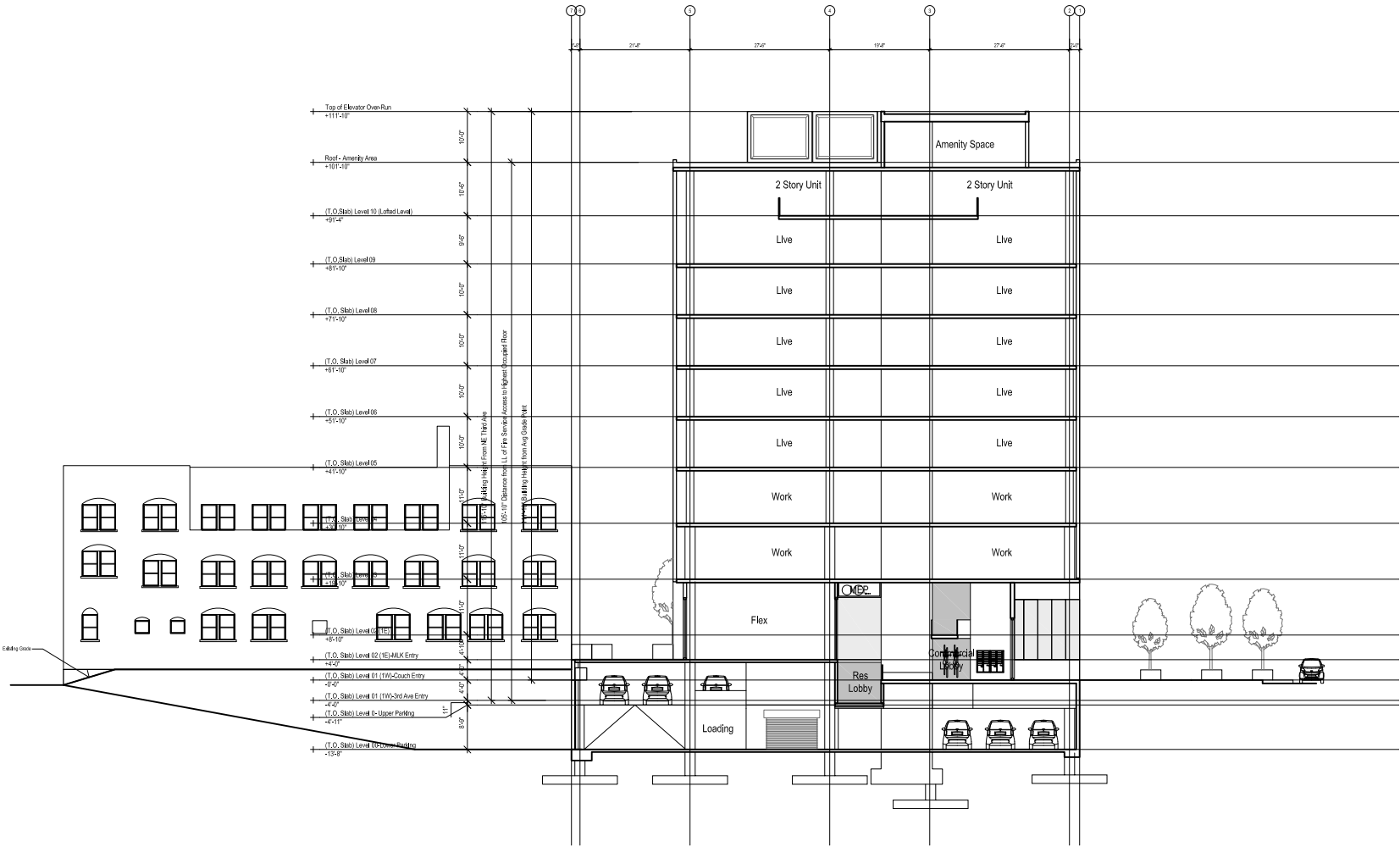
13,405 GSF  
Roof Deck: 850 NSF  
Common Room: 1,325 NSF



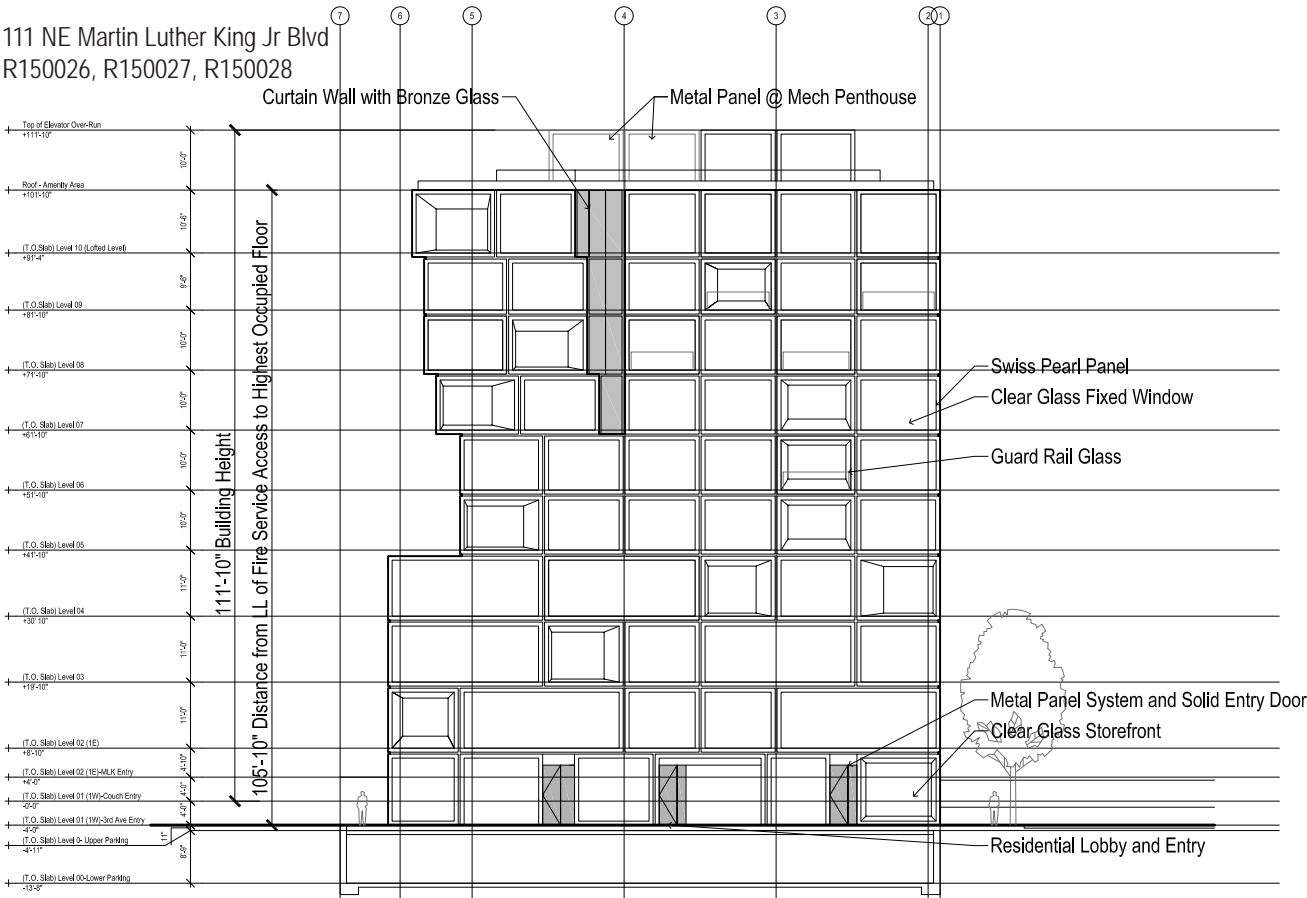




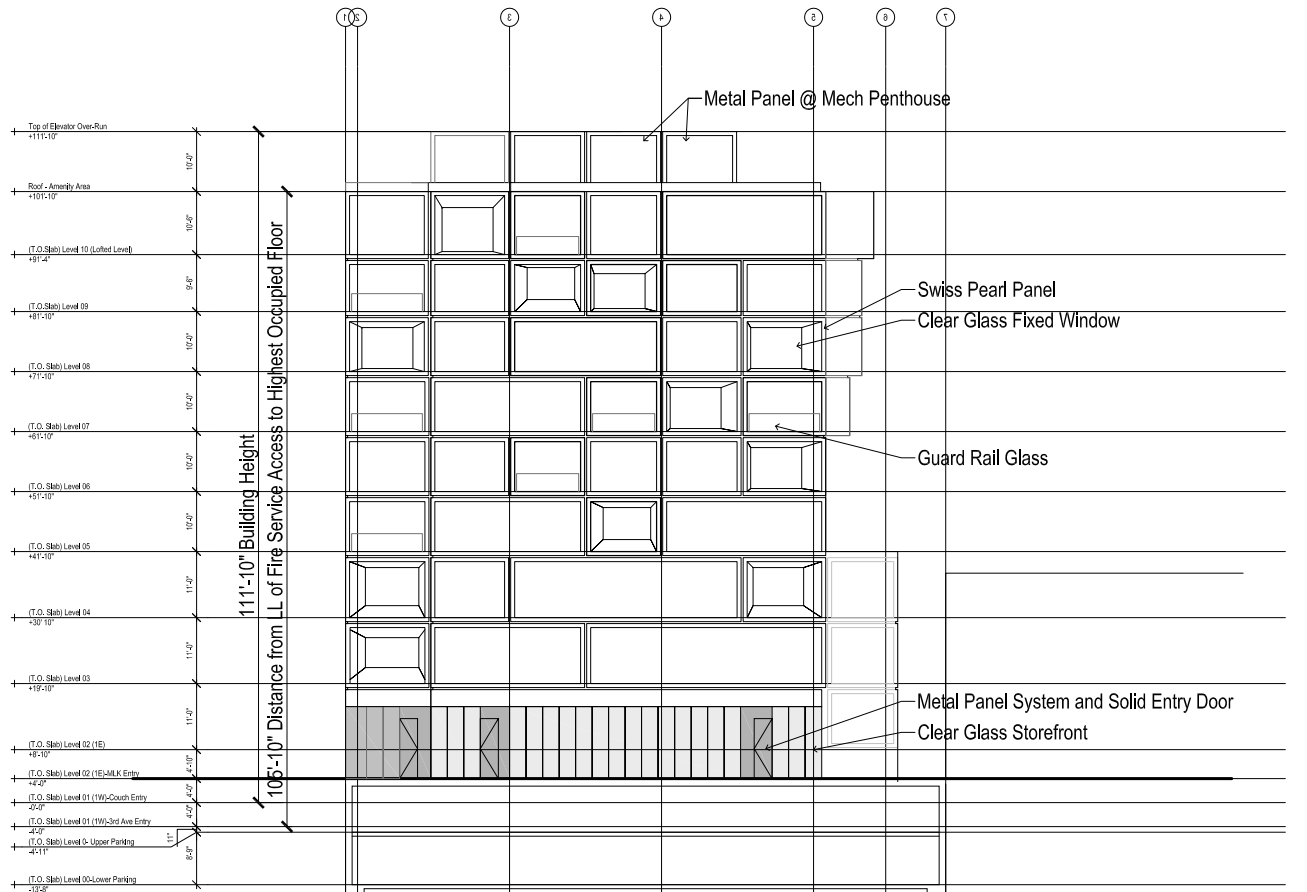
**E-W Section**  
scale :  $\frac{1}{32}'' = 1'-0''$   
0 5 10 20ft



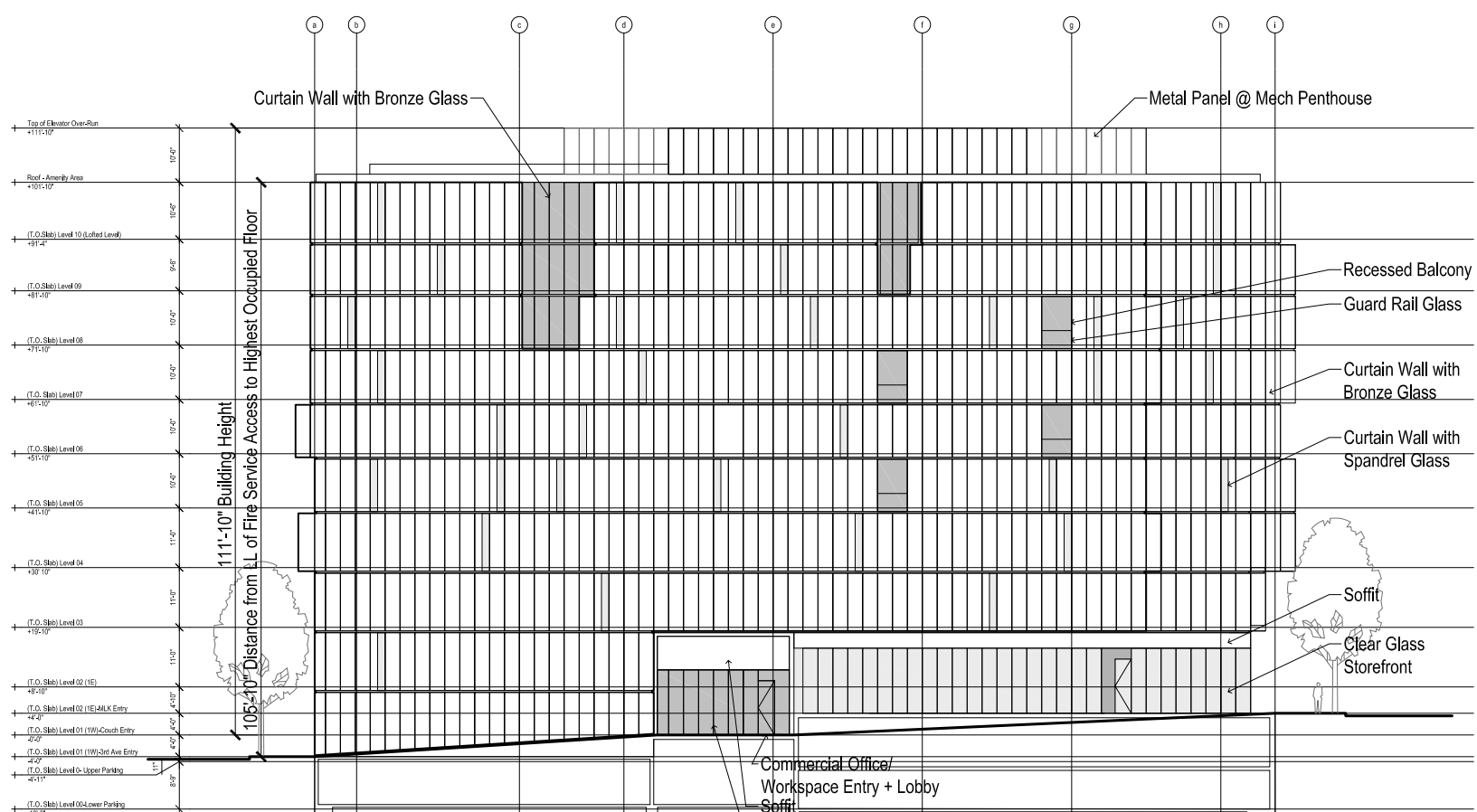
**N-S Section**  
scale: 1/32" = 1'-0"  
0 5 10 20ft



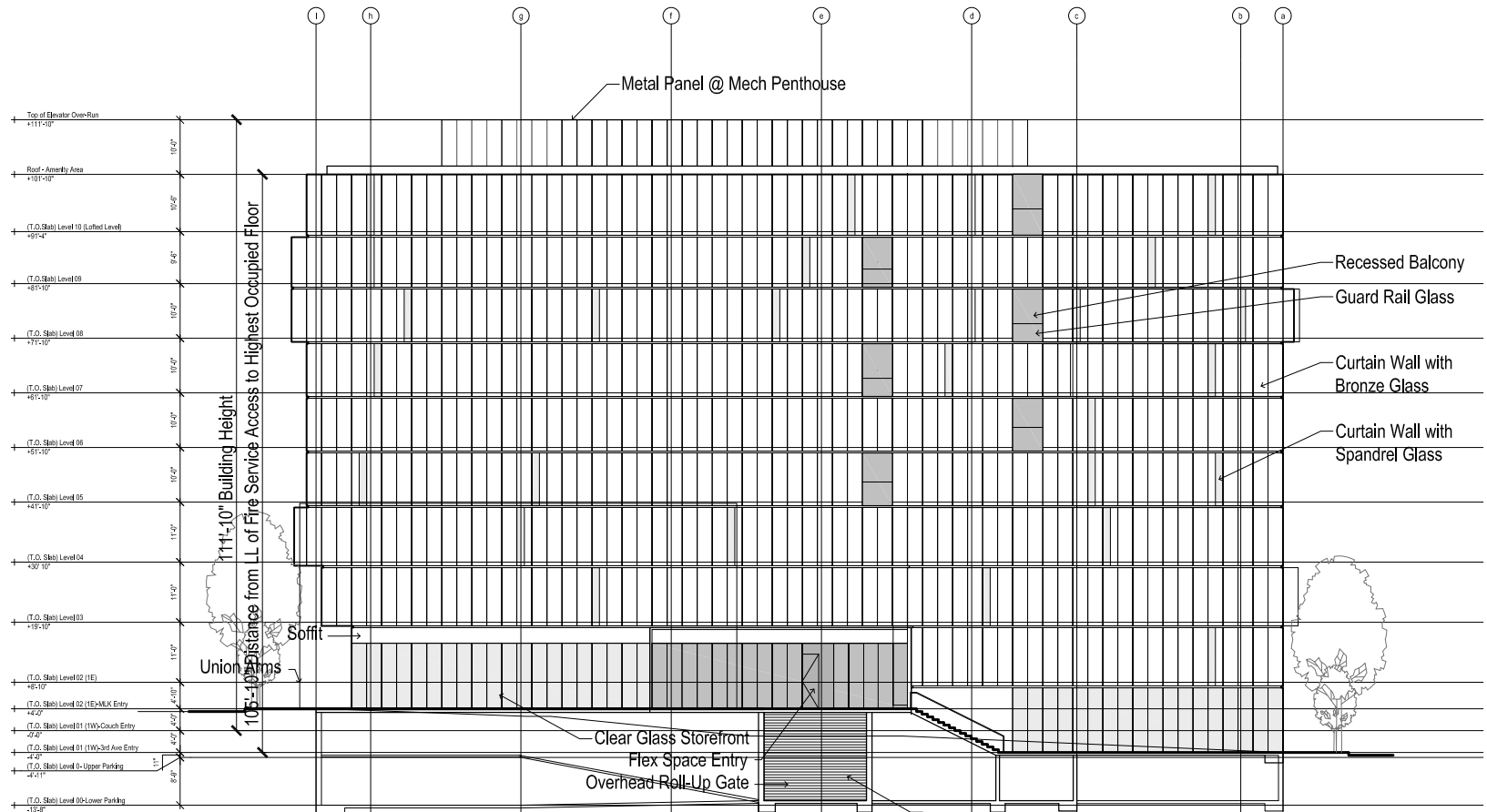
West Elevation (NE 3rd St)  
scale :  $\frac{1}{32}$  " = 1'-0"



East Elevation (NE MLK Blvd)  
scale :  $\frac{1}{32}$  " = 1'-0"



South Elevation  
scale :  $\frac{1}{32}$  " = 1'-0"



North Elevation  
scale :  $\frac{1}{32}$  " = 1'-0"



Southern Facade





Eastern Facade