

E Burnside Mixed-Use

Design Review Presentation
LU# 14-169513 DZM

Design Review Hearing No. 1 - September 4, 2014
Design Review Hearing No. 2 - December 4, 2014

Myhre Group Architects
Trinsic Acquisition Company, LLC





*East approach of BURNSIDE BRIDGE.
Showing arcaded structures.*

Plate 6

Site Circulation - Vehicular

Section 1:

Site Forces & Neighborhood Context



The new eastside Burnside-Couch couplet has radically altered the transit circulation around the proposed project site. The couplet was a response to Portland Bureau of Transportation's goals of creating a stronger and more convenient link between SE 15th and NW 23rd Avenues along Burnside and to humanize a heavily travelled street.

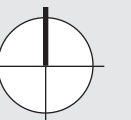
Due to frequent accidents (both pedestrian and vehicular), inadequate on-street parking, and long pedestrian crossing distances as well as worsening traffic congestion, Burnside and Couch has been changed from a two-way traffic pattern to a one-way traffic pattern. Couch Street now provides vehicular access to the west while Burnside Street provides access to the east.

For the proposed project site, the couplet has created new frontage exposure onto major arterials leading into and away from downtown. This additional exposure has provided the site with three primary corners, each fronting on-coming traffic.

The proposed project site also has the challenge of having three of the four right-of-way frontages designated as 'vehicular access restricted.' With NE MLK Boulevard, NE Grand Avenue and E Burnside Street having this designation, ALL vehicular ingress and egress has to now occur on NE Couch Street.

After evaluating the site forces and major traffic patterns, the project team has assigned a hierarchy of corners in the following order (most important to least important):

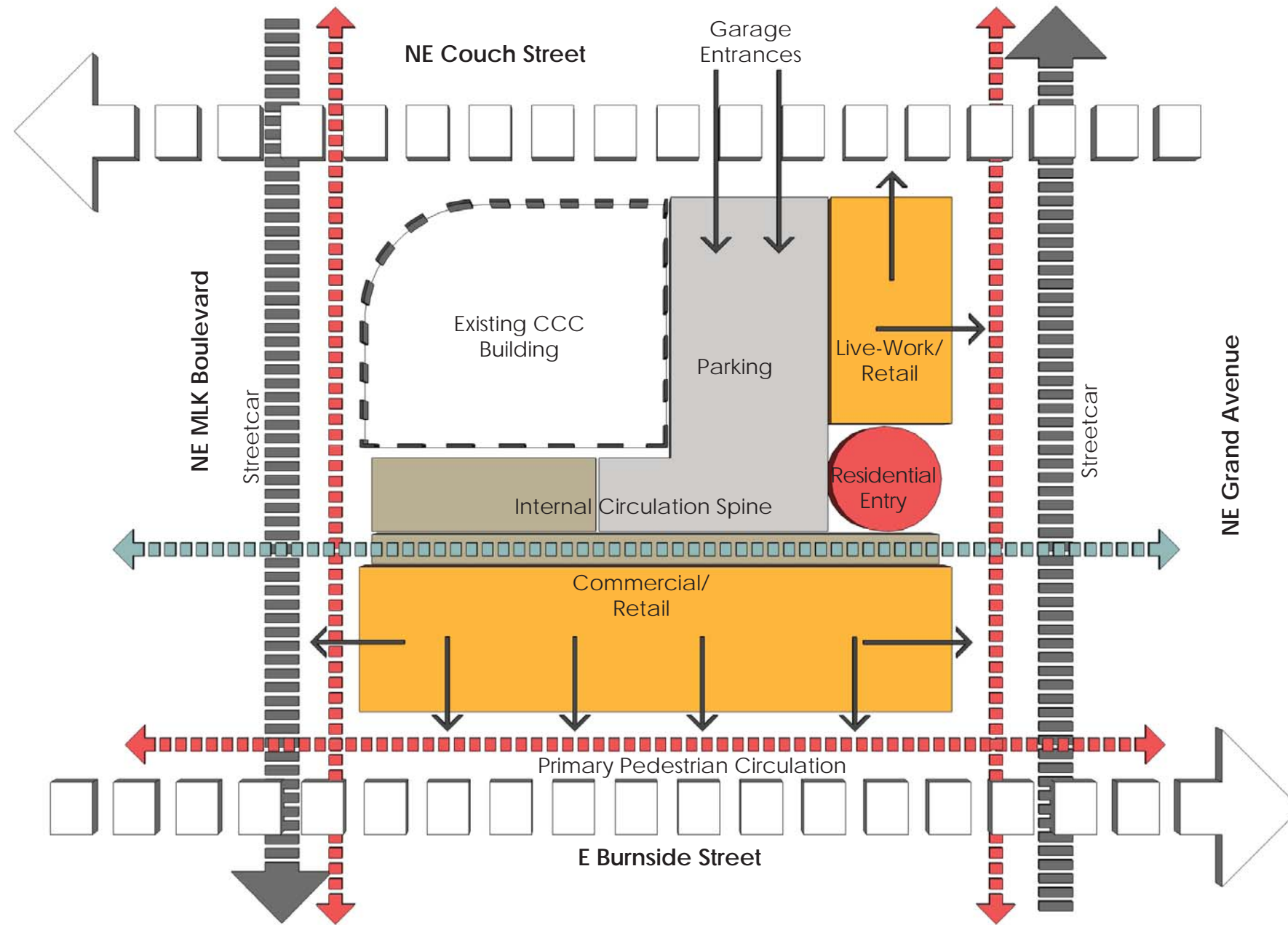
1. NE MLK Boulevard and E Burnside Street
2. NE Grand Avenue and E Burnside Street
3. NE Grand Avenue and NE Couch Street



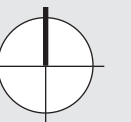
Diagrams - Early Conceptual Diagrams

Section 3:

Design Concept



A simple site parti diagram of the building, consisting of two commercial/retail bars separated by a service corridor, was the initial inspiration for the revised project design. The project proposes a full length arcade and commercial/retail frontage along E Burnside. The residential entry gasket has been relocated to NE Grand Avenue and will provide a visual and programmatic break along this heavily-trafficked street. NE Couch Street, being the only street without a vehicle access restriction designation, will provide access to parking, loading and "back-of-house" functions.



Burnside Arcade Precedence

Section 3:
Design Concept



Our project is proposing the allowed use of an arcade along E Burnside Street to respond to the unique and historical character already present within this neighborhood.

Currently, there are eight historical and modern examples that have an arcade along E Burnside Street. The current arcade buildings are typically half or quarter block structures.

Archival photos confirm that an existing full-block arcade once existed on the proposed project site. To respond to this typology and the historical context, our project proposes to employ a historical arcade application along the full E Burnside Street frontage.

The following pages will illustrate the existing arcade conditions in more detail.



Historic Photo - Project Site



1 524 E Burnside Street



5 811 E Burnside Street



2 612-616 E Burnside Street



6 930-938 E Burnside Street



3 722-738 E Burnside Street



7 1040 E Burnside Street



4 723-737 E Burnside Street



8 1111 E Burnside Street

Average Height - Lowest to Highest

Site 6	12'-11"
Site 2	13'-10"
Site 3	14'-11"
Site 8	15'-2"
E Burnside Mixed-Use	~16'-0'
Site 4	16'-0"
Site 1	16'-4"
Site 7	18'-1"

Building Character

Section 3:
Design Concept



1030 SW Jefferson Street (Museum Place)



1140 SW 11th Avenue



537 SE Ash Street



3530 N Vancouver Avenue (Radiator Building)



1800 SW 6th Avenue (PSU Student Rec Center)



215 SE Morrison Street



Diagonal Bracing



Many of the existing fabric/character buildings in the Central Eastside neighborhood consist of mid-rise masonry or concrete structures, typically with facade compositions of punched openings in a rhythmic and orderly arrangement. These buildings often evoke a 'warehouse' aesthetic and typically consist of simple massing (form follows function) and well articulated fenestrations. Metal clad buildings are also present, adhering to many of the same elements mentioned for masonry buildings.

New projects proposed at the Burnside Bridgehead (not part of this project) have taken a different design approach, preferring to place the primary emphasis on the buildings' forms. E Burnside Mixed-Use is not taking this approach; rather, the proposed project has made the conscious decision to create a contemporary, yet contextual building, through the use of the proposed arcade provision as well as implementing similar massing, rhythm, and proportions already present in the neighborhood.

Both flat and textured metal panels are proposed as the primary exterior cladding material. Large, punched and proportionally appropriate windows are placed in an orderly and rhythmic manner in the facade composition.

Exposed X-Bracing and roll-up glass garage doors are iconic industrial elements seen in both this neighborhood as well as other industrial neighborhoods throughout the city.

Floor Plan - First Floor

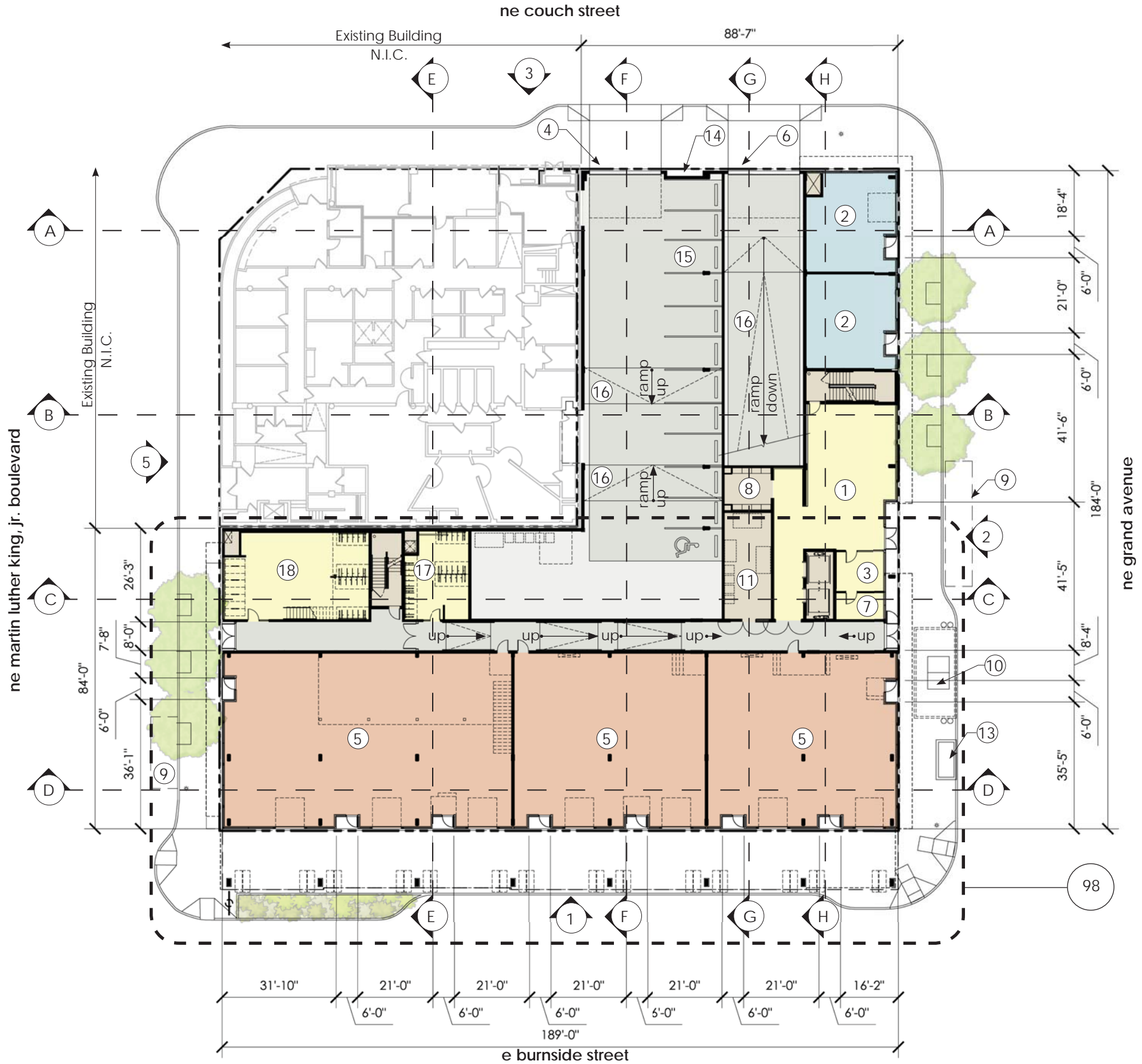
Section 3:
Design Concept

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate residential entrance from E Burnside Street to NE Grand Avenue.
2. Relocate vehicular garage entrances to NE Couch Street. Maintain two separate garage entrances for residents and CCC secure program.
3. Provide full block arcade along E Burnside Street.
4. Provide larger and continuous commercial/retail spaces along E Burnside Street.
5. Relocate bicycle room from NE Grand Avenue to NE MLK Boulevard.
6. Reconfigure E Burnside public storm water facility to allow it to be entirely outside of arcade footprint.
7. Extend proposed bulb-out at the intersection of E Burnside Street and NE Grand Avenue to the west.



Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.

Legend

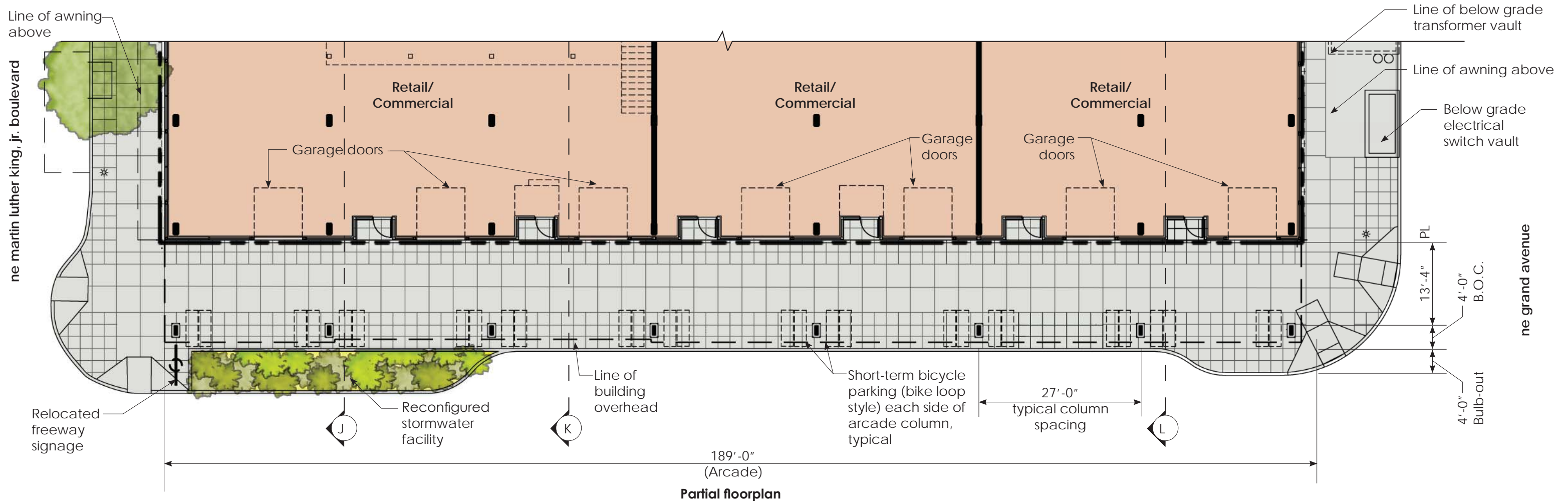
- | | |
|----|--|
| 1 | Residential lobby/lounge. |
| 2 | Live-Work/Retail. |
| 3 | Leasing office. |
| 4 | CCC staff parking and loading entrance. |
| 5 | Retail/Commercial. |
| 6 | Resident garage entrance. |
| 7 | Work room. |
| 8 | Mail room. |
| 9 | Proposed on-street loading. |
| 10 | Proposed below grade transformer vault location. |
| 11 | Trash/recycle. |
| 12 | Not used. |
| 13 | Electrical switch vault. |
| 14 | Proposed gas meter location. |
| 15 | Standard parking stall (8'-6"x16'-0"), typical. |
| 16 | Vehicle ramp. |
| 17 | Bicycle storage. |
| 18 | Bicycle lounge. |



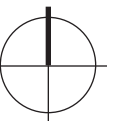
CURRENT DESIGN

Enlarged Plan - Ground Floor Arcade

Section 4:
Supplemental Detail Information

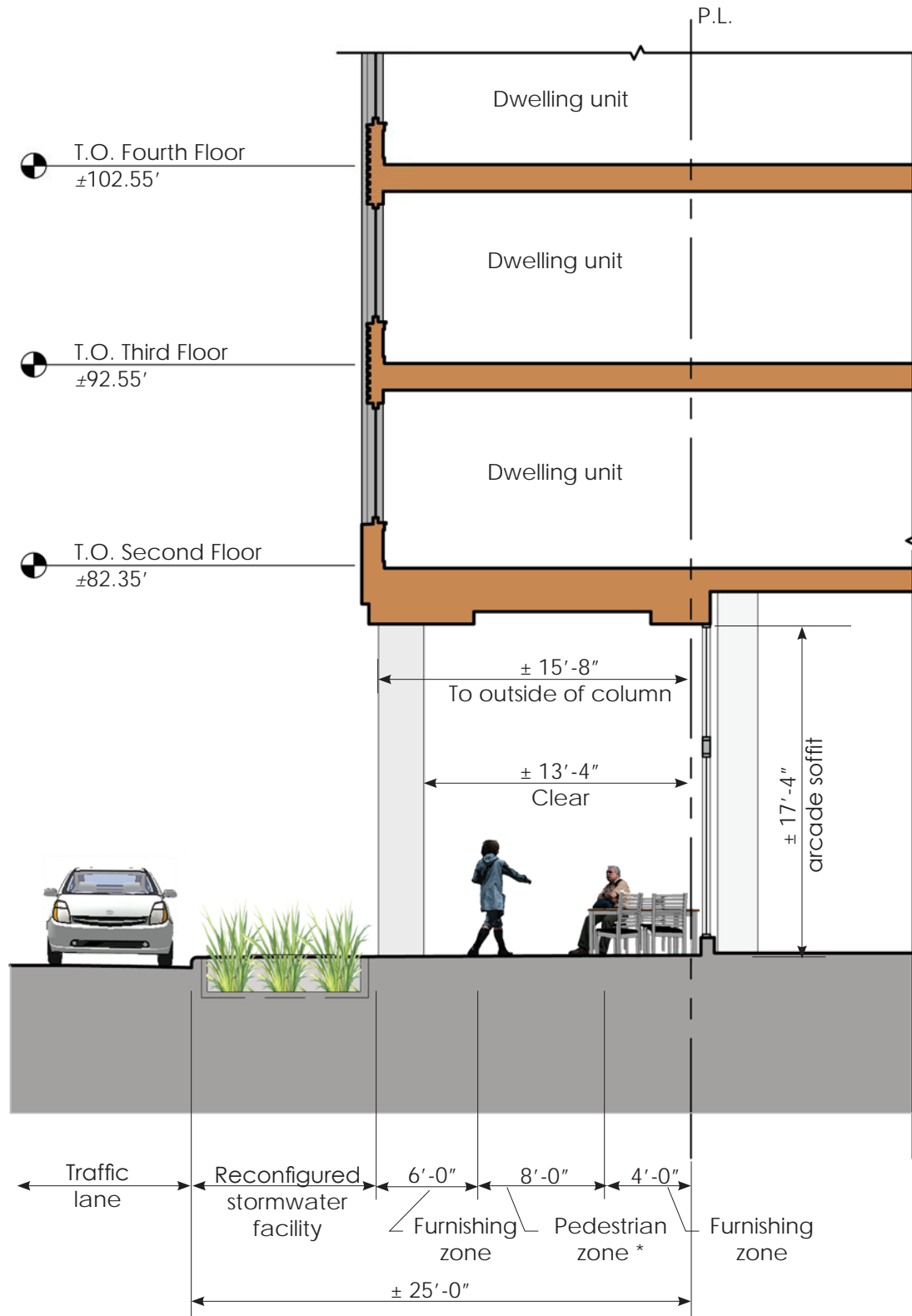


e burnside street arcade elevation

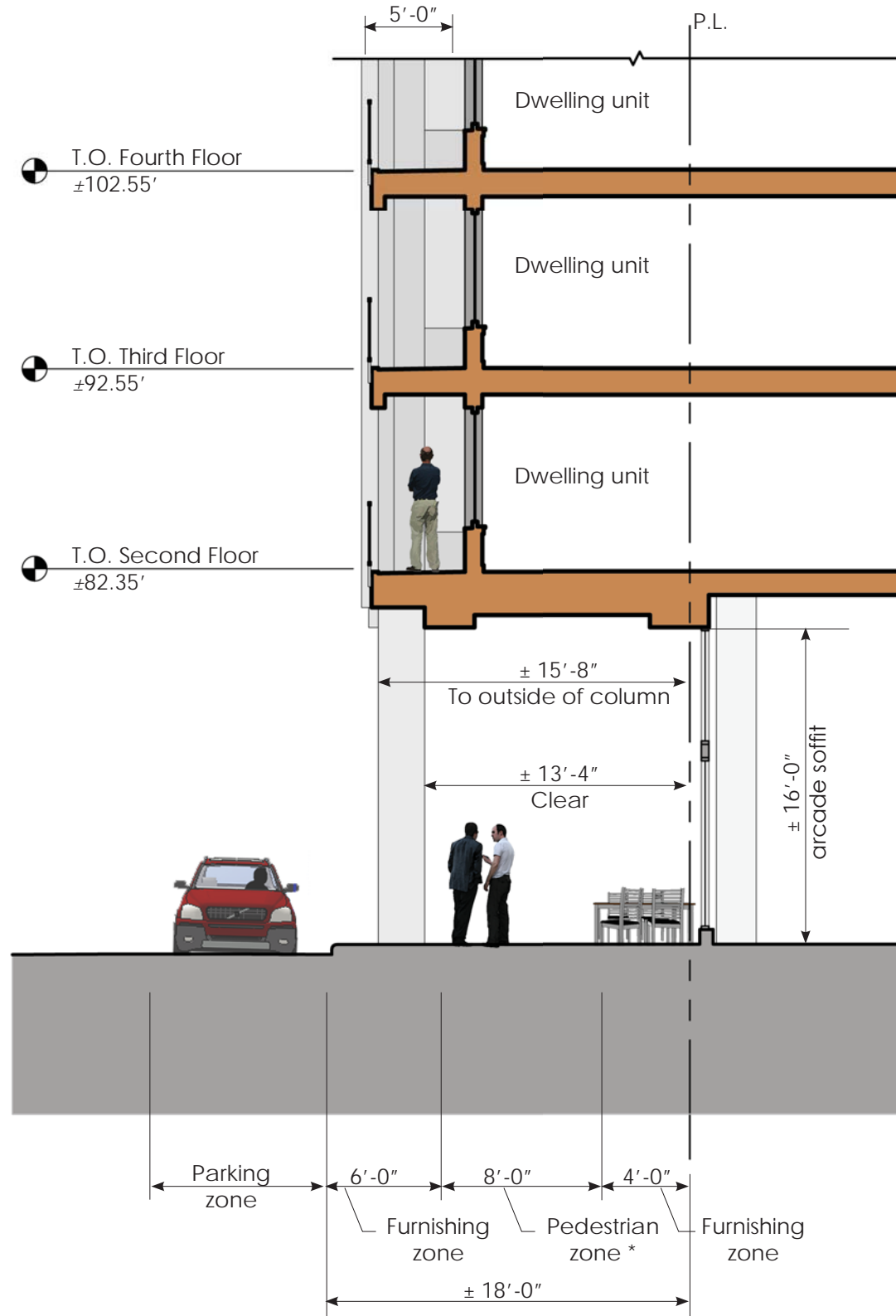


Section Diagrams - Ground Floor

Section J: Through Arcade
E Burnside Street



Section K: Through Arcade
E Burnside Street



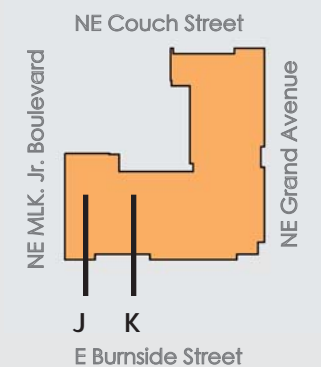
Section 4:

Supplemental Detail Information



HUB Building - 3808 North Williams

* Pedestrian zone: 8'-0" min. requirement.

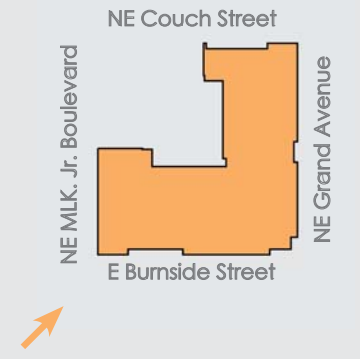


Section 4:

Supplemental Detail Information

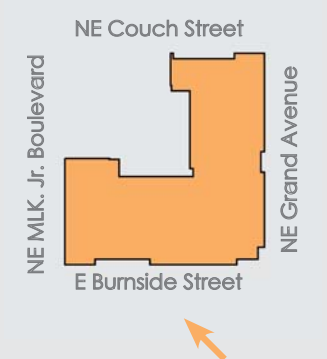


Character Images



Section 4:

Supplemental Detail Information



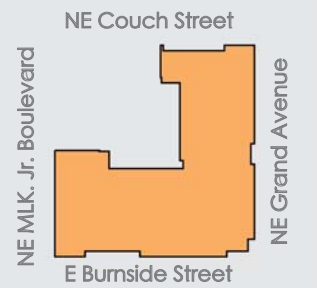
Character Images

Section 4:

Supplemental Detail Information



Character Images

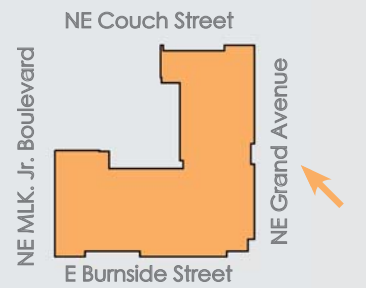


Section 4:

Supplemental Detail Information



Character Images

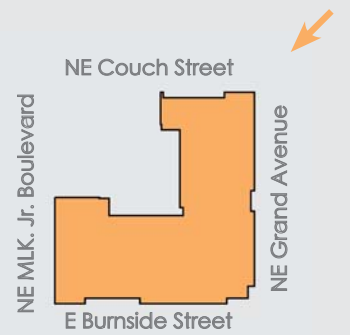


Section 4:

Supplemental Detail Information



Character Images

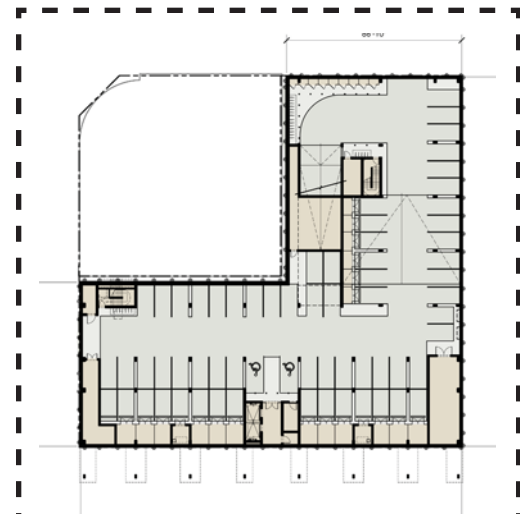


Section 3:

Design Concept

Floor Plan - Basement

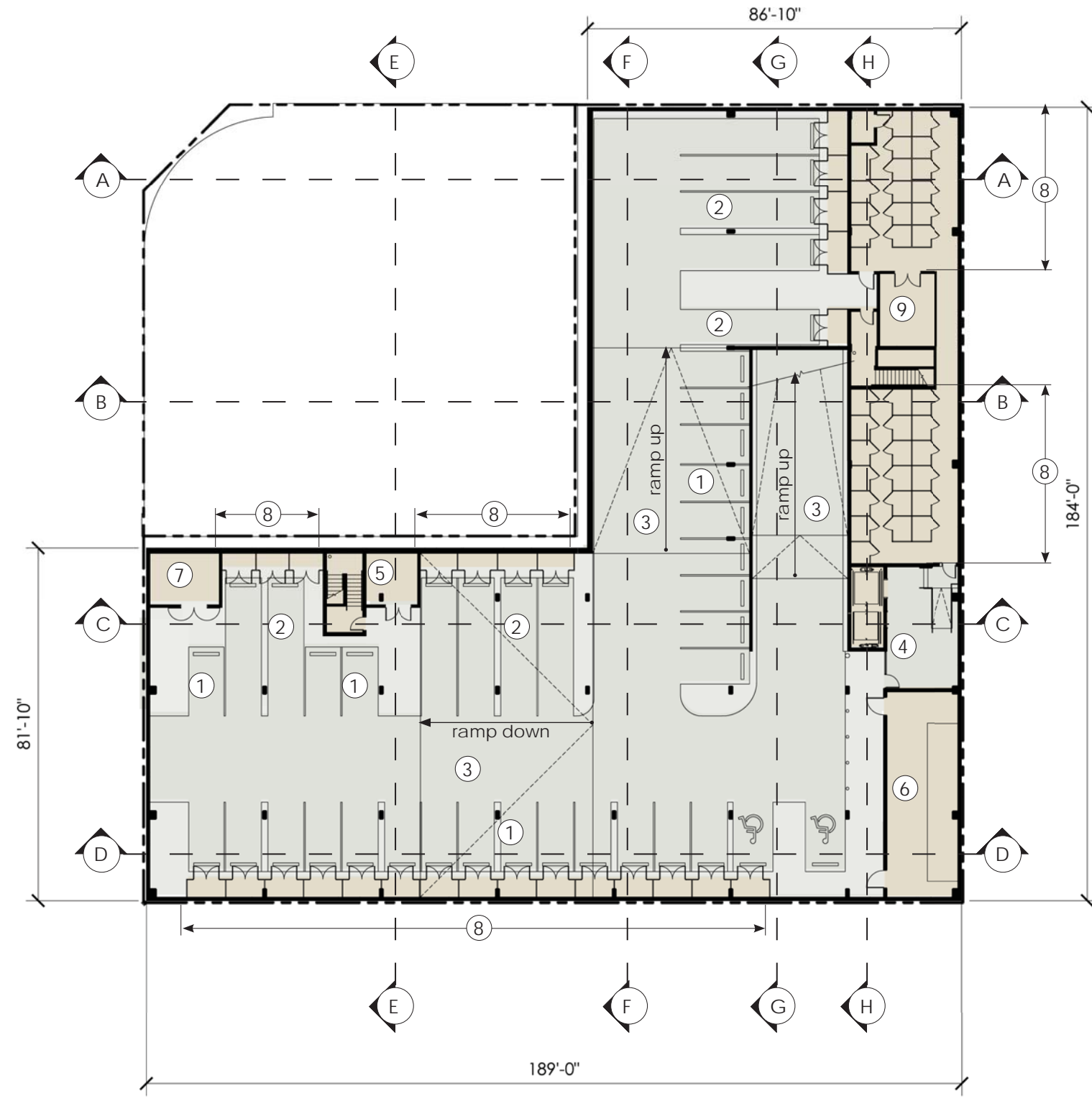
Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocated ramp from ground floor.
2. Relocated elevator lobby/core.
3. Relocated stairwells.
4. Additional individual storage units along east property line.

ne martin luther king, jr. boulevard

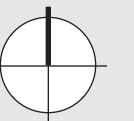


ne grand avenue

Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.

Legend

- 1 Standard parking stall (8'-6"x16'-0"), typical.
- 2 Tandem parking stall (8'-6"x 32'-0"), typical.
- 3 Vehicle Ramp.
- 4 Elevator lobby.
- 5 Mechanical room.
- 6 Electrical room.
- 7 Water and fire control room.
- 8 Resident storage.
- 9 Building maintenance.



CURRENT DESIGN

Section 3:

Design Concept

Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.

In-unit bike parking.

Legend

- 1 Dwelling unit, typical.
- 2 Club room.
- 3 Club room patio.
- 4 Private patio.
- 5 Private CCC terrace.
- 6 Not used.
- 7 Residence storage/bike room.
- 8 Trash/recycle room.
- 9 Storage.
- 10 Dwelling unit deck(s). Refer to Section 4 for enlarged deck plan.

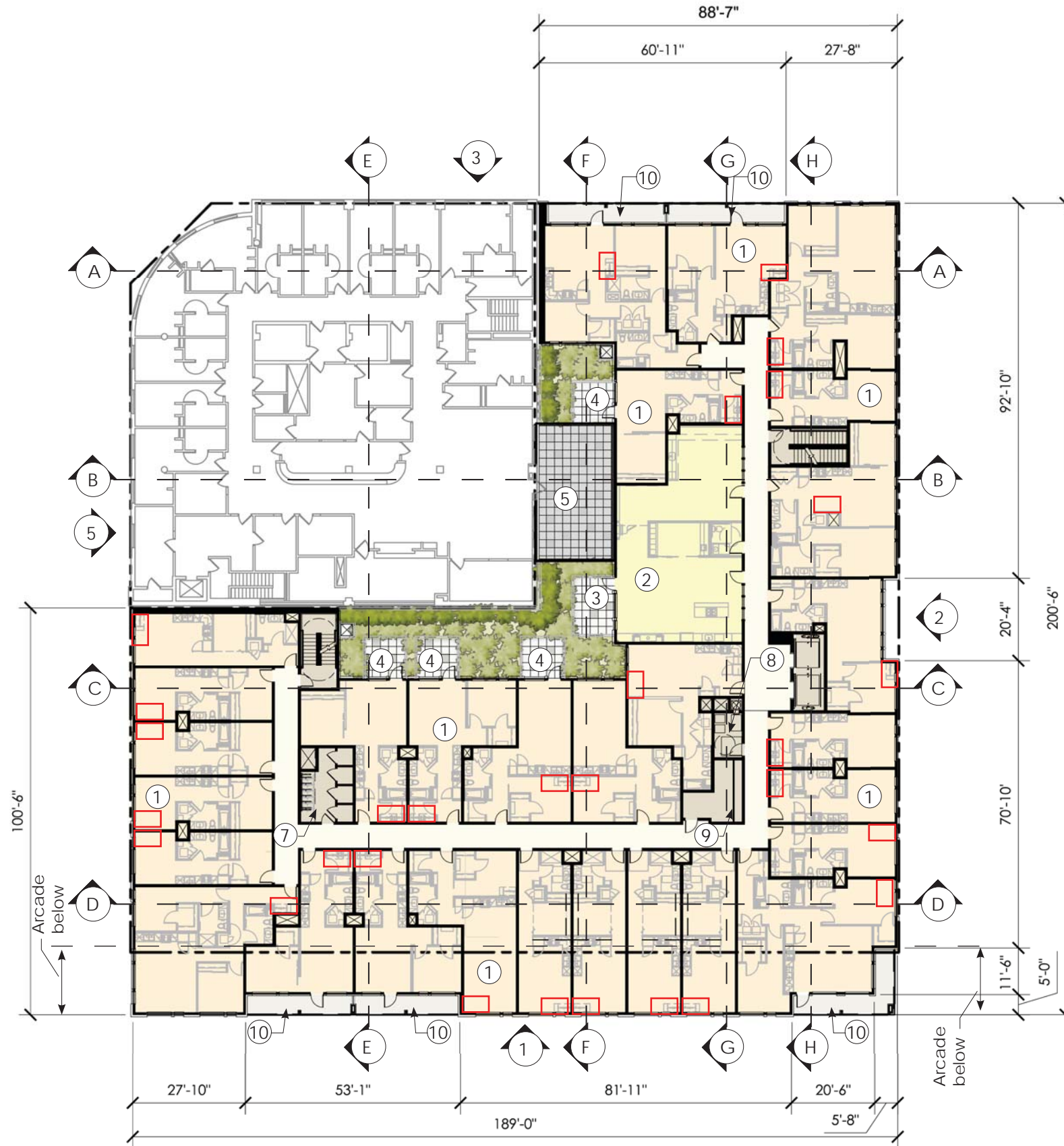
Floor Plan - Second Floor

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocation of entry gasket on E Burnside Street to Grand Avenue.
3. Relocate CCC private terrace from NE Couch Street frontage to interior courtyard (to be reconstructed in its current location per CCC's request). Extend building at NE Couch Street to west property line (abutting existing CCC building).
4. Reconfiguration of dwelling units.
5. Reconfiguration of club room.
6. Addition of dwelling unit decks on NE Couch Street dwelling units.



CURRENT DESIGN



Exterior Cutaway Perspectives



Arcade View From West

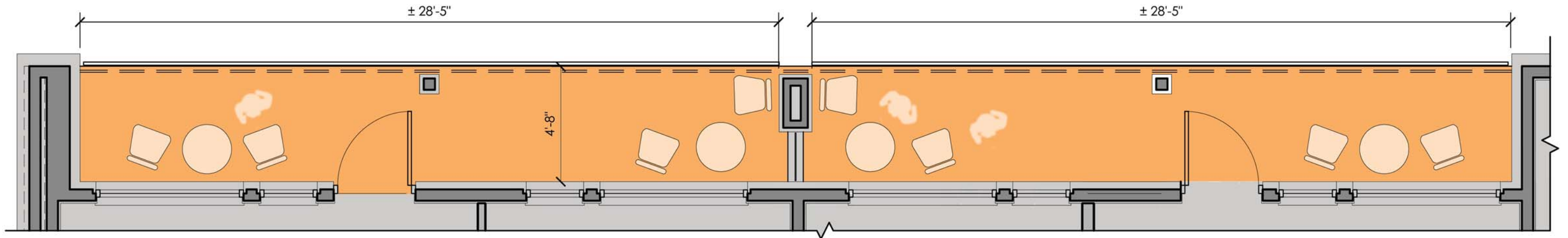


Arcade View From East

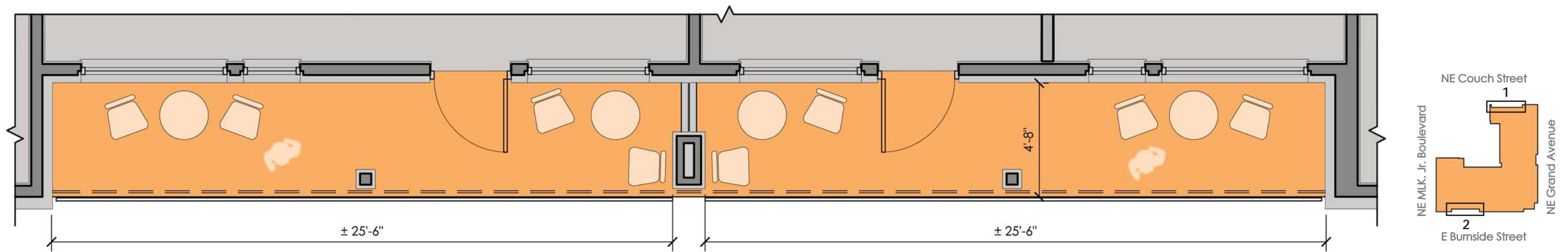


Cutaway Perspective - Arcade

- T.O. Parapet 136.35'
- T.O. Roof Deck 135.55'
- T.O. Sixth Floor 122.55'
- T.O. Fifth Floor 112.55'
- T.O. Fourth Floor 102.55'
- T.O. Third Floor 92.55'
- T.O. Second Floor 82.35'
- T.O. First Floor varies



1: Residential Dwelling Unit Deck Plan - North Elevation
Facing NE Couch Street

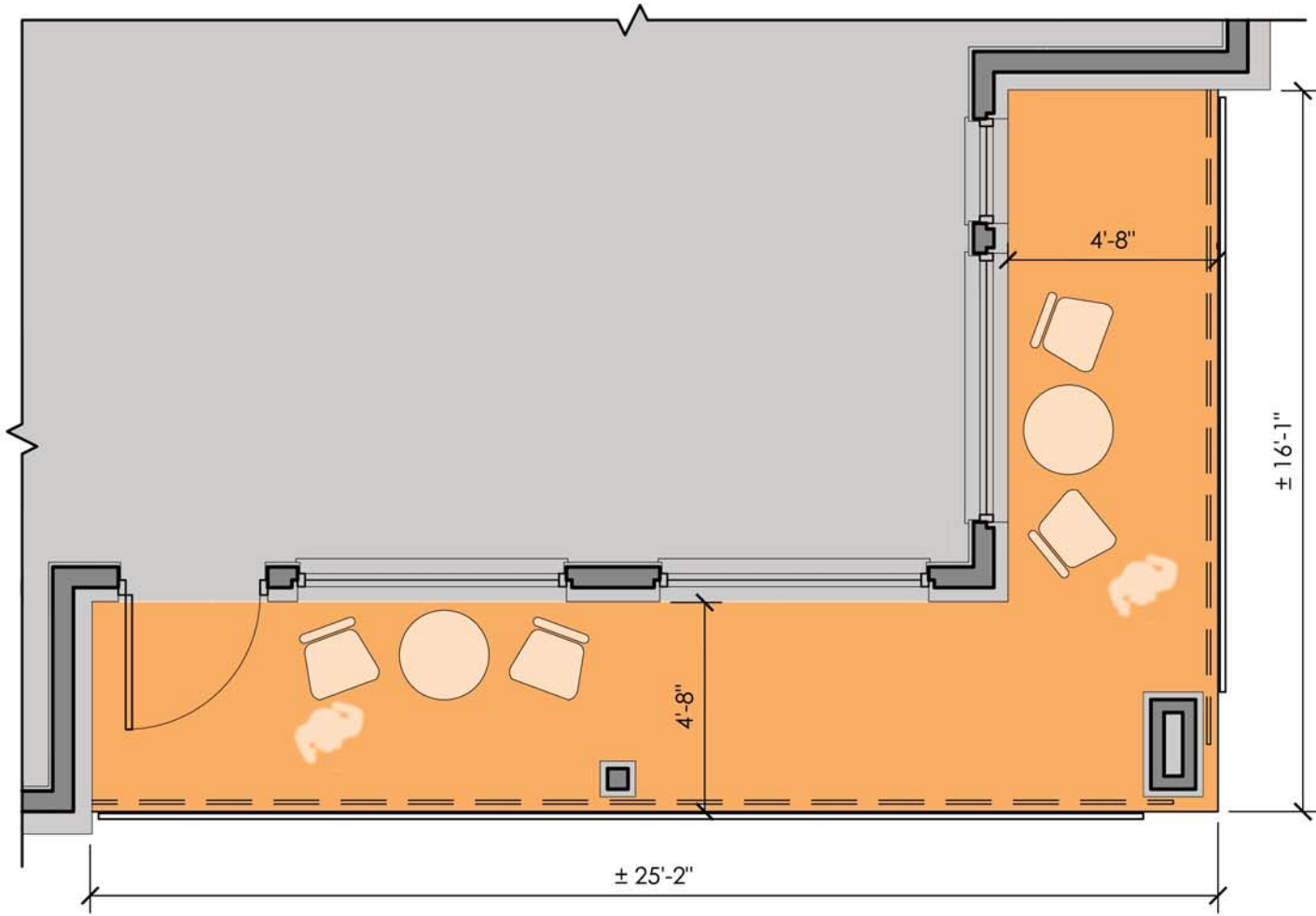


2: Residential Dwelling Unit Deck Plan - South Elevation
Facing E Burnside Street



Enlarged Plan - Residential Decks

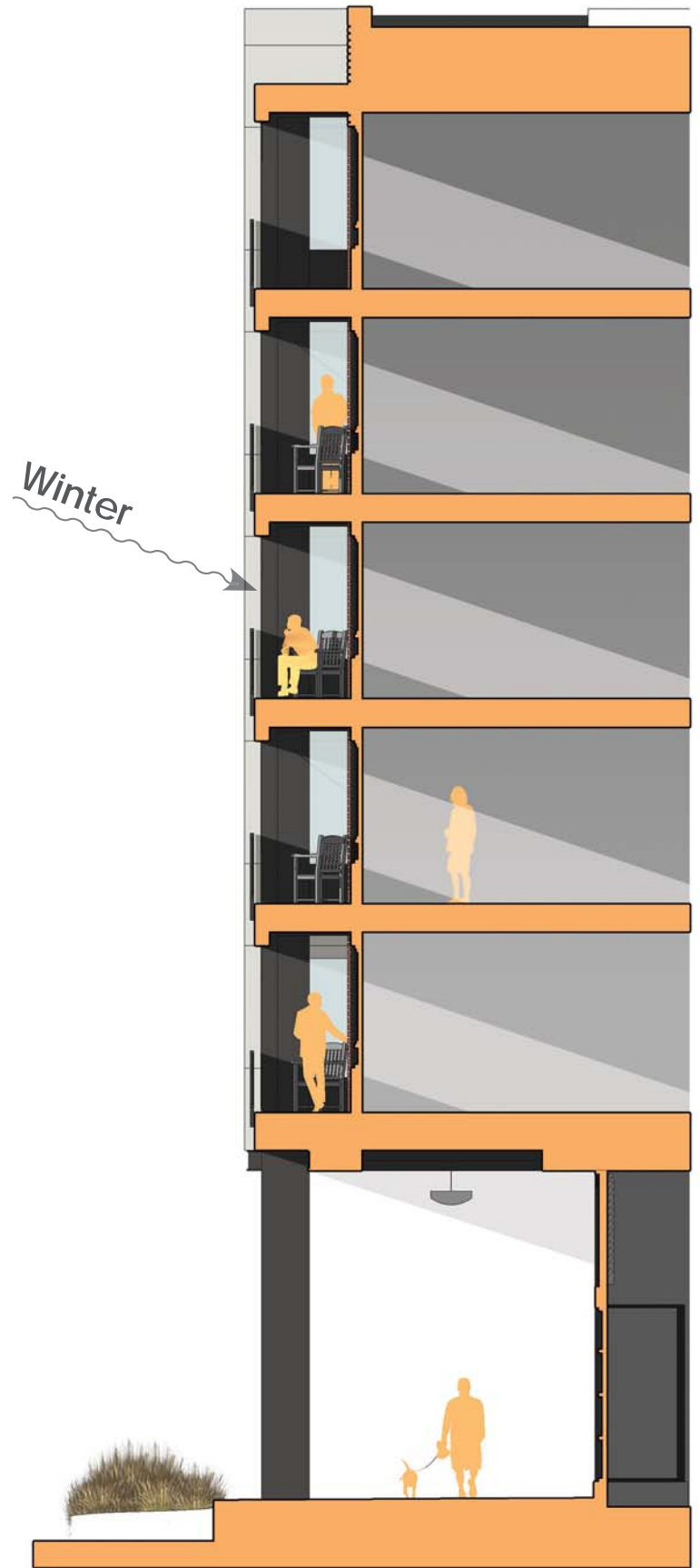
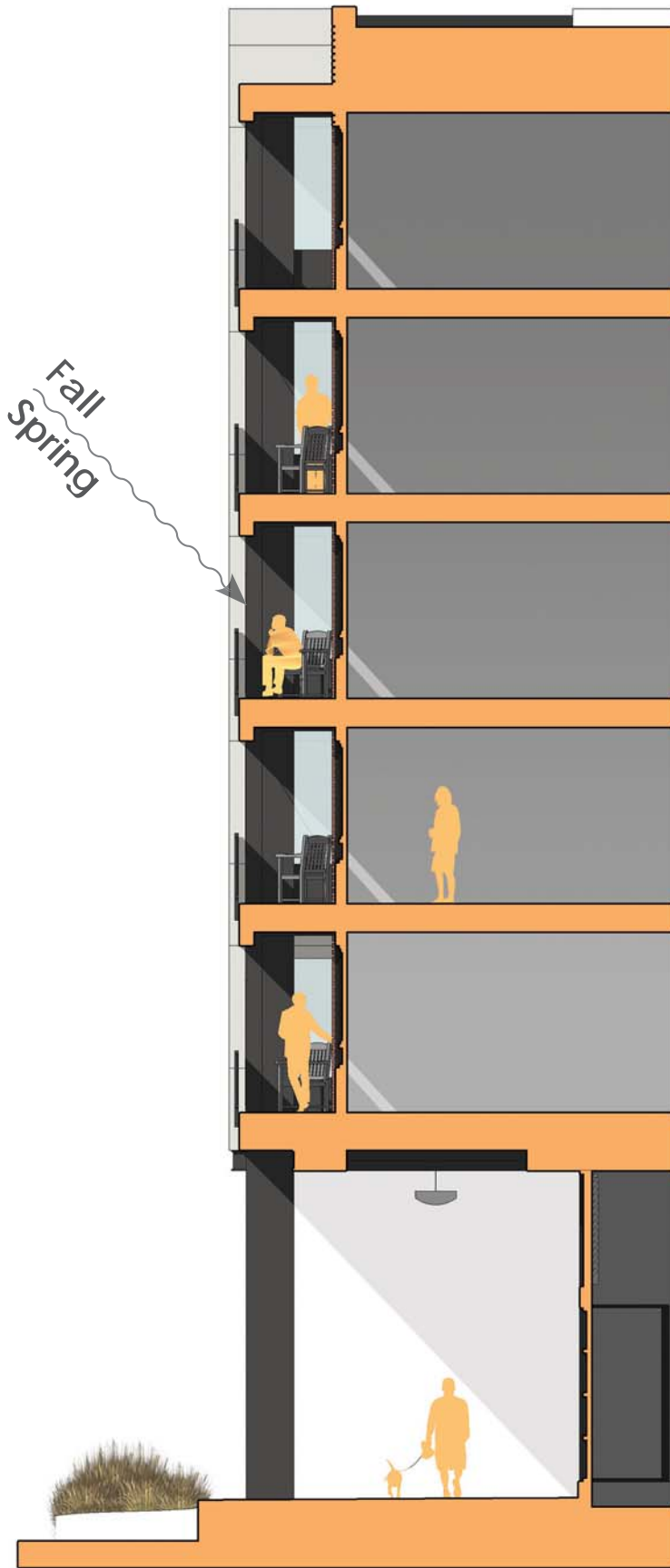
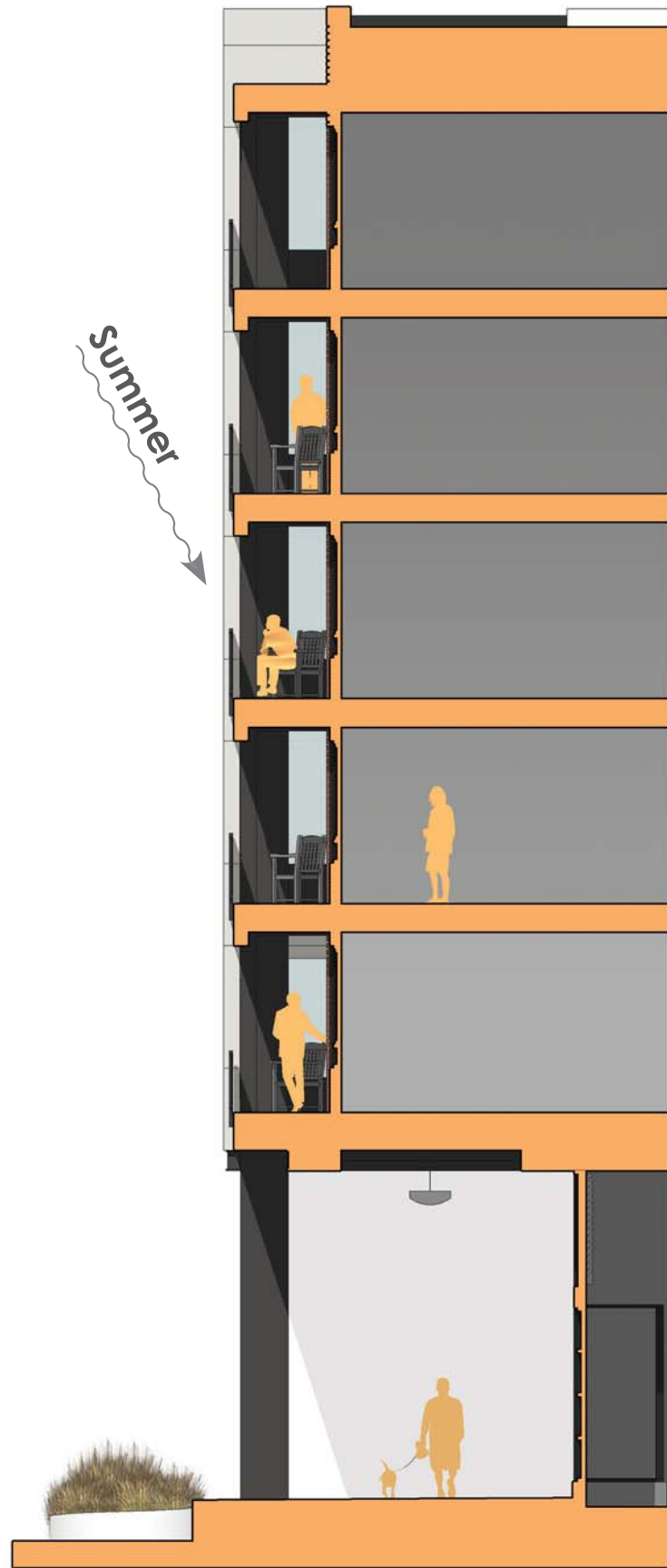
Section 4:
Supplemental Detail Information



3: Residential Dwelling Unit Deck Plan - Southeast Building Corner
Facing E Burnside Street and NE Grand Avenue




Seasonal Shadow Study - Arcade and E Burnside Residential Decks



Section 3:

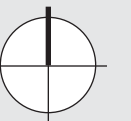
Design Concept

Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.

 In-unit bike parking.

Legend

- 1 Dwelling unit, typical.
- 2 Not used.
- 3 Residence storage/bike room.
- 4 Trash/recycle room.
- 5 Building services.
- 6 Dwelling unit deck(s).



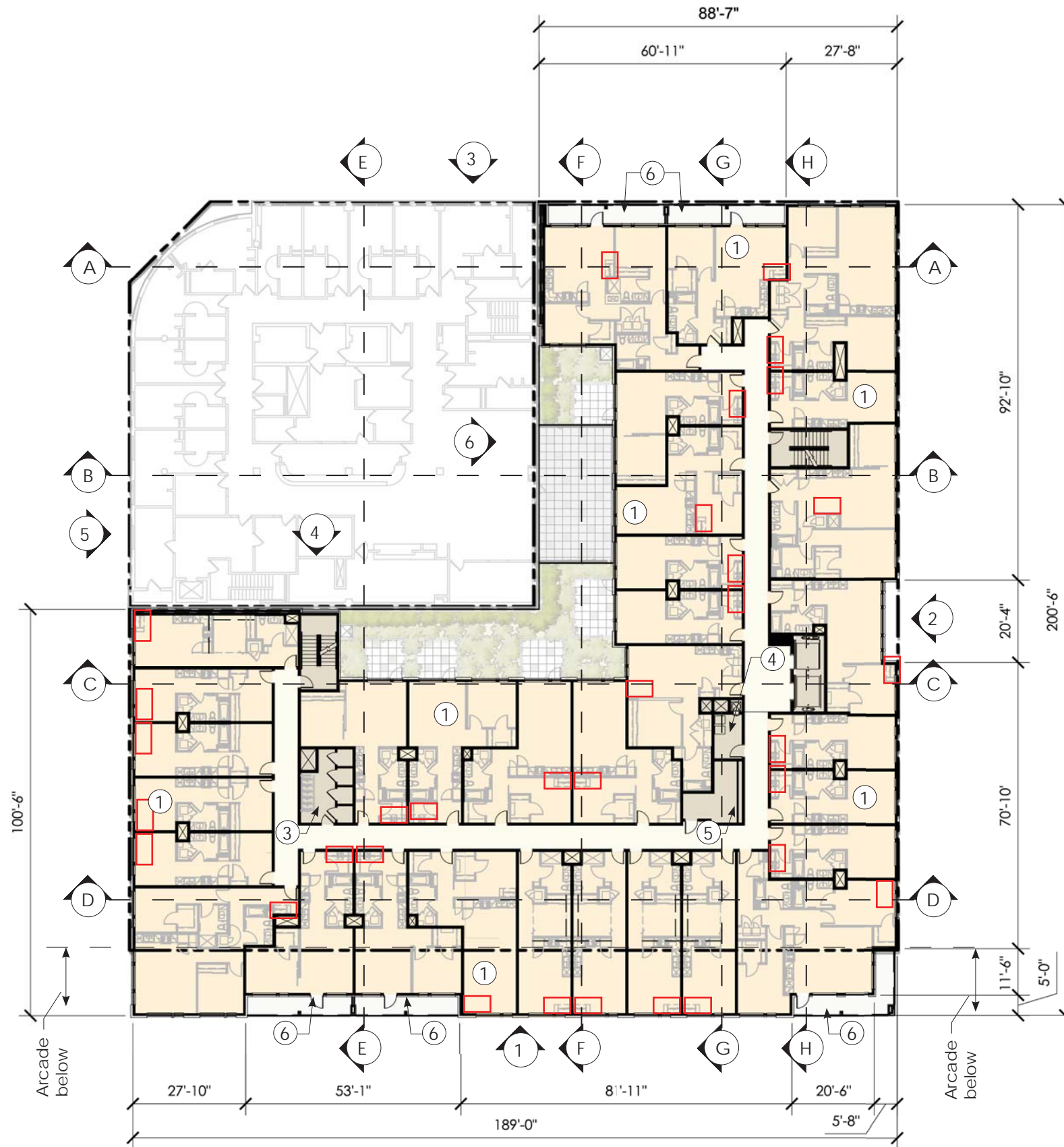
Floor Plan - Third-Fifth Floors

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocation of entry gasket on E Burnside Street to Grand Avenue.
3. Reconfiguration of dwelling units.
4. Addition of dwelling unit decks on NE Couch Street dwelling units.




CURRENT DESIGN

Section 3:

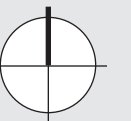
Design Concept

Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.

 In-unit bike parking.

Legend

- 1 Dwelling unit, typical.
- 2 Unisex restroom.
- 3 Residence storage/bike room.
- 4 Trash/recycle room.
- 5 Building services.
- 6 Dwelling unit deck(s).



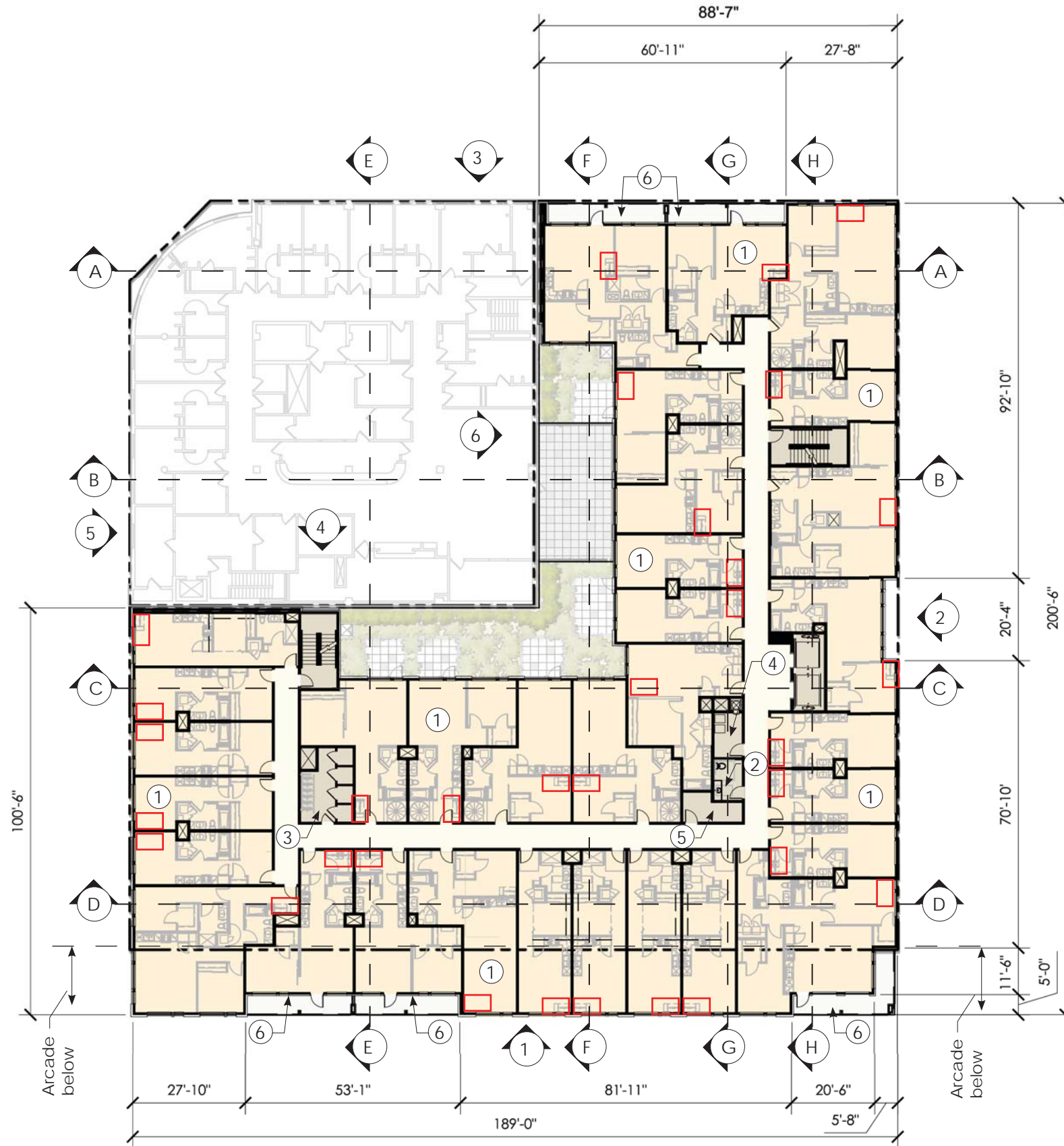
Floor Plan - Sixth Floor

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocation of entry gasket on E Burnside Street to Grand Avenue.
3. Reconfiguration of dwelling units.
4. Addition of dwelling unit decks on NE Couch Street dwelling units.

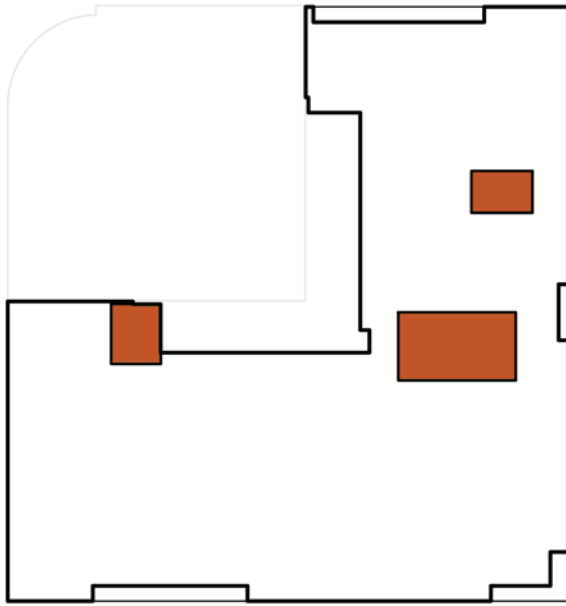


CURRENT DESIGN

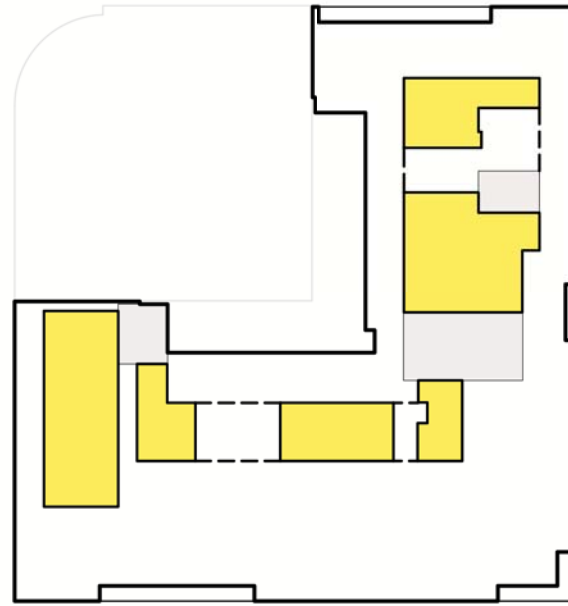
Section 3:

Design Concept

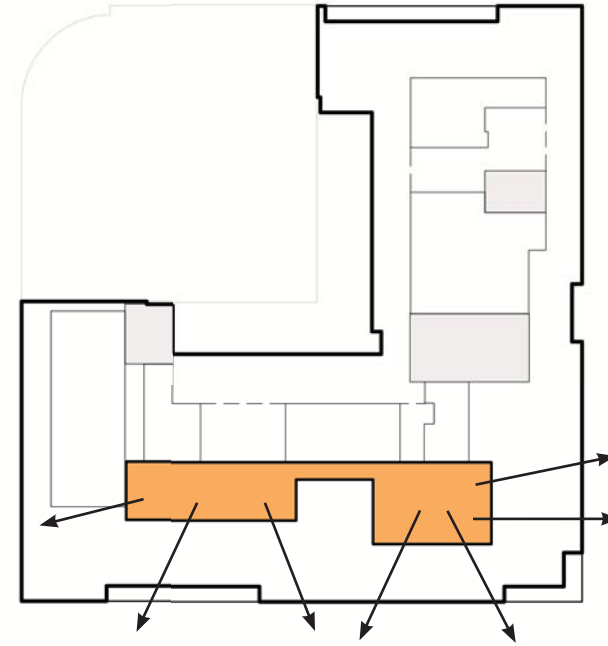
Roof Organization Diagrams - Revised



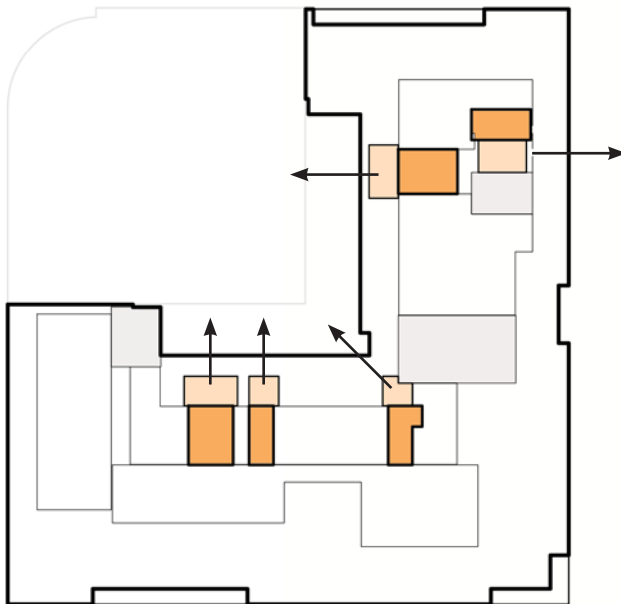
Core / Service / Vertical Circulation



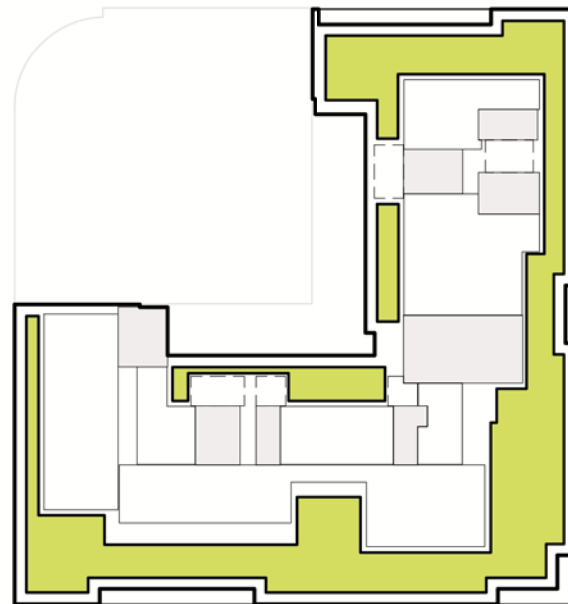
HVAC Equipment Area



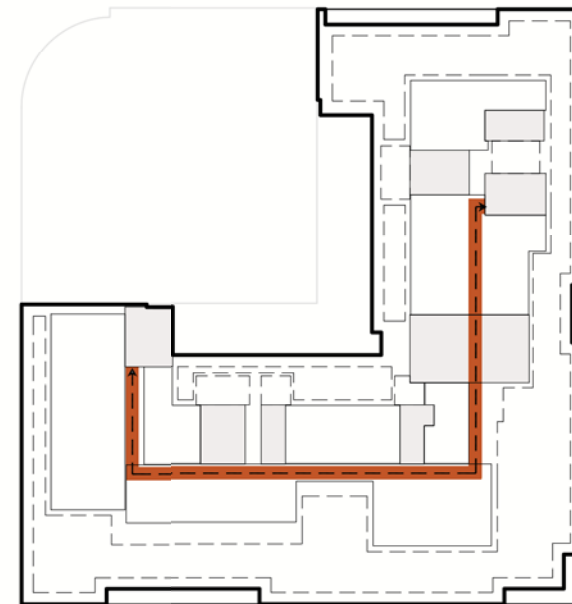
Passive / Active Terraces



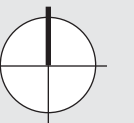
Private Decks



Green Roof



Circulation



Section 3: Design Concept

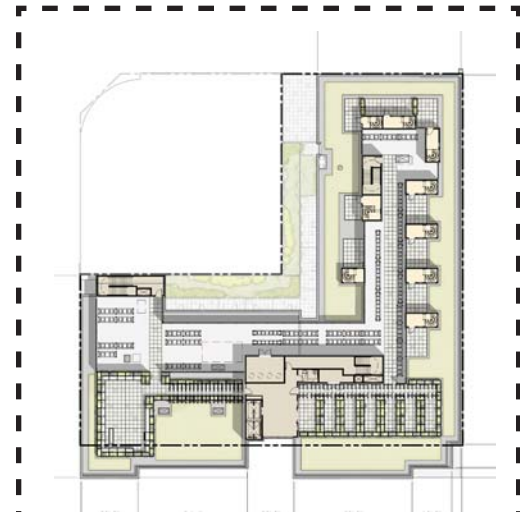
Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.



Image 1

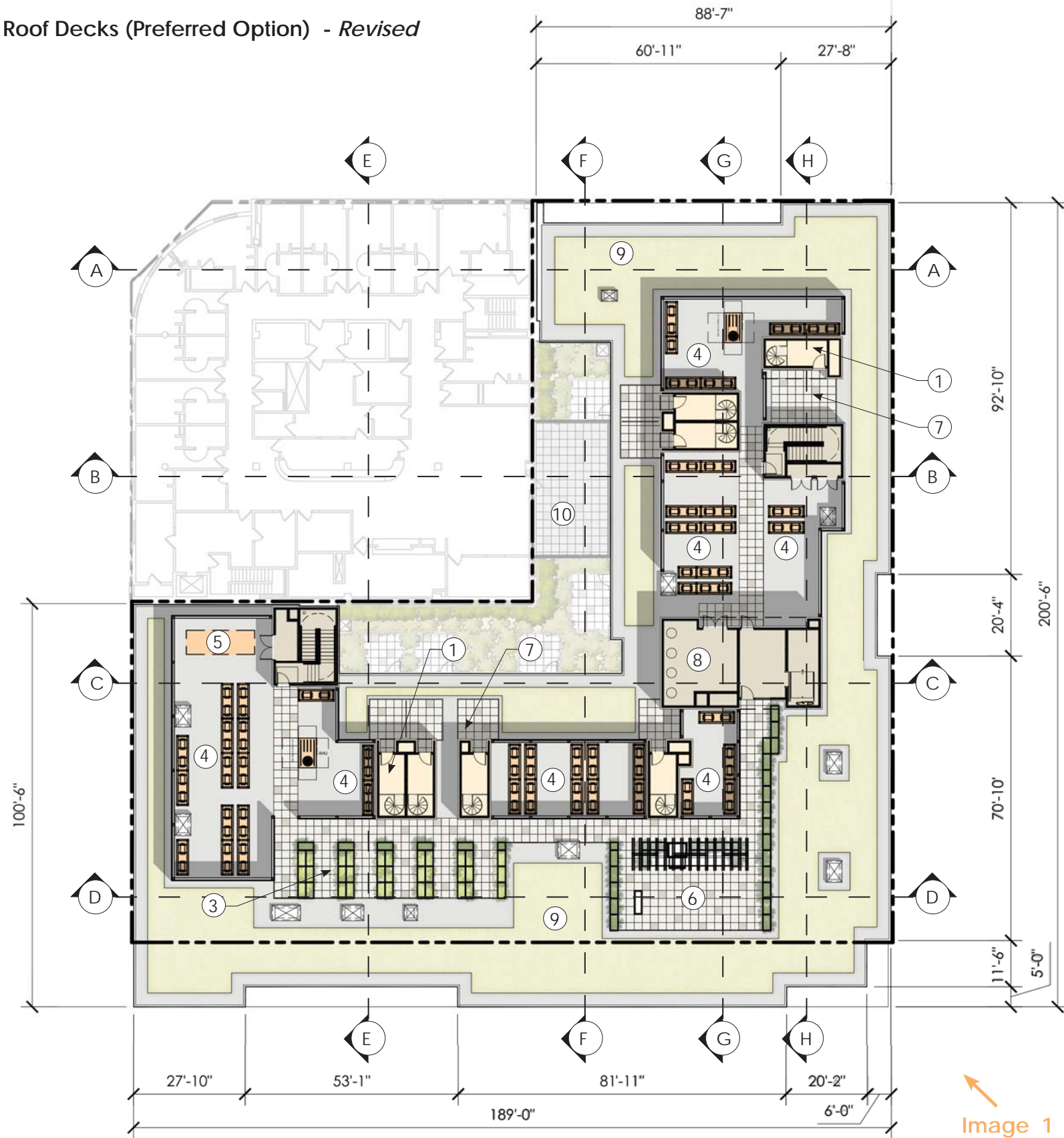
Roof Plan - With Amenity Spaces and Private Roof Decks (Preferred Option) - Revised

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocate active roof amenity space to SE corner, closer to elevator core.
3. Relocate urban garden from SE corner to SW corner.
4. Reduction and reconfiguration of private roof decks.
5. Reconfiguration and consolidation of mechanical units and screening.



Legend

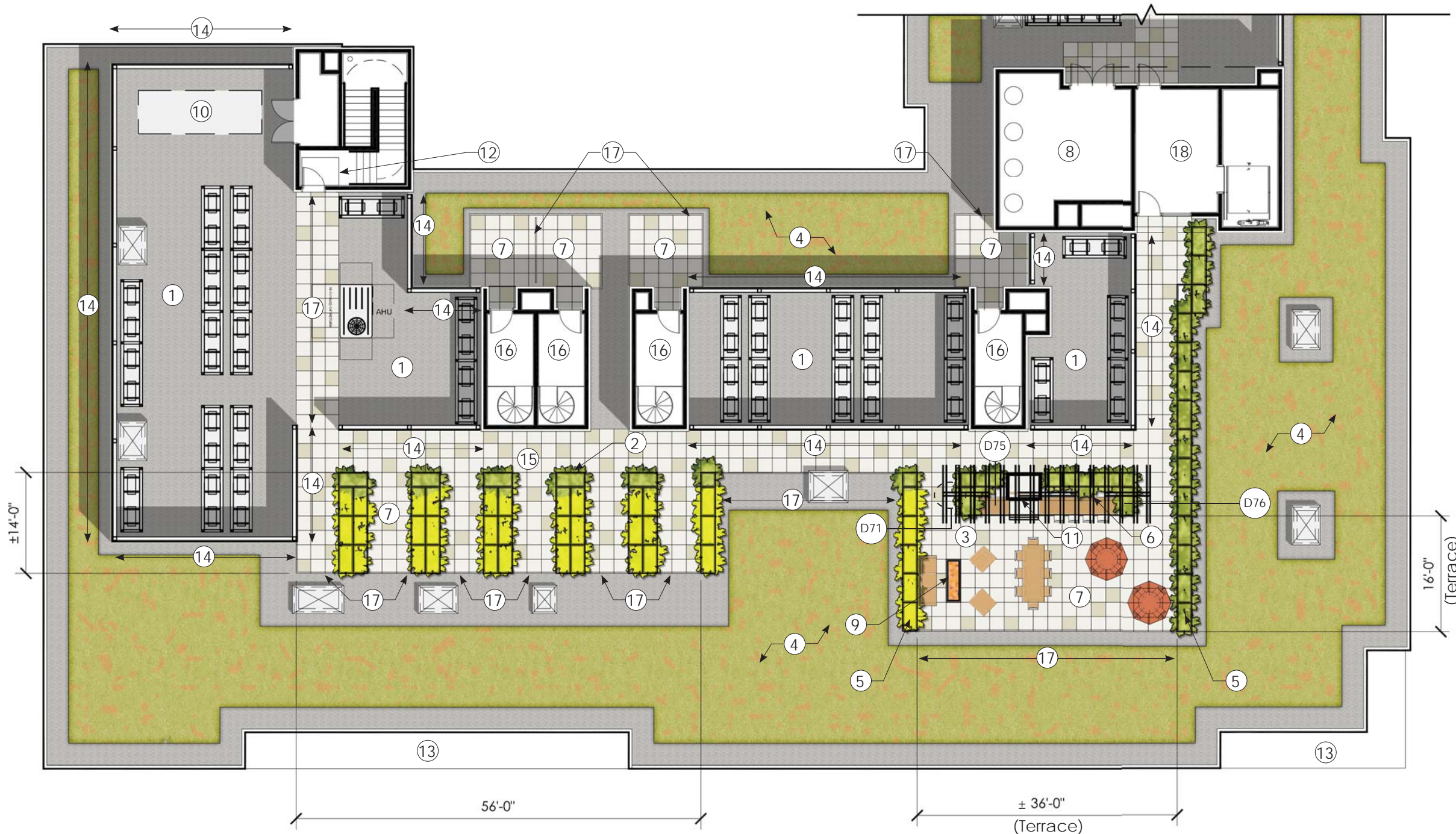
- 1 Dwelling unit stair penthouse.
- 2 Not used.
- 3 Resident urban garden.
- 4 Screened roof mechanical equipment.
- 5 Emergency generator.
- 6 Resident terrace, amenity space.
- 7 Private resident terrace.
- 8 Hot water heater room.
- 9 Green Roof - Mixed Sedums, Lithodora, and Fescue.
- 10 Courtyard below.



CURRENT DESIGN-REVISED

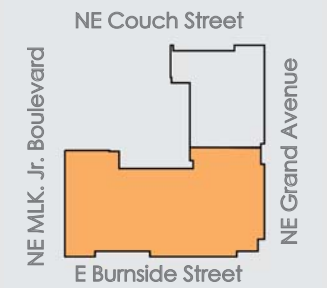
Enlarged Plan - Roof (South) - Revised

Section 4:
Supplemental Detail Information



Legend

- 1 Screened roof mechanical equipment.
- 2 Raised planter - community garden beds.
- 3 Resident terrace, amenity space.
- 4 Greenroof - mixed Sedums, Lithodora, and Fescue.
- 5 Raised planter - ornamental grasses.
- 6 Metal trellis overhead.
- 7 Concrete pedestal pavers.
- 8 Hot water heater room.
- 9 Open flame gas fire pit.
- 10 Emergency generator.
- 11 Gas barbecue.
- 12 Egress stairwell.
- 13 Roof below.
- 14 Perforated box rib metal HVAC screen.
- 15 Urban garden.
- 16 Dwelling unit private penthouse/deck.
- 17 Metal guardrail.
- 18 Elevator lobby.

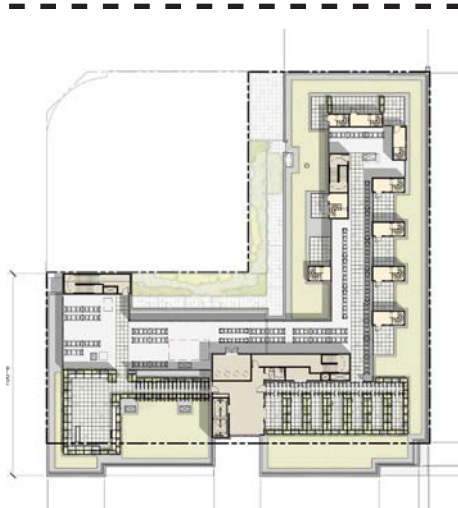


Section 3:

Design Concept

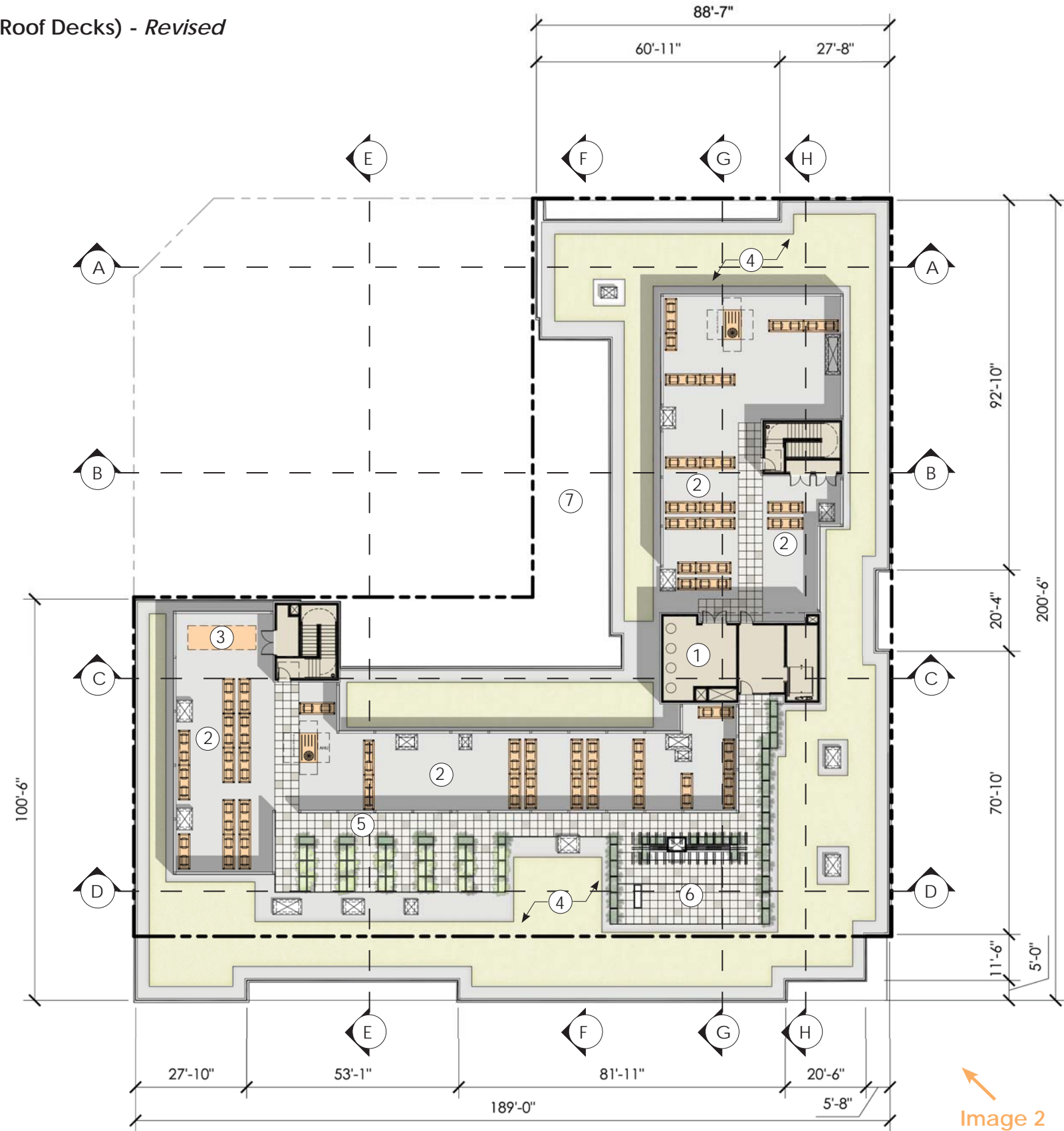
Roof Plan - Amenity Spaces (Without Private Roof Decks) - Revised

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocate active roof amenity space to SE corner, closer to elevator core.
3. Relocate urban garden from SE corner to SW corner.
4. Removal of private roof decks.
5. Reconfiguration and consolidation of mechanical units and screening.



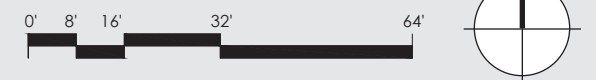
Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.



Image 2

Legend

- 1 Hot water heater room.
- 2 Screened roof mechanical equipment.
- 3 Emergency generator.
- 4 Green Roof - Mixed Sedums, Lithodora, and Fescue.
- 5 Resident urban garden.
- 6 Resident amenity space.
- 7 Courtyard below.



CURRENT DESIGN-Alternate 1-REVISED

Section 3:

Design Concept

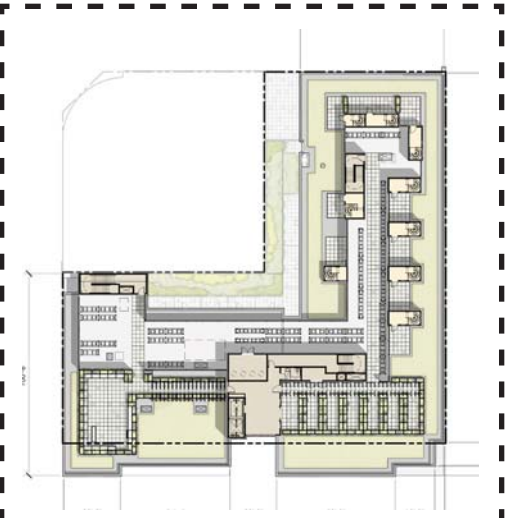
Refer to Section 4 for Building Sections, Enlarged Floor Plans, and other Details and Diagrams.



Image 3

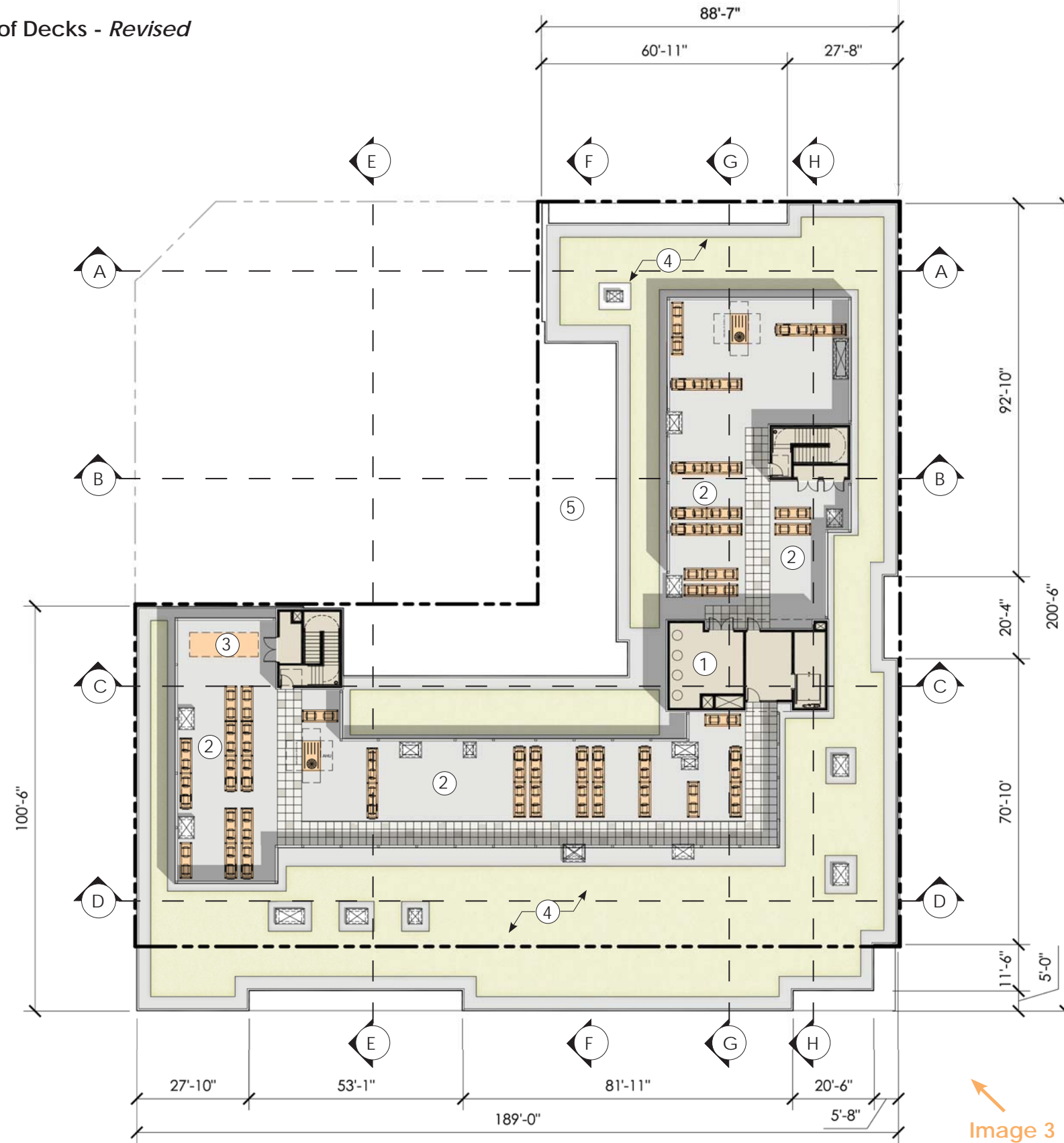
Roof Plan - No Amenity Spaces or Private Roof Decks - Revised

Previous Concept (DR No. 1)



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vertical circulation cores.
2. Relocate active roof amenity space to SE corner, closer to elevator core.
3. Removal of urban garden from SE corner to SW corner.
4. Removal of private roof decks.
5. Reconfiguration and consolidation of mechanical units and screening.



Legend

- 1 Hot water heater room.
- 2 Screened roof mechanical equipment.
- 3 Emergency generator.
- 4 Green Roof - Mixed Sedums, Lithodora, and Fescue.
- 5 Courtyard below.



CURRENT DESIGN-Alternate 2-REVISED

Exterior Elevation - South (E Burnside Street)

CURRENT DESIGN

Section 3:
Design Concept

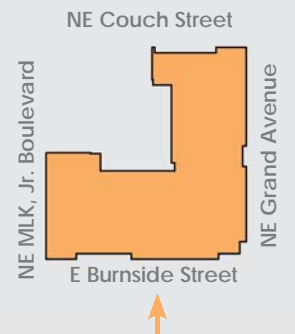
Refer to Section 4 for additional exterior elevation information.



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate 'gasket' element from E Burnside Street to NE Grand Avenue.
2. Provide full block arcade along E Burnside Street.
3. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white.
4. Add horizontal box rib metal cladding above and below upper floor windows.
5. Add horizontal box rib metal cladding at recessed deck walls.
6. Adjust ground floor to have regular and repeating articulation.
7. Adjust color of rooftop mechanical screening.
8. Add diagonal bracing at sixth floor deck locations.

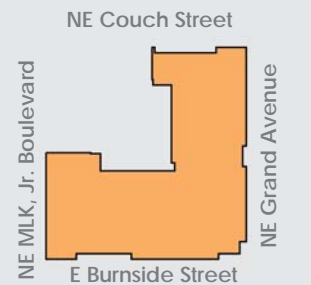
Previous Concept (DR No. 1)



Exterior Elevation - South - Shadow Study (E Burnside Street)

Section 4:

Supplemental
Detail Information



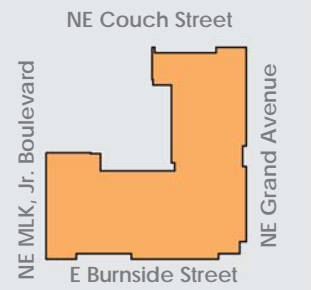
Exterior Perspective

Section 3:

Design Concept



Previous Concept (DR No. 1)

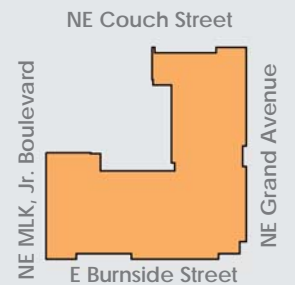


Exterior Perspective

Section 3:
Design Concept



Previous Concept (DR No. 1)



Exterior Elevation - East (NE Grand Avenue)

CURRENT DESIGN

Section 3:
Design Concept

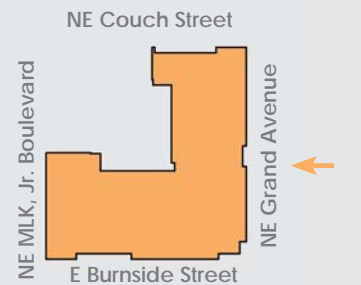
Refer to Section 4 for additional exterior elevation information.



Previous Concept (DR No. 1)

A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

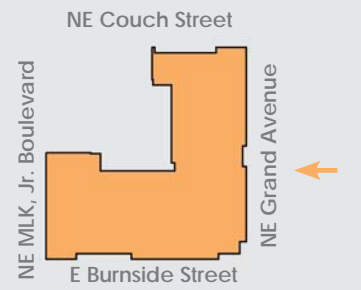
1. Relocate 'gasket' element from E Burnside Street to mid block along NE Grand Avenue.
2. Relocate vehicular garage entrance from NE Grand Avenue to NE Couch Street.
3. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white.
4. Add windows to northeast corner of building.
5. Add horizontal box rib metal cladding above and below upper floor windows.
6. Add horizontal box rib metal cladding at recessed deck walls.
7. Adjust ground floor to have regular and repeating articulation.
8. Adjust color of rooftop mechanical screening.
9. Add diagonal bracing at sixth floor deck locations.



Exterior Elevation - East - Shadow Study (NE Grand Avenue)

Section 4:

Supplemental
Detail Information

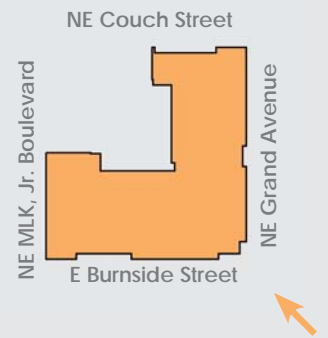


Exterior Perspective

Section 3:
Design Concept



Previous Concept (DR No. 1)



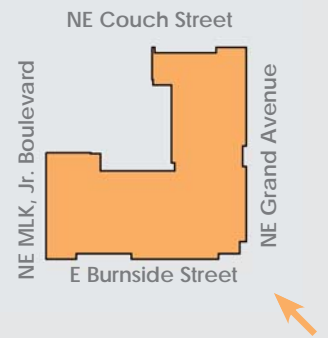
Exterior Perspective



Section 3:
Design Concept



Previous Concept (DR No. 1)



Exterior Elevation - North (NE Couch Street)

CURRENT DESIGN

Section 3:
Design Concept

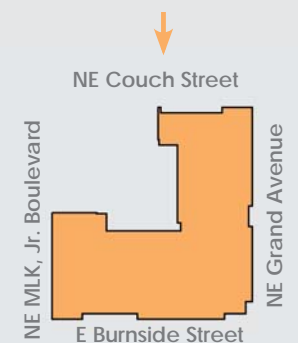
Refer to Section 4 for additional exterior elevation information.



Previous Concept (DR No. 1)

A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Relocate vehicular garage entrances from NE Grand Avenue to NE Couch Street.
2. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white
3. Relocate decks from NE corner to NW corner of NE Couch Street elevation. Align deck massing and material with garage door articulation at the ground floor.
4. Add horizontal box rib metal cladding above and below upper floor windows.
5. Add horizontal box rib metal cladding at recessed deck walls.
6. Add two glazed garage doors to continue ground floor language and character.
7. Adjust color of rooftop mechanical screening.
8. Relocate gas meter.

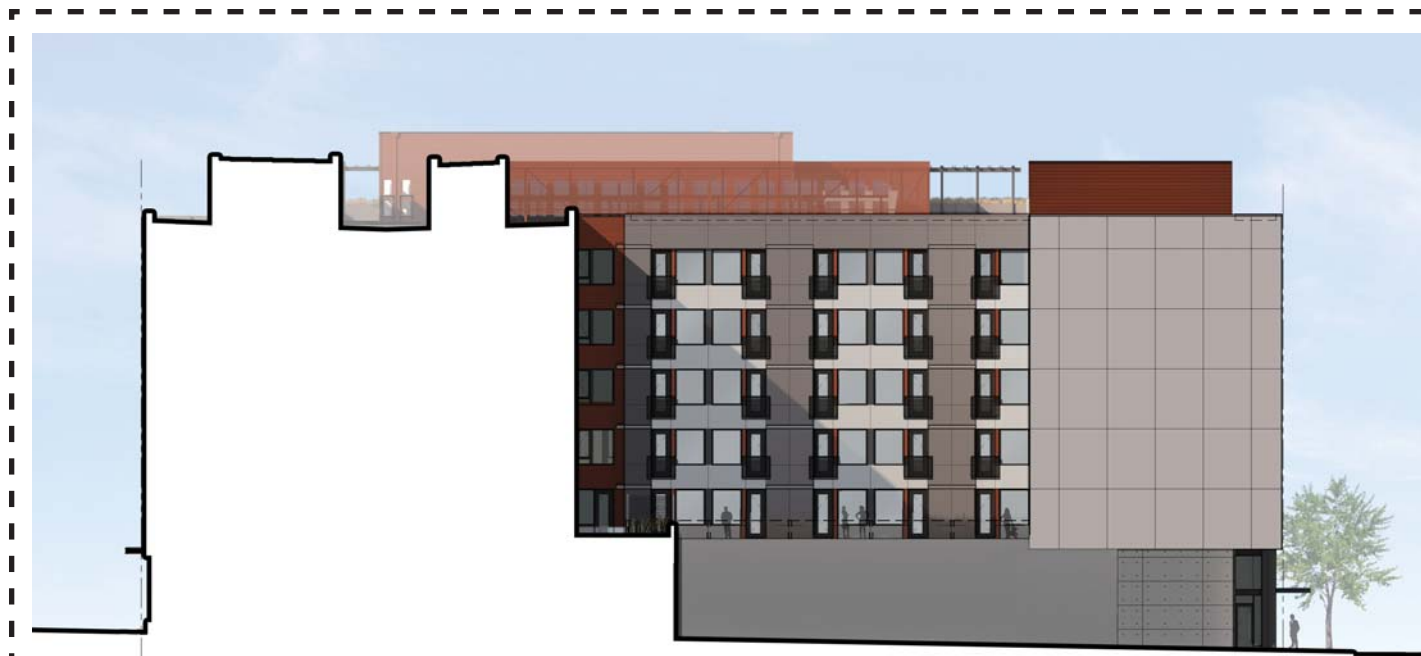


Exterior Elevation - North Courtyard (NE Couch Street)

CURRENT DESIGN

Section 3:
Design Concept

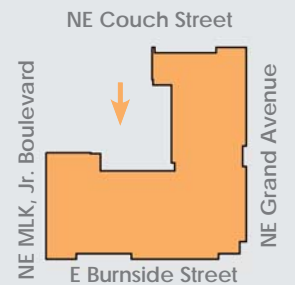
Refer to Section 4 for additional exterior elevation information.



Previous Concept (DR No. 1)

A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

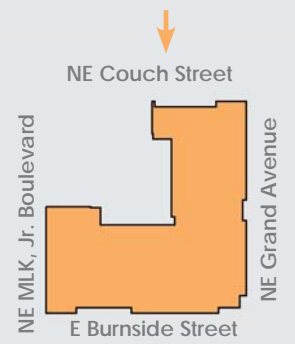
1. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white.
2. Adjust window configuration.
3. Extend ACM panel at Northern portion of NE MLK elevation to wrap corner.
4. Relocate western stairwell, clad in horizontal box rib.
5. Add horizontal box rib metal cladding above and below upper floor windows.
6. Adjust color of rooftop mechanical screening.
7. Remove juliet balconies.



Exterior Elevation - North - Shadow Study (NE Couch Street)

Section 4:

Supplemental
Detail Information



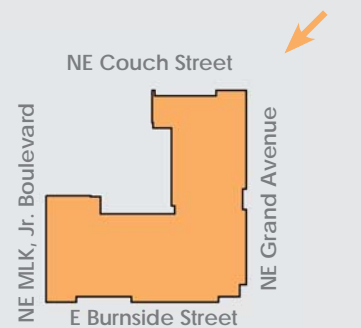
Exterior Perspective

Section 3:

Design Concept



Previous Concept (DR No. 1)



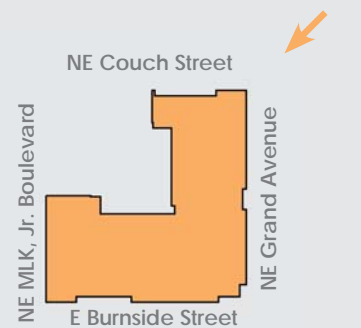
Exterior Perspective

Section 3:

Design Concept



Previous Concept (DR No. 1)



Exterior Elevation - West (NE MLK Boulevard)

CURRENT DESIGN

Section 3:
Design Concept

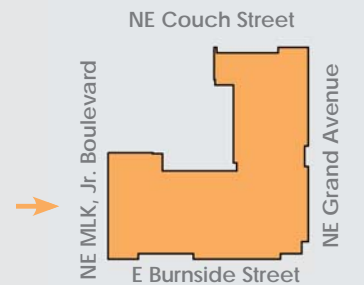
Refer to Section 4 for additional exterior elevation information.



Previous Concept (DR No. 1)

A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

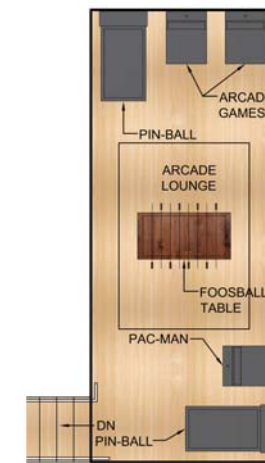
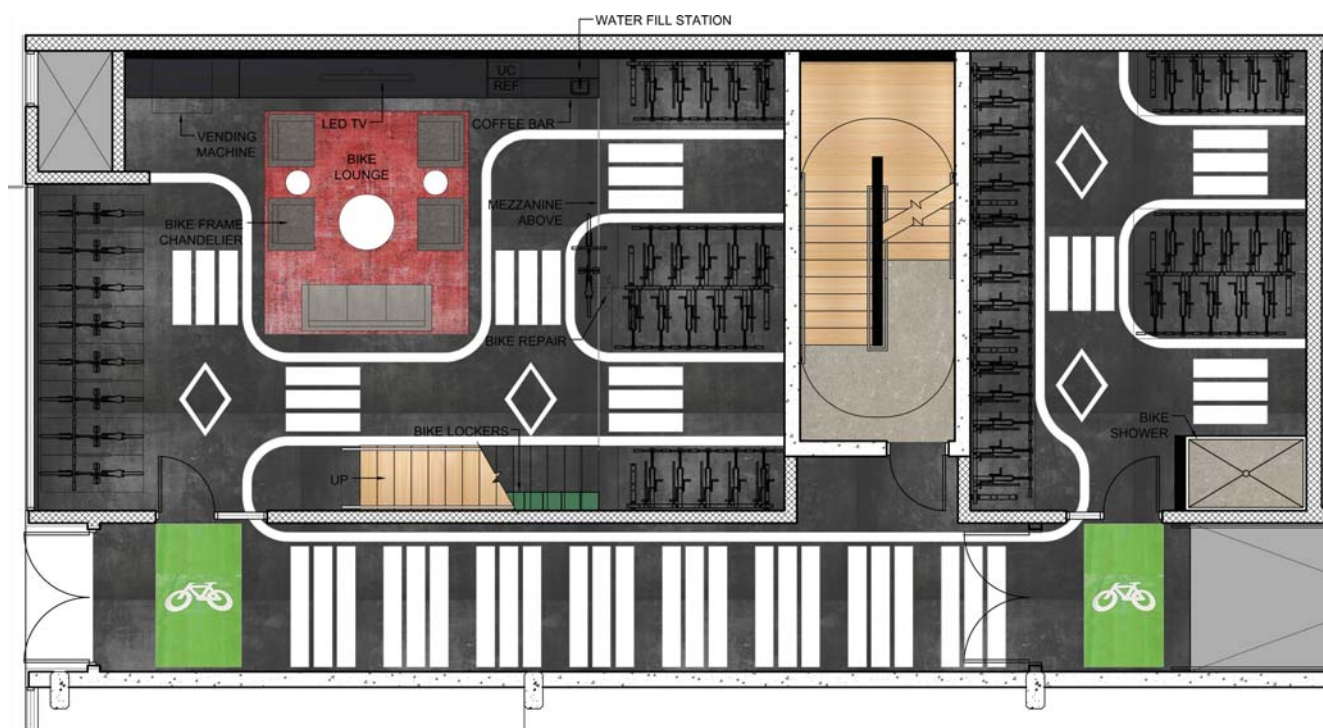
1. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white.
2. Adjust window configuration.
3. Remove Juliet balcony at SW corner of MLK Boulevard elevation.
4. Extend ACM panel at Northern portion of NE MLK elevation to wrap corner.
5. Remove recessed stair alcove at ground floor.
6. Add horizontal box rib metal cladding above and below upper floor windows.
7. Adjust color of rooftop mechanical screening.



Bicycle Lounge Concept



Interior Rendering



Space Plan - Mezzanine

Space Plan - Ground Floor

Exterior Elevation - West Courtyard (NE MLK Boulevard)

CURRENT DESIGN

Section 3:
Design Concept

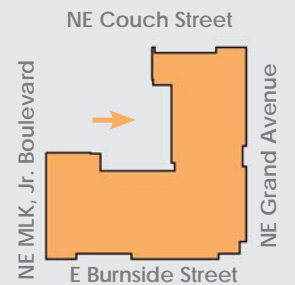
Refer to Section 4 for additional exterior elevation information.



A brief summary of changes between the previous concept from DR No. 1 and the current design proposal (in no order):

1. Simplified color scheme - eliminate one shade of grey (now a three-color palette); change primary cladding color from dark grey to white.
2. Adjust window configuration.
3. Remove juliet balconies.
4. Extend ACM panel at western portion of NE Couch Street elevation to wrap corner.
5. Add horizontal box rib metal cladding above and below upper floor windows.
6. Adjust color of rooftop mechanical screening.
7. Relocate CCC courtyard.

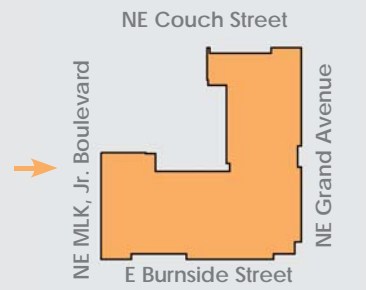
Previous Concept (DR No. 1)



Exterior Elevation - West - Shadow Study (NE MLK Jr. Boulevard)

Section 4:

Supplemental
Detail Information

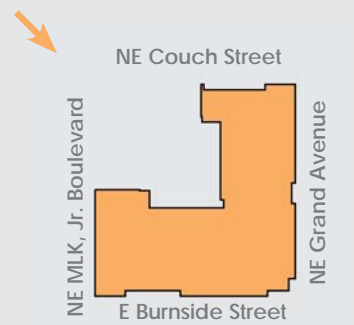


Exterior Perspective

Section 3:
Design Concept



Previous Concept (DR No. 1)

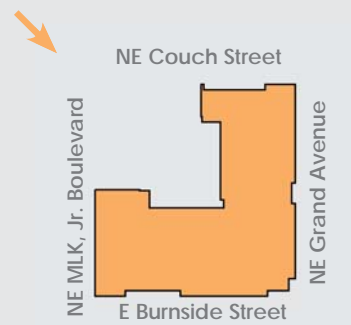


Exterior Perspective

Section 3:
Design Concept

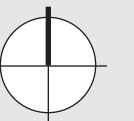
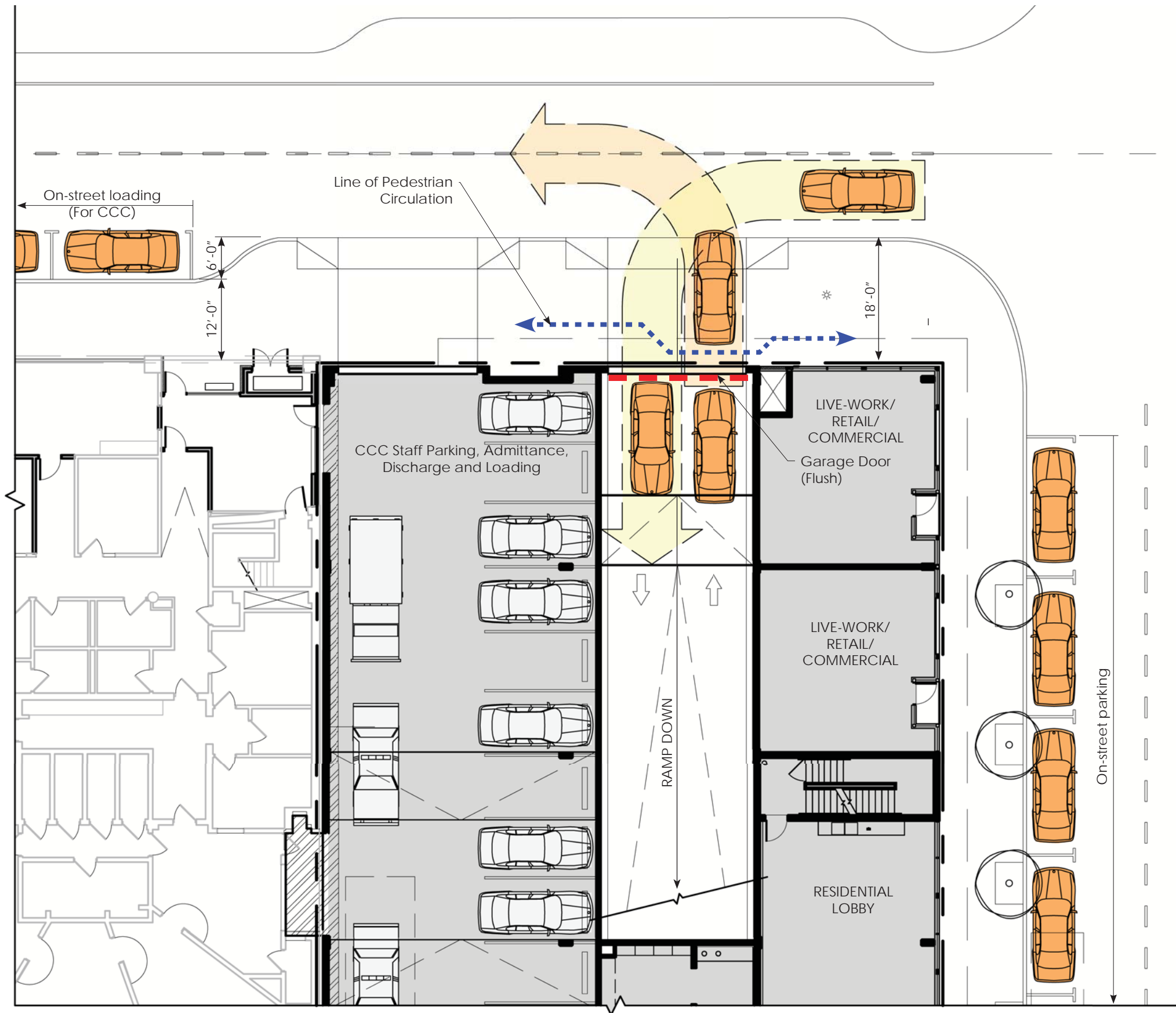


Previous Concept (DR No. 1)



Ground Floor Diagram - Residential Vehicular Ingress/Egress

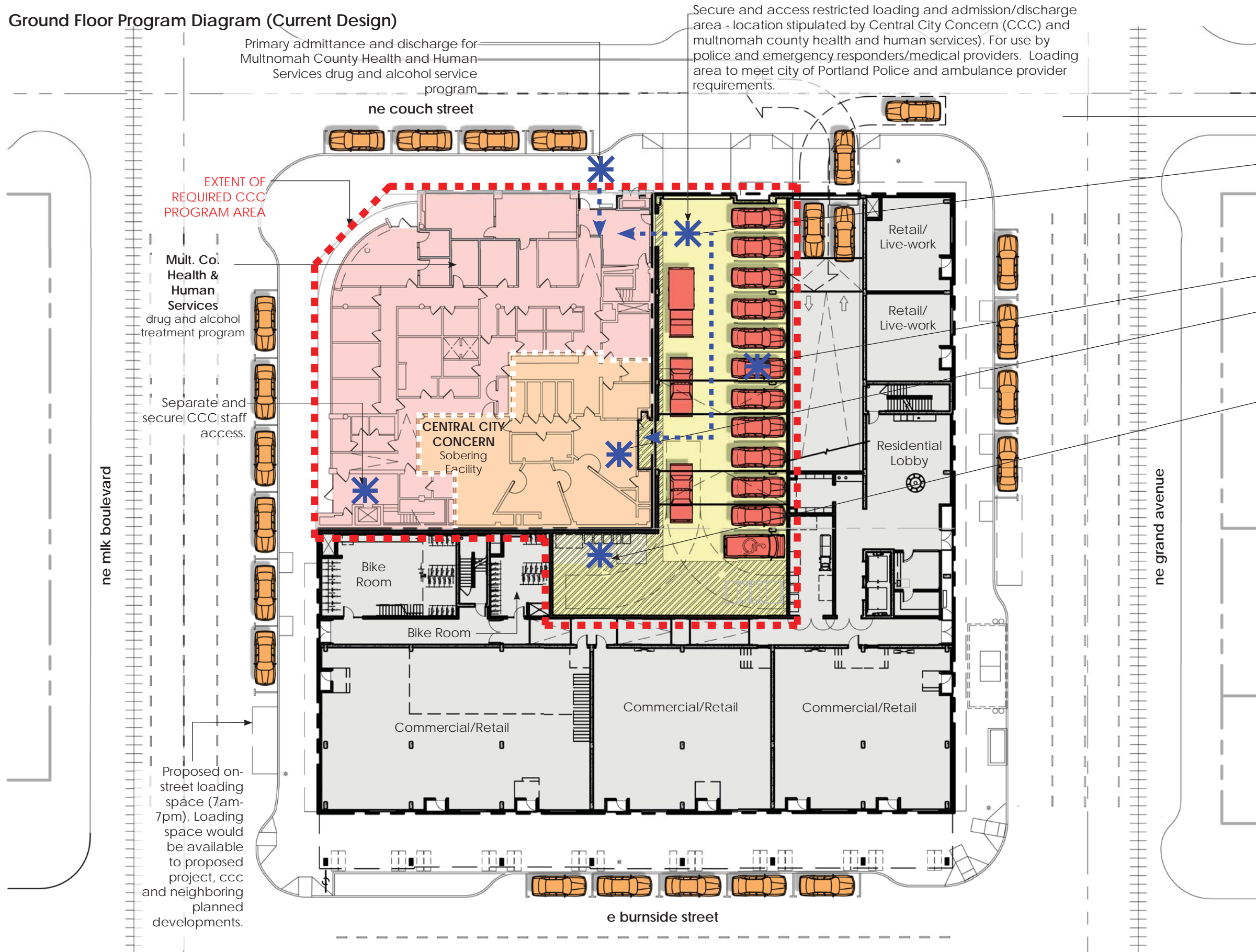
Section 4:
Design Concept



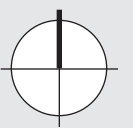
Section 4:

Supplemental Detail Information

Ground Floor Program Diagram (Current Design)

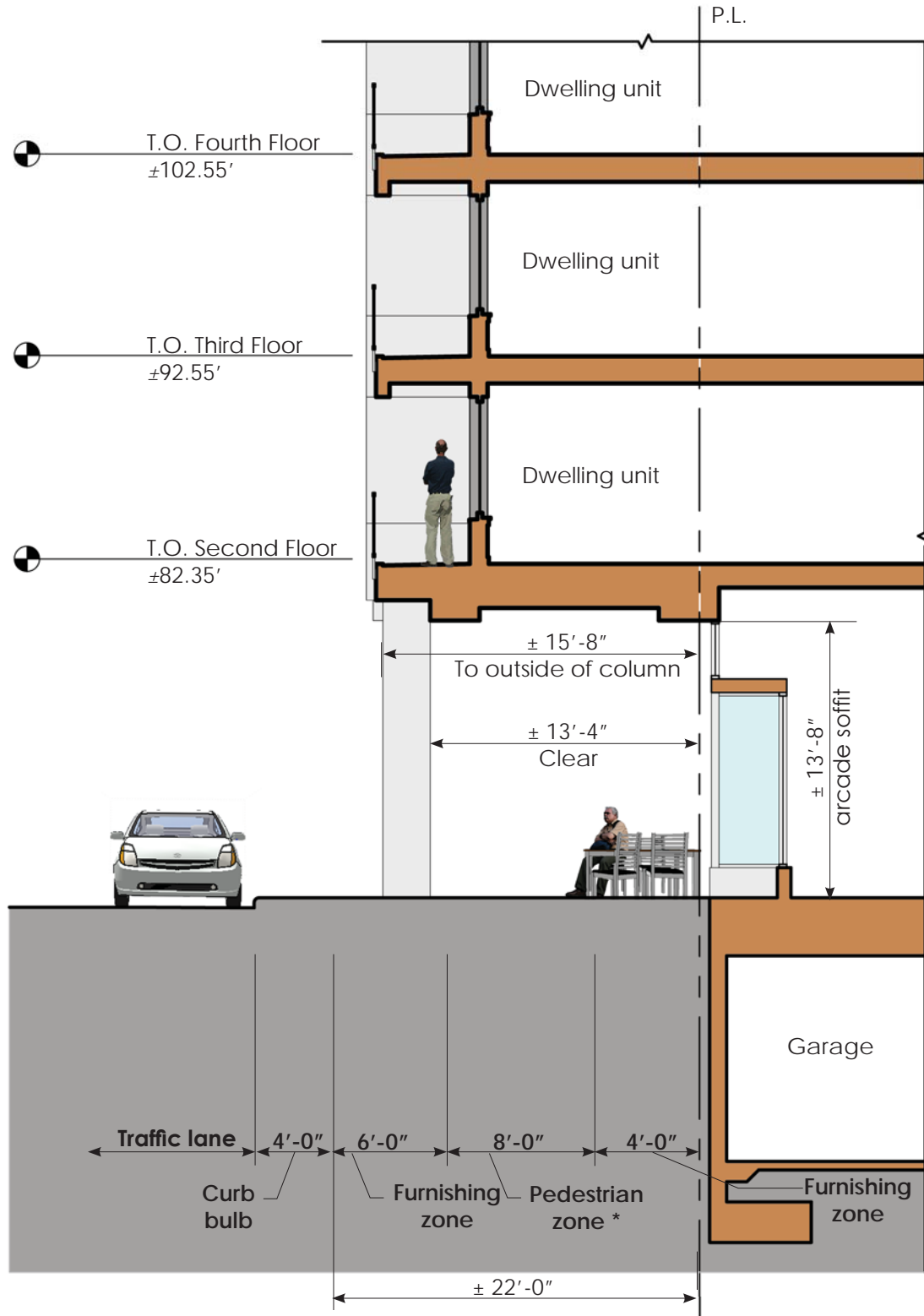


- Refer to enlarged plan - first floor residential garage entry.
- Direct, secure, and private access to drug and alcohol treatment center intake required (Multnomah County Health and Human Services requirement).
- 12 dedicated CCC staff parking spaces.
- Direct, secure and private access to sobering facility (Central City Concern and Portland Police requirement).
- Dedicated CCC trash area.

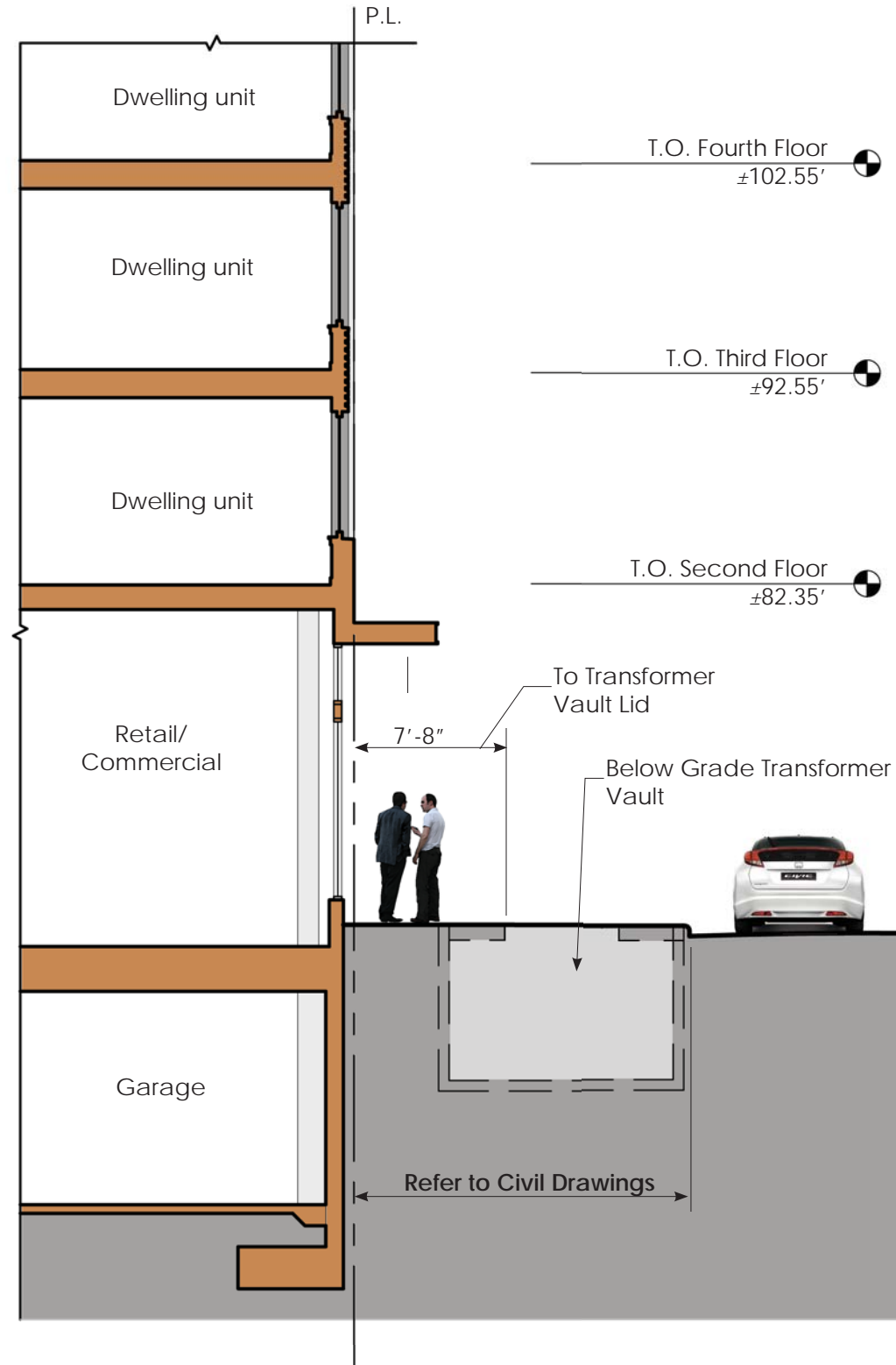


Section Diagrams - Ground Floor

Section L: Through Arcade
E Burnside Street

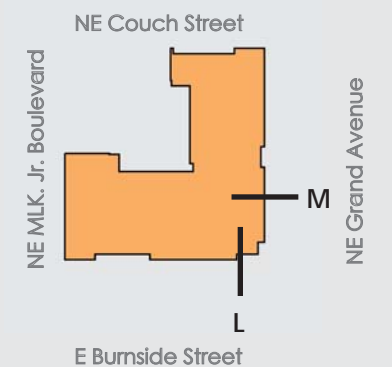


Section M:
NE Grand Avenue



Section 4:
Supplemental Detail Information

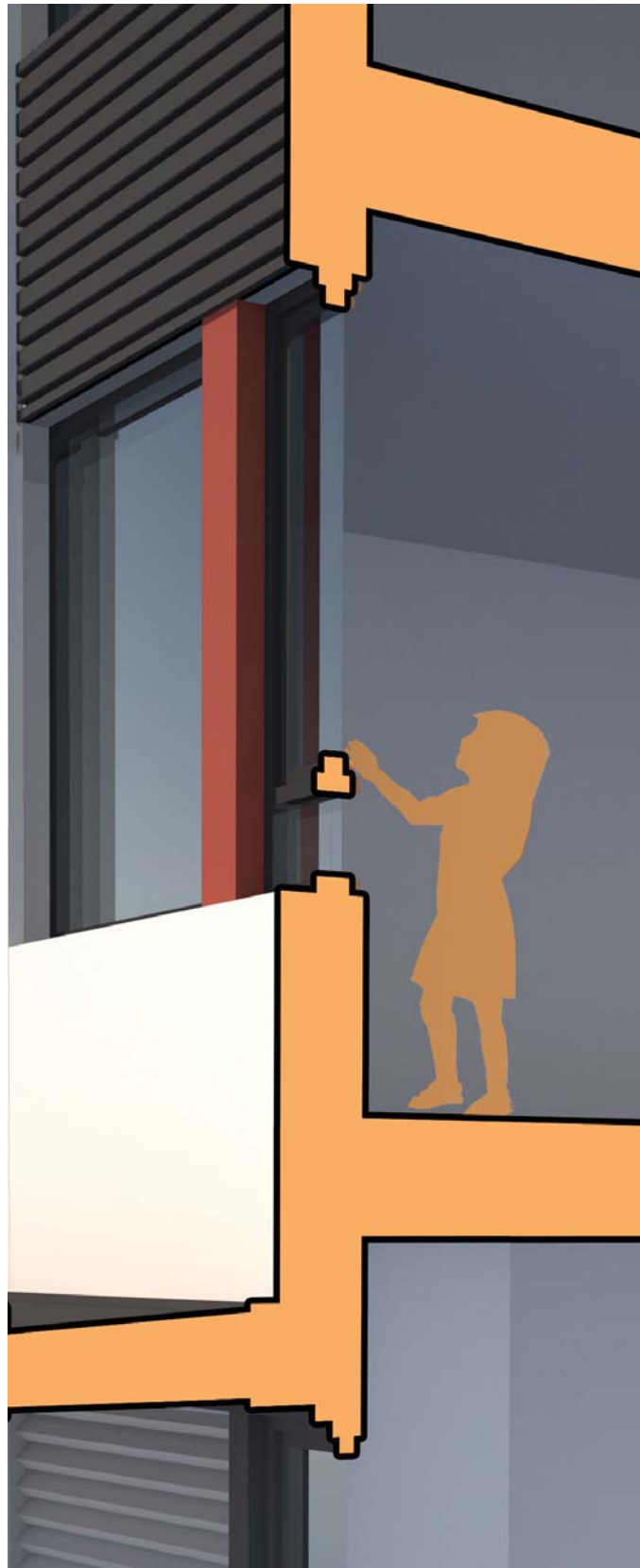
* Pedestrian zone: 8'-0" min. requirement.



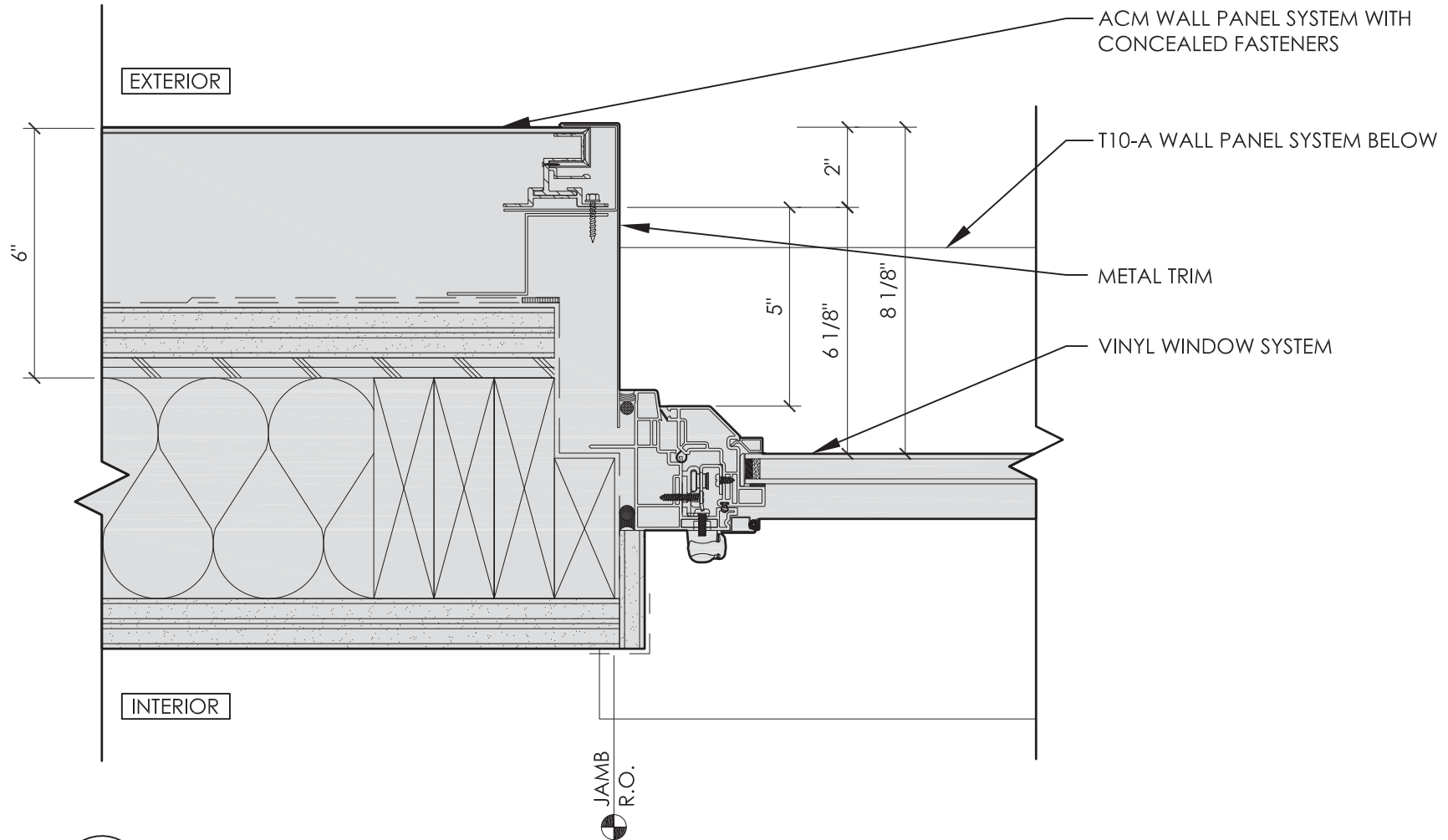
Section 4:

Supplemental Detail Information

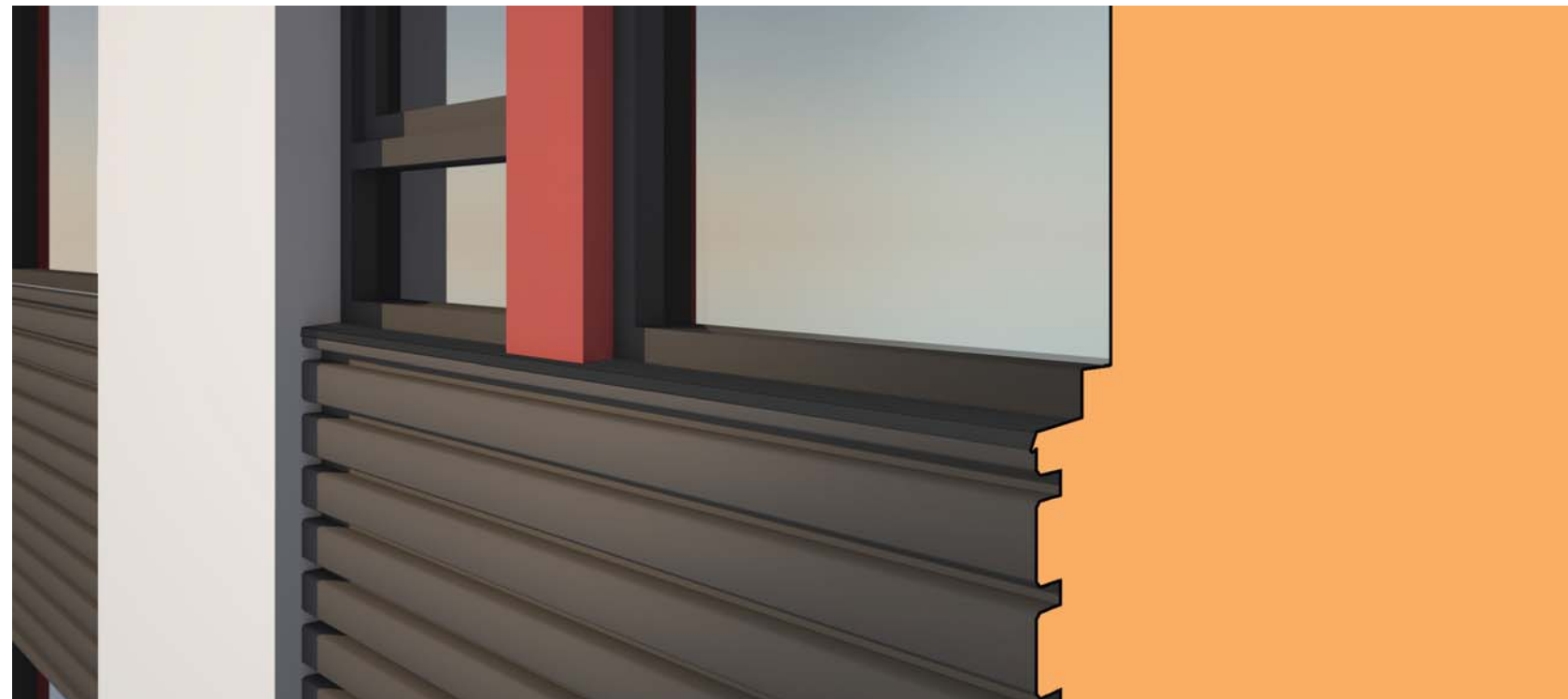
Details - Recessed Window



Cutaway Perspective - Typical Window Bay




JAMB - VINYL WINDOW
 3" = 1'-0"



Cutaway Perspective - Typical Window Bay

Modification Request No. 1 - Ground Floor Windows in the EX Zone

Section 5:

Modifications, Exceptions, Encroachments, & Requests

The applicant requests a modification to allow for a reduced ground floor window requirement along the north elevation of the proposed building (NE Couch Street elevation).

Zoning Code Language (Section 33.140.230B):

33.140.230.A In the EX zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

33.140.230.B In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

Reason for Request:

The proposed project has frontage on four highly visible and important right-of-ways. As such, the applicant has prioritized that the west, south, and east right-of-ways (NE MLK Boulevard, E Burnside Street and NE Grand Avenue, respectively) are the primary elevations and will have the majority of the ground floor windows. Furthermore, BDS Design Review Staff and PBOT have identified NE Couch Street as the only approvable location for site vehicular ingress/egress. The project's program requires two separate garage door entrances (one serving the residential program and the other serving the program associated with the neighboring building - Central City Concern). With the Couch Street elevation serving as the 'back-of-house' elevation, coupled with a reduced lot frontage (90'-0"), the elevation is unable to meet the ground floor window requirements (length and area).

How will the proposed modification better meet the design guidelines?

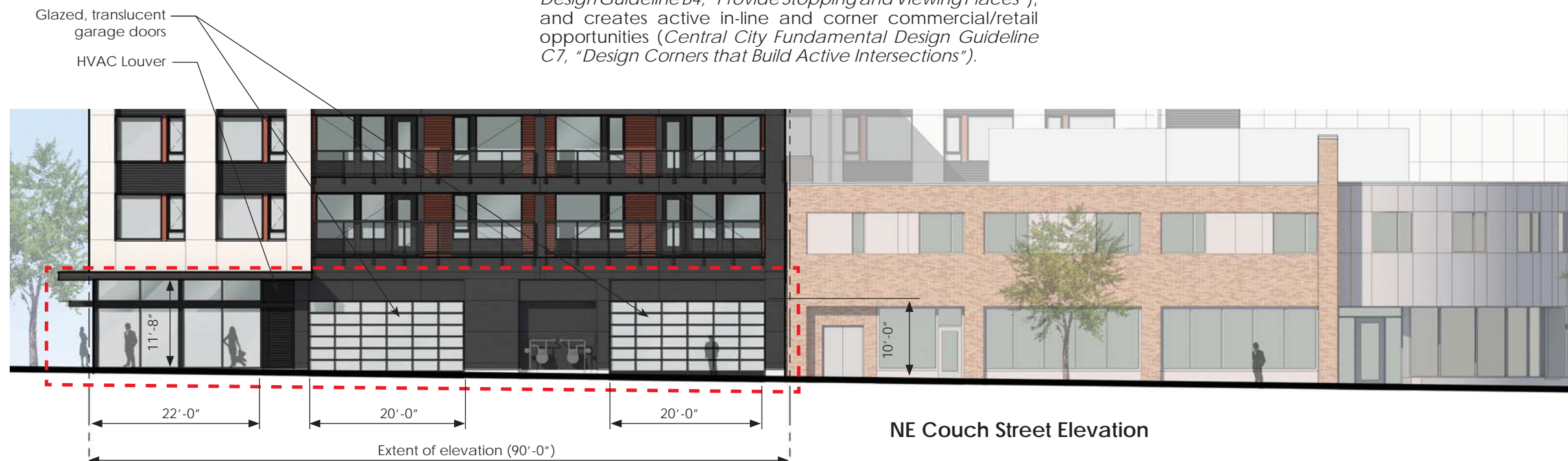
The proposal includes ground level windows that greatly exceed the required amount along the three primary and heavily-traveled (both vehicular and pedestrian) right-of-way frontages. By providing ground level windows that extend along and wrap the primary frontages, in excess of the code required minimum, the project creates a vibrant streetscape (*Central City Fundamental Design Guideline A8, "Contribute to a Vibrant Streetscape"*), encourages pedestrian view opportunities (*Central City Fundamental Design Guideline B4, "Provide Stopping and Viewing Places"*), and creates active in-line and corner commercial/retail opportunities (*Central City Fundamental Design Guideline C7, "Design Corners that Build Active Intersections"*).

Additionally, the existing 3/4-block site consists of six (6) curb cuts. The proposed design has consolidated vehicular ingress/egress and building services to one street frontage, maximizing the opportunity for active ground floor uses on the three primary frontages.

To further mitigate the amount of wall surface that is unable to meet the ground floor window criteria on NE Couch Street, the proposed design now includes glazed garage doors (translucent glazing due to program privacy requirements), not counted in the glazing calculations included below. These garage doors are similar in style to those proposed on the three primary elevations, creating a cohesive ground floor language.

Ground Floor Glazing Data

	Provided/Required
North	
Proposed Linear Glazing:	23.3% < 50% req'd
Proposed Area Glazing:	20.1% < 25% req'd
West	
Proposed Linear Glazing:	83.3% > 50% req'd
Proposed Area Glazing:	73.8% > 25% req'd
South	
Proposed Linear Glazing:	93.1% > 50% req'd
Proposed Area Glazing:	80.1% > 25% req'd
East	
Proposed Linear Glazing:	91.3% > 50% req'd
Proposed Area Glazing:	79.0% > 25% req'd



Modification Request No. 2 - Bicycle Parking Size Requirements

Section 5:

Modifications, Exceptions, Encroachments, & Requests

The applicant requests a modification to allow for reduced bicycle parking size requirements.

How will the proposed modification better meet the design guidelines?

Zoning Code Language (Section 33.266.220):

33.266.220.C.3.b A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11.

33.266.220.C.4.b There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

The proposal includes approximately 53 bicycle parking stalls in the ground floor bike storage rooms. The remainder of the required long-term bicycle parking will be provided in upper floor bicycle storage rooms (~6 spaces/floor) and within the dwelling units (one long-term bicycle parking space - e.g., wall-mounted hook - will be provided in each dwelling unit). The proposed space-efficient method better meets the design guidelines because it reduces the floor area necessary for bicycle storage, which results in more floor area available for active uses at grade and within the dwelling units.

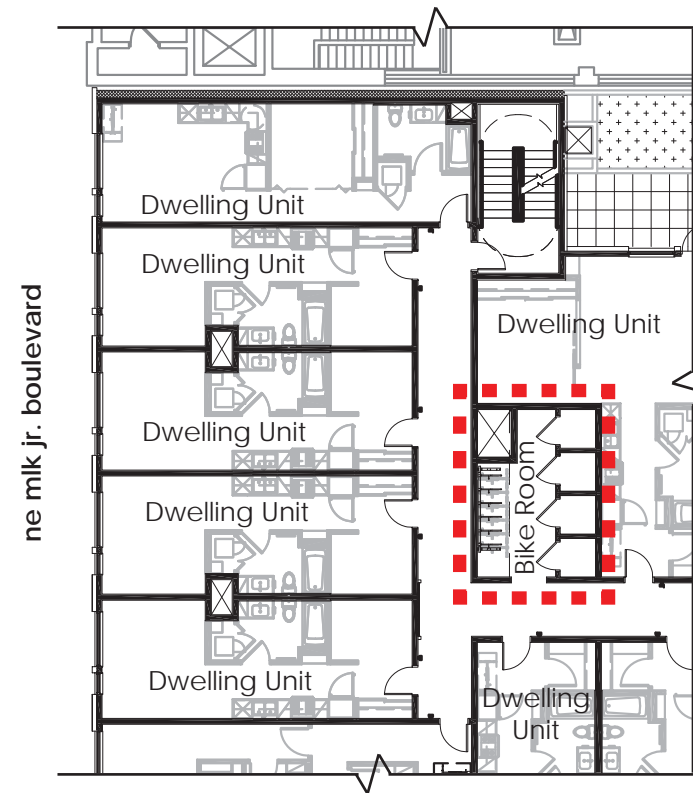
Summary:

The proposal is consistent with the Development Standards listed in Section 33.266.130. The pre-engineered rack system is designed to securely, safely and conveniently store bicycles in applications such as this. Additionally, the bicycle storage areas are isolated from other uses which further protects bicycles from accidental or intentional damage.

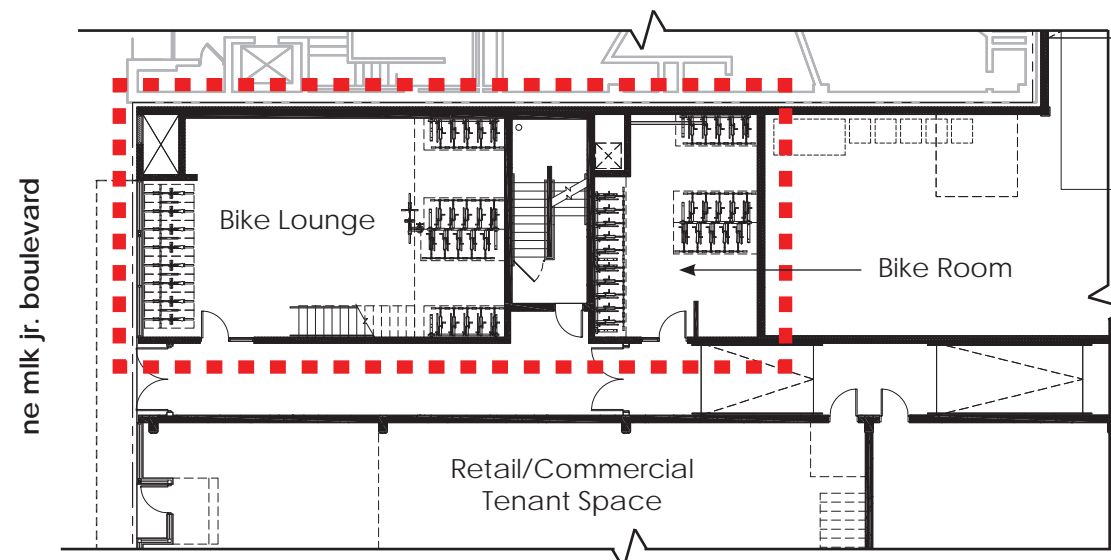
Reason for Request:

The applicant is requesting a reduction in the required space per bicycle to 18"x42" consistent with many pre-engineered wall hung bike racks, at the ground floor and upper floor bike storage rooms as well as at the in-unit, wall-hung bicycle parking locations. The design allows the handlebars to be staggered vertically (when installed in a group) which results in closer bike spacing. The design also allows for both the frame and one wheel to be locked with a standard U-lock as required by code. The proposal does not include a reduction in the required 5'-0" access aisle width, preserving access to the bikes and adequate room to maneuver.

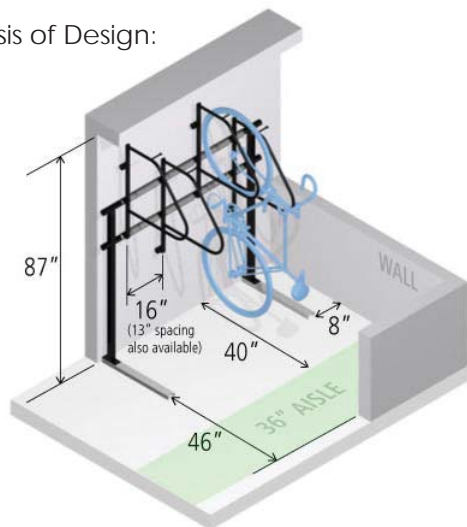
Upper Floors - Bike Rooms



Ground Floor - Bike Rooms



Basis of Design:

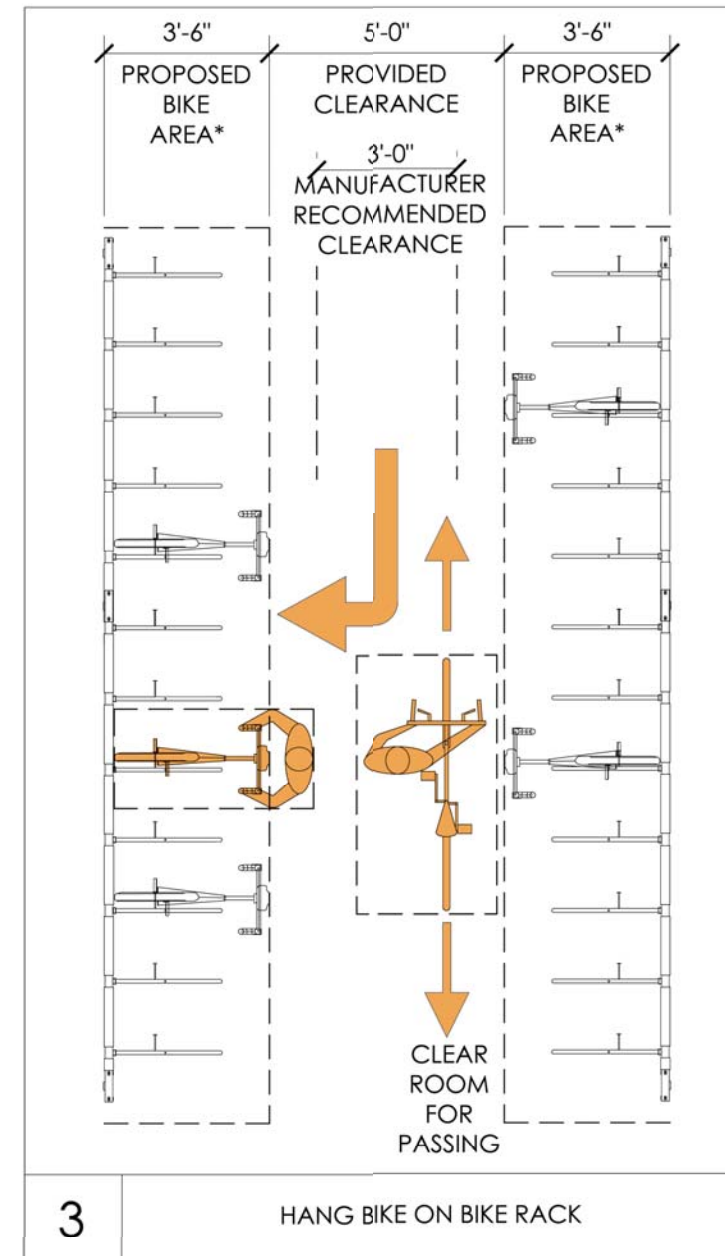
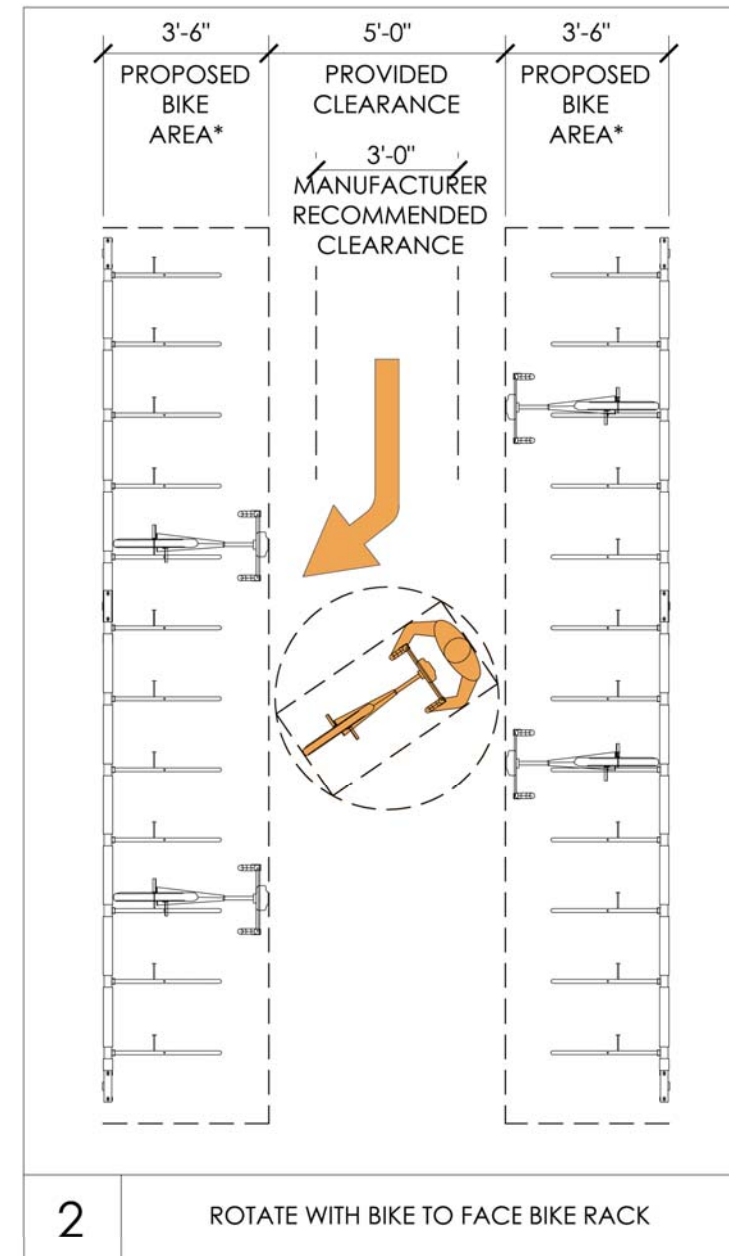
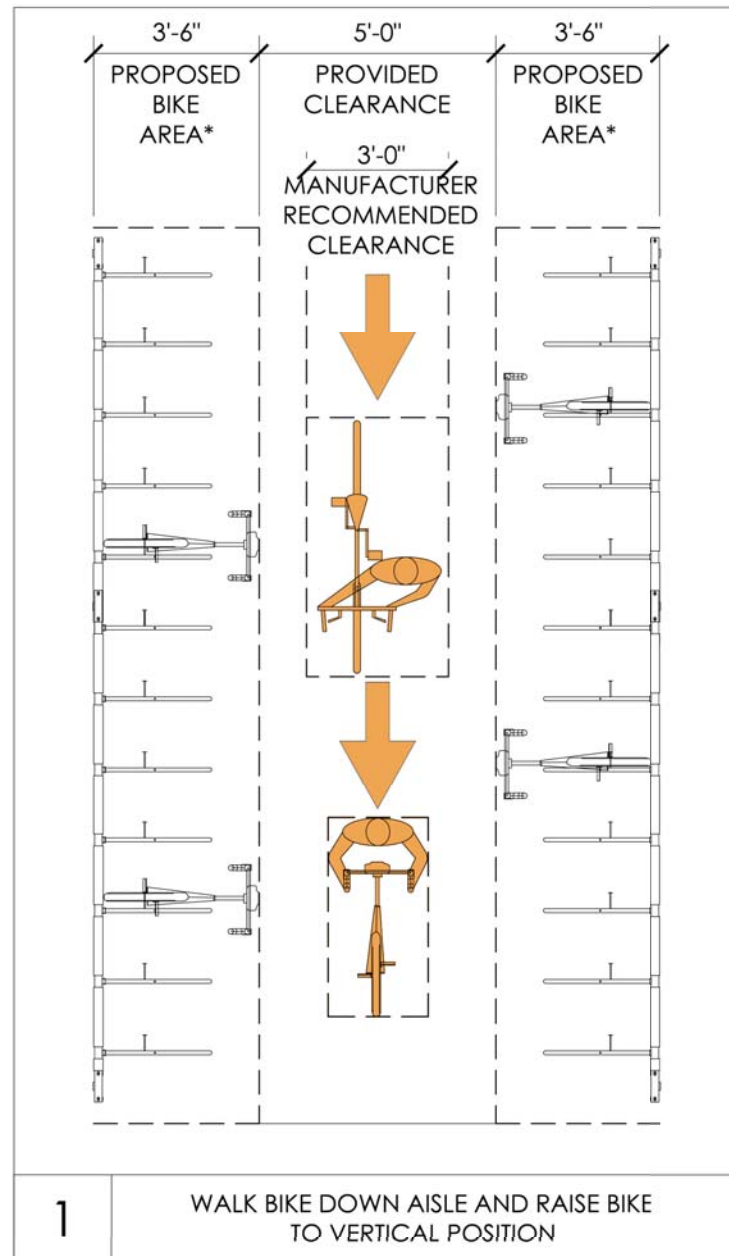


Ultra Space Saver

Modification Request No. 2 - Bicycle Parking Size Requirements (Continued...)

Section 5:

Modifications, Exceptions, Encroachments, & Requests



* 6'-0" VERTICAL CLEARANCE PROVIDED.

Design Exception Request No. 1 - Reduction in Required Arcade Height

The applicant requests a design exception to adjust the minimum arcade height from 17'-6", per Chapter 1, Section 7, Article B, item number 4 for of the 1982 document titled "Encroachments in the Public Right-of-Way". Applicant requests that the minimum arcade height be reduced to 13'-0".

Code Language (Chapter 1, Section 7, Article B, Item Number 4):

Building projections are discouraged and can only be permitted if the following additional conditions are met:

- b. 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 side-walk uses:
 - 1) clearance for street trees
 - 2) clearance for maintenance equipment to repair utilities located under the sidewalk

Reason for Request:

The code language cited above implies that the reason for a 17'-6" minimum arcade height requirement is to accommodate street trees and existing utilities under the sidewalk. The proposed arcade design has been located as close as possible to the back side of the curb, per PBOT's request, eliminating the opportunity for street trees. Additionally, the project team is unaware of any existing utilities under the existing sidewalk, and all planned new utilities can be easily accessed from E Burnside Street.

As noted earlier in this package, the existing typology for arcade buildings along E Burnside Street are 1/4 and 1/2-block frontages. As such, the existing buildings typically have less grade change to deal with. This results in a more uniform arcade height. The proposed building has a full block arcade and building frontage, with a grade change of ~4'-6" (sloping downward from east to west), with one contiguous second floor plate. Because stepping the floor plate is not feasible, the arcade will appear taller at the west elevation than at the east elevation.

Additionally, the applicant has an occupied roof planned for the proposed building, per the Design Commission's recommendation at earlier DAR meetings. Because the project site is sloped, and because the occupied roof deck

cannot exceed 75'-0" from the lowest fire apparatus set-up point (intersection of NE MLK Boulevard and E Burnside Street) without triggering high-rise construction requirements, the overall building height and second floor level were established based on the lowest grade measurement (intersection of E Burnside Street and NE MLK Boulevard). Furthermore, the prescriptive path for Type III construction to avoid using fire treated lumber, approved by the City of Portland, requires that parapets not exceed 75'-0". The current design includes parapets at 75'-0". Raising the second floor level would eliminate the occupied roof deck and significantly affect the economic viability of the project.

Staff has suggested reducing the floor-to-floor heights of the five residential levels (levels 2-6) from 10'-0" to an unspecified dimension. Reducing the floor-to-floor heights would result in portions of the dwelling units, where soffits occur, with ceilings below 7'-6" clearance. Reducing the residential floor-to-floor heights would significantly affect the livability and marketability of the dwelling units, and in turn, the economic viability of the project.

At Staff's request, the applicant cataloged the existing arcade buildings along E Burnside Street and found that the proposed design concept fell well within the average arcade height of the existing arcade structures (refer to data in column to the right). The applicant found that several of the existing buildings, including the most recently approved arcaded building (located at 524 E Burnside Street) have portions of their arcade projections at or below the applicant's lowest proposed arcade clearance.



(NOTE: Refer to Section 4 for additional arcade-related information.)

How will the proposed modification better meet the design guidelines?

The proposal meets the intent of *Central Eastside District Special District Special Design Guideline A5-1*. The proposed arcade heights maintain the character of the existing arcaded structures along E Burnside Street. An average height of 16' creates a welcoming and open air feeling, but is not too high to prevent the feeling of enclosure (Central City Fundamental Design Guideline A7). Increasing the average height will also present opportunities for additional moisture intrusion into the pedestrian realm, contradicting Central City Fundamental Design Guidelines B2 and B6.

Section 5:

Modifications, Exceptions, Encroachments, & Requests

Existing Arcade Height Data:

930-938 E Burnside St.	
Low Point:	12'-9"
High Point:	13'-7"
Average Height:	12'-11"
612-616 E Burnside St.	
Low Point:	13'-7"
High Point:	14'-2"
Average Height:	13'-10"
722-738 E Burnside St.	
Low Point:	13'-7"
High Point:	15'-5"
Average Height:	14'-11"
1111 E Burnside St. (Rocket)	
Low Point:	13'-6"
High Point:	16'-6"
Average Height:	15'-2"

Proposed E Burnside Mixed-Use	
Low Point:	~13'-6"
High Point:	~18'-6"
Average Height:	~16'-0"

723-737 E Burnside St.	
Low Point:	10'-6"
High Point:	21'-4"
Average Height:	16'-0"

524 E Burnside St. (bSide6)	
Low Point:	12'-7"
Middle Point:	14'-0"
High Point:	22'-4"
Average Height:	16'-4"

1040 E Burnside St.	
Low Point:	14'-6"
High Point:	21'-7"
Average Height:	18'-1"

Major Encroachment Request - E Burnside Street Arcade Encroachment

(Refer to Major Encroachment Review Application)

The applicant requests approval for a full block arcade along E Burnside Street that will encroach into the existing right-of-way.

Code Language (Section A5 of the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan):

Guideline: *Maintain, continue and reinforce the effect of sidewalk arcaded buildings fronting on East Burnside Street.*

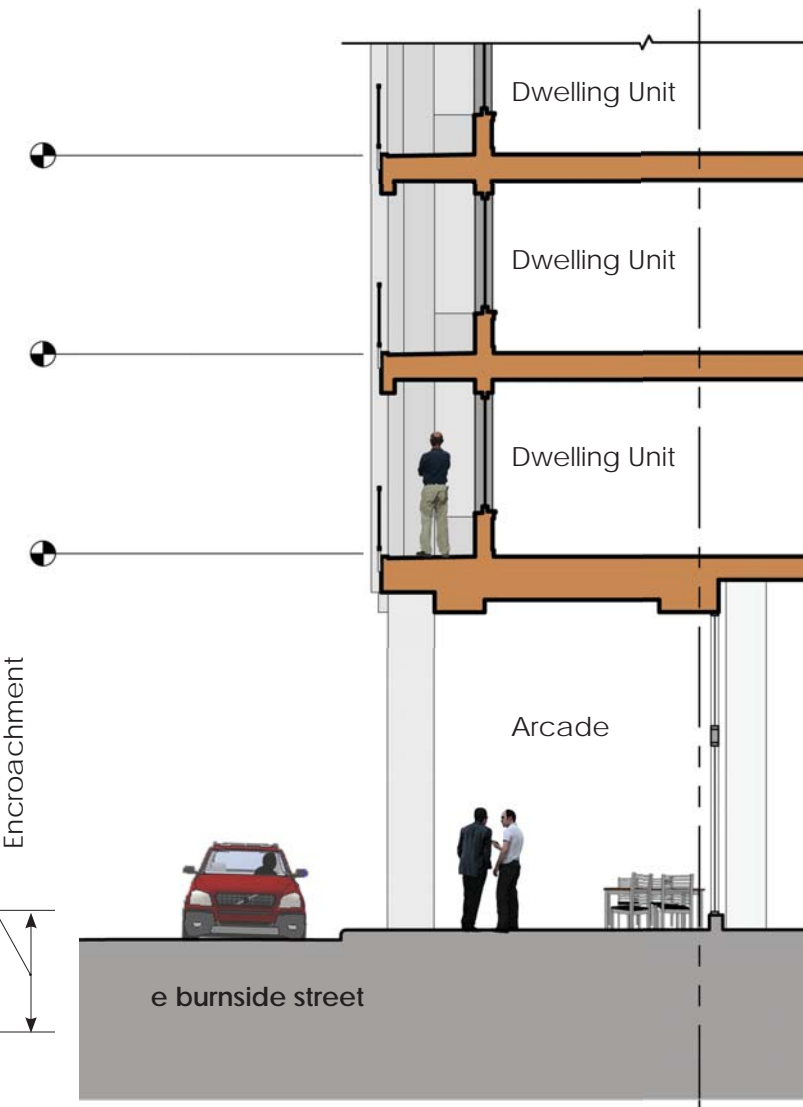
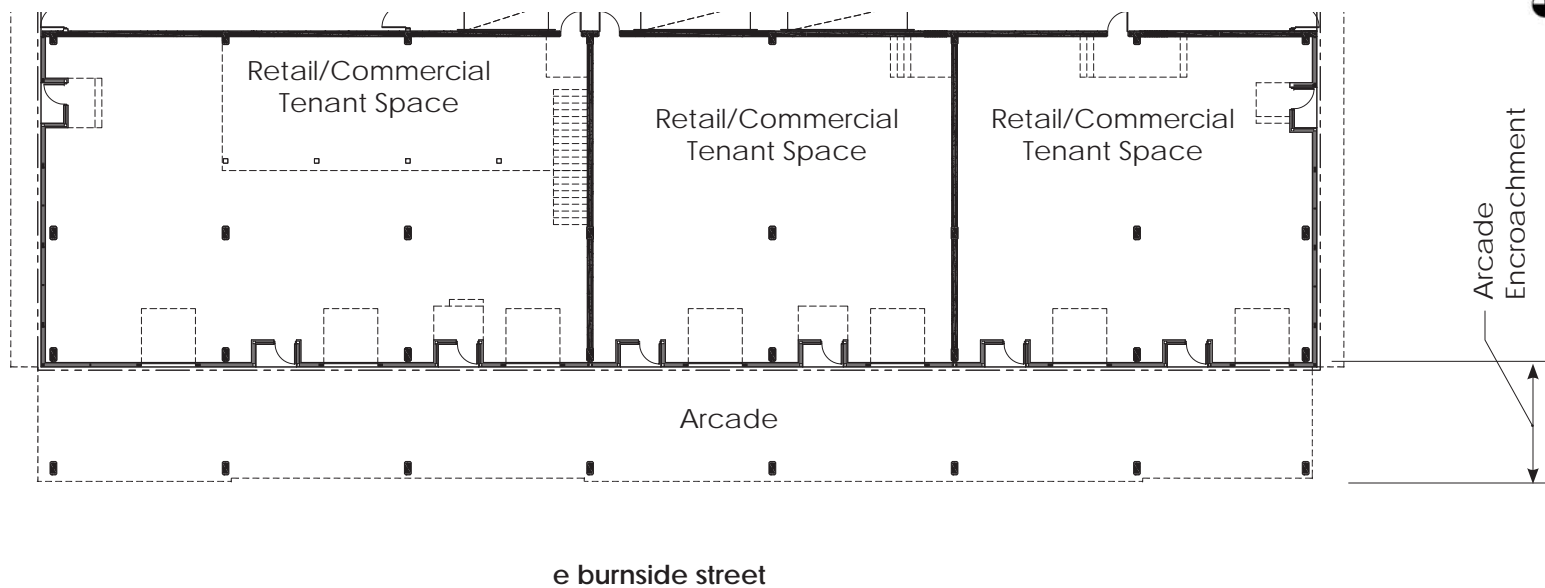
A unique characteristic of the Central Eastside District is the series of arcaded buildings over the sidewalk along East Burnside to Sandy Boulevard. The arcades were necessitated by the widening of Burnside in the late 1920's. They provide protection to the pedestrian in an auto-oriented environment. In addition, they help narrow the width of East Burnside, which is a physical and psychological obstacle to pedestrian movement. The arcading of building fronts is a beneficial tradition for pedestrians along East Burnside, and should be a continued practice.

Reason for Request:

Following the recommendation of the Design Commission and Bureau of Development Staff, the applicant is seeking approval for a full-block arcade, extending over the E Burnside Street right-of-way. The proposed arcade will provide a functional, programmatic and aesthetic connection to the existing neighborhood fabric.

The proposed arcade will require that the following E Burnside Street right-of-way elements also be modified. Refer to the following pages for additional information.

1. Existing right-of-way street lighting.
2. Existing storm water facility at the southwest corner of the site.
3. Existing right-of-way highway/freeway signage.



Typical Arcade Section

Section 5:
 Modifications, Exceptions,
 Encroachments, & Requests

Section 5:

Modifications, Exceptions, Encroachments, & Requests

1. E Burnside Street Lighting Changes Due To Major Encroachment Request

As part of the arcade encroachment, the applicant requests approval for the relocation of several existing twin ornamental light fixtures located at the southwest and southeast corners of the property, and for the removal of one existing cobrahead light fixture located on the north side of E Burnside Street at mid-block.

Reason for Request:

Following the direction of the Design Commission and Bureau of Development Services Staff, the applicant is seeking approval for a full-block arcade, extending over the E Burnside Street right-of-way. Proposed arcade column locations in the right-of-way will conflict with existing right-of-way lighting elements. Two (2) existing twin ornamentals at the intersection of NE MLK Boulevard and E Burnside Street (Image 1) as well as two (2) existing twin ornamental light fixtures at the intersection of E Burnside and NE Grand Avenue (Image 2) will need to be relocated.

The applicant is also proposing to permanently remove the existing cobrahead light fixture at the mid-block location along E Burnside Street (Image 3). Refer to Section 4 for information pertaining to the removal of this street light and evidence that the removal of the fixture will not adversely affect the amount of required lighting along E Burnside Street (e.g., the lighting provided along E Burnside Street, with the removal of the existing cobra head fixture, will still comply with street lighting code requirements).

NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.

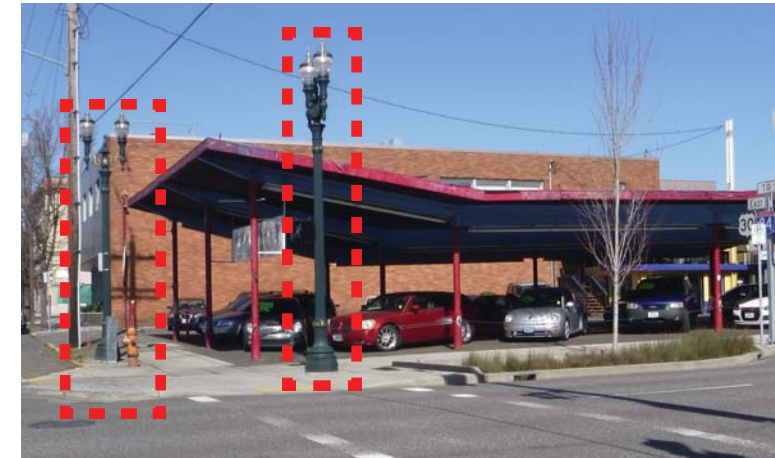


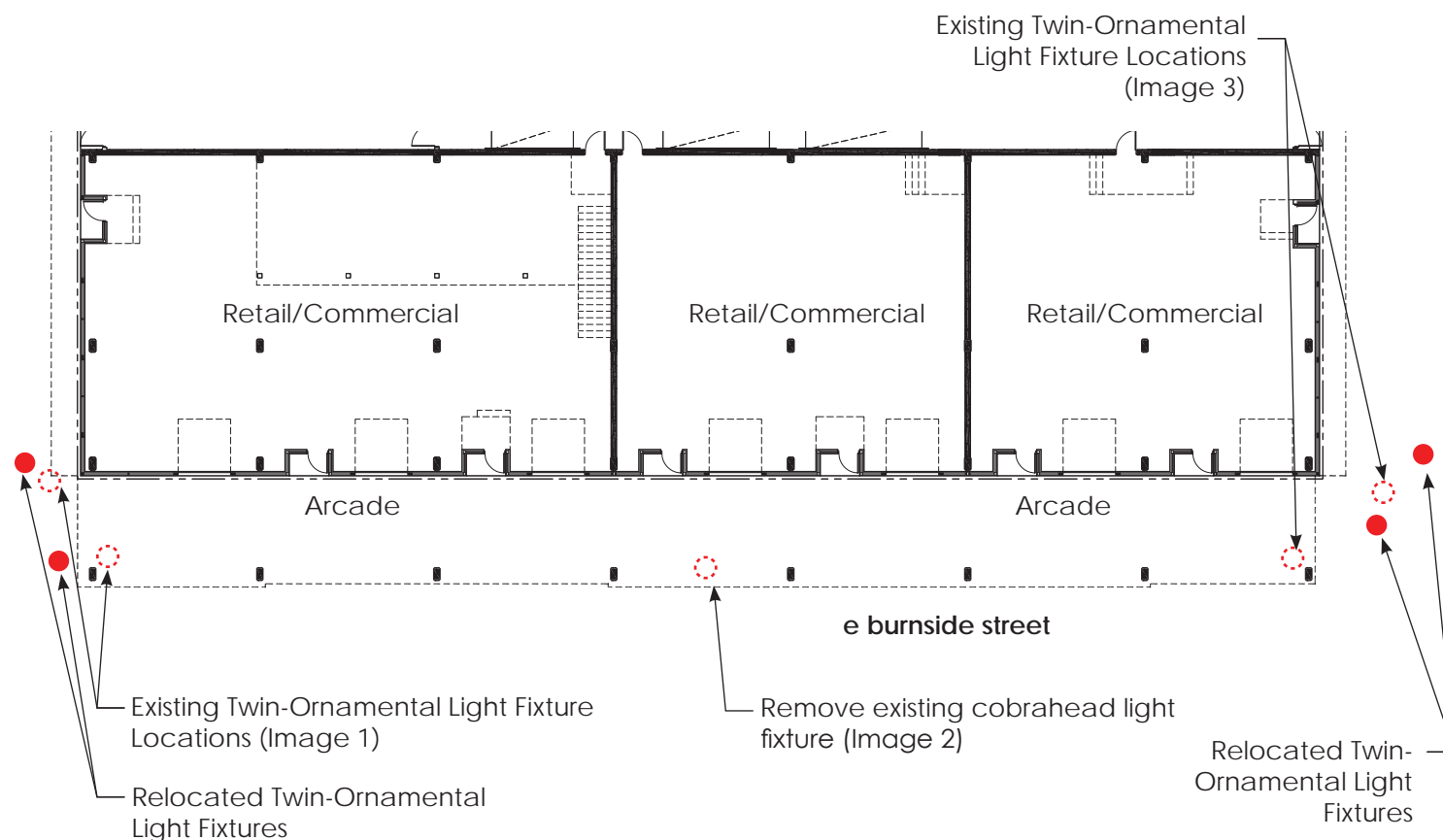
Image 1 - Corner of NE MLK Boulevard and E Burnside Street



Image 2 - E Burnside Street, mid-block



Image 3 - Corner of NE Grand Avenue and E Burnside Street



Section 5:

Modifications, Exceptions, Encroachments, & Requests

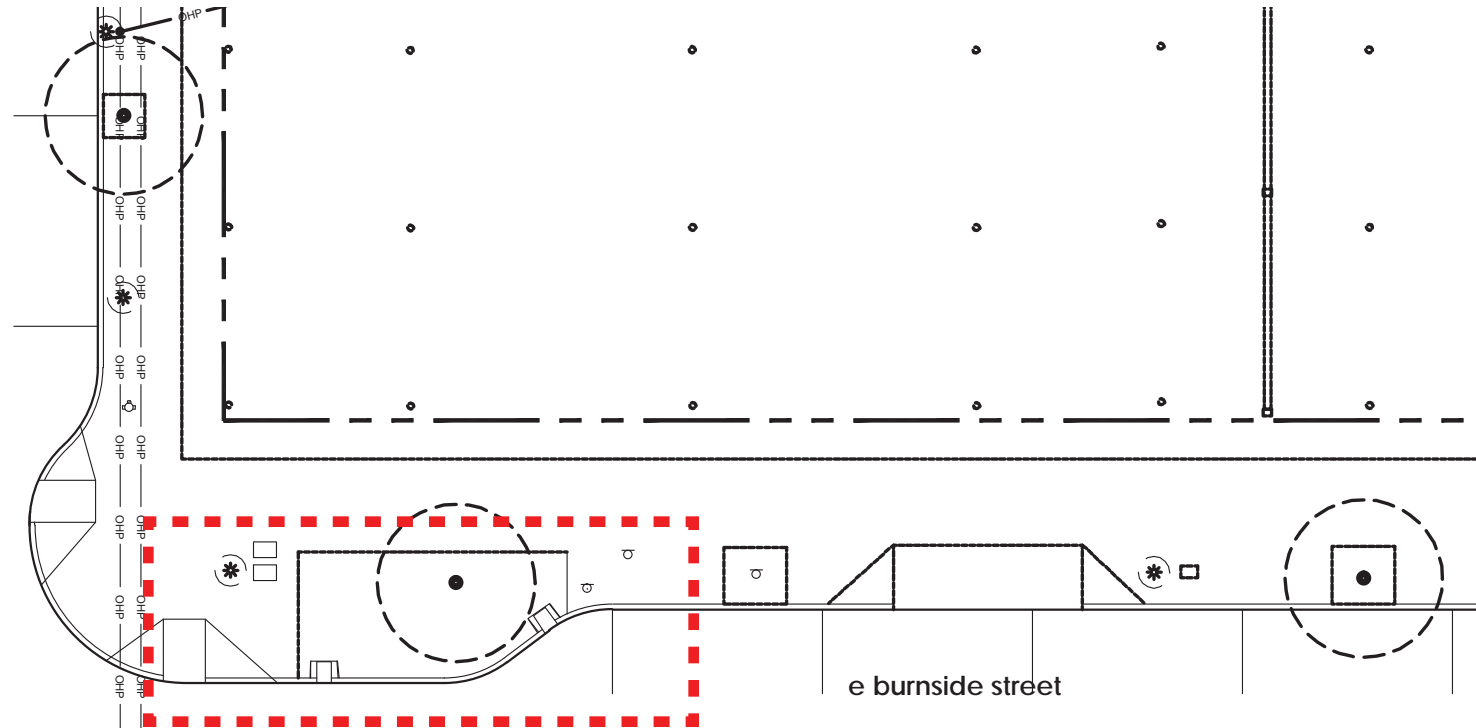
2. E Burnside Street Storm Water Facility Changes Due To Major Encroachment Request

As part of the arcade encroachment, the applicant requests approval for the re-configuration of one (1) public existing storm water facility at the southwest corner of the property.

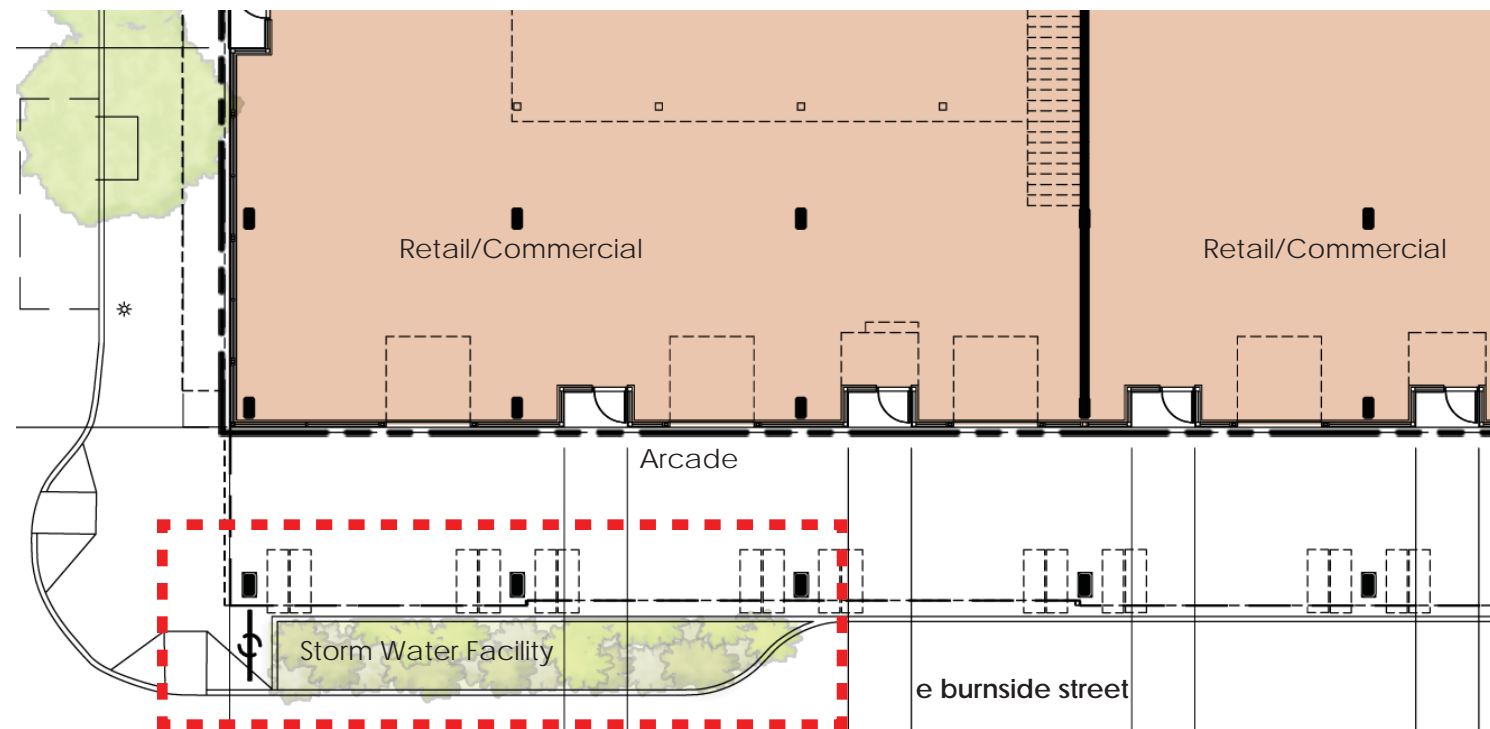
Reason for Request:

Following the request of the Design Commission and Bureau of Development Staff, the applicant is seeking approval for a full-block arcade extending over the E Burnside Street right-of-way. Proposed column locations in the right-of-way will conflict with the existing storm water facility configuration. The applicant's proposed design will maintain the same storm water facility area, but in a different shape. The facility will be reconfigured to be outside of the proposed arcade columns, as shown below, per the Design Commission's request.

NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.



Existing Storm Water Facility Configuration



Proposed Storm Water Facility Re-Configuration

3. E Burnside Street Signage Changes Due To Major Encroachment Request

As part of the arcade encroachment, the applicant requests approval for the relocation of existing highway signage, currently located on the north side of the E Burnside Street right-of-way as shown below.

Reason for Request:

The advance route-finding sign on the north side of E Burnside Street between NE MLK Jr Boulevard and NE Grand Avenue will conflict with the proposed new building arcade. The sign directs traffic onto Highway 30, Highway 99E, and Interstate 84.

It is proposed to move the sign to the northeast corner of the intersection of NE MLK Jr Boulevard and E Burnside Street. The sign will be located approximately four feet to the west of the swale's wall on the NE corner. A minimum one-foot clearance will be maintained between the edge of the sign and the edge of the building arcade. A minimum one-foot clearance will also be maintained between the edge of the sign and the face of curb.

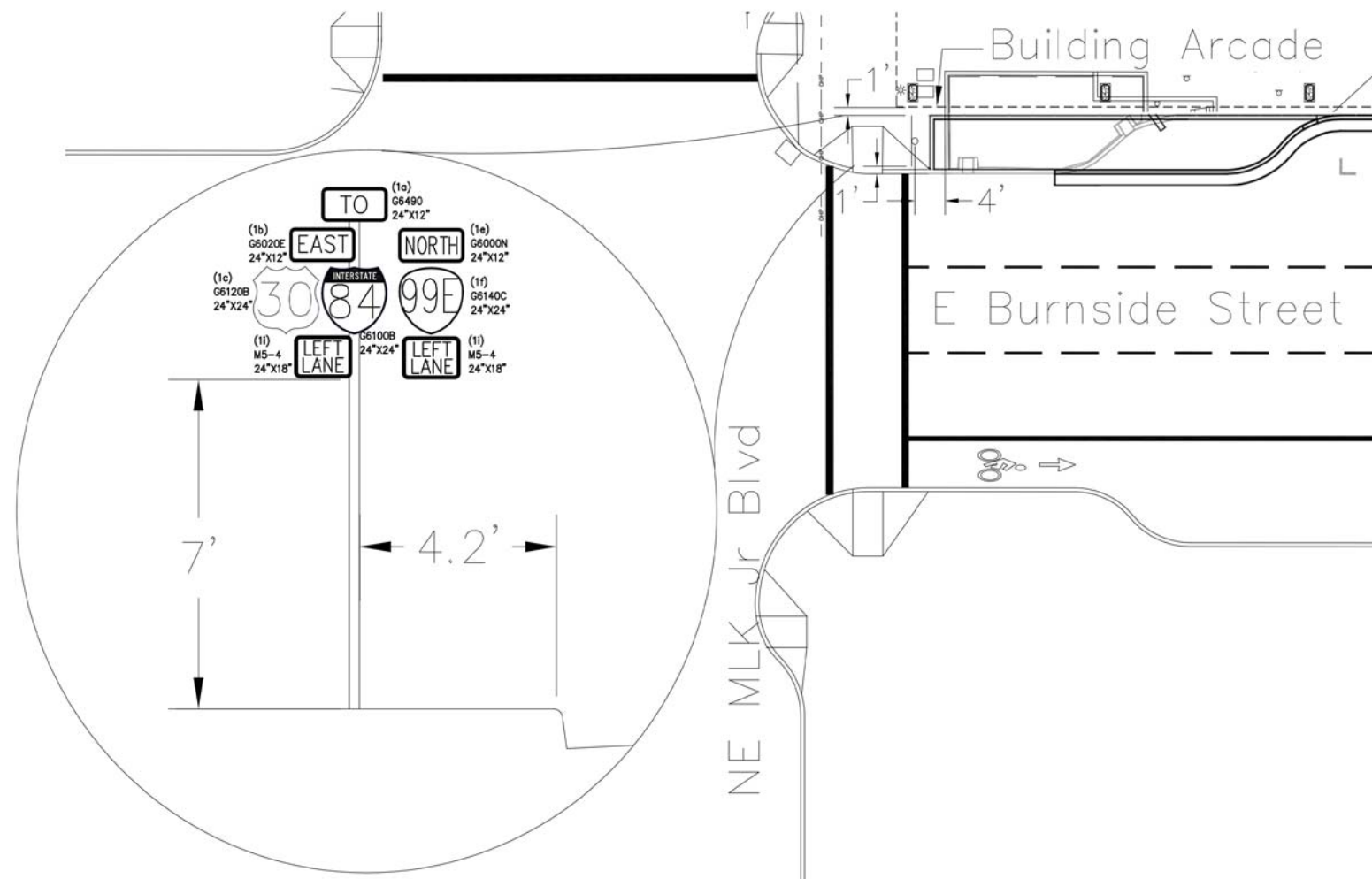
Because of the proximity of the sign's new location to NE MLK Jr Boulevard, a one-way street heading south, the advance left turn arrow (MUTCD M5-1) auxiliary signs will be replaced

with "LEFT LANE" (MUTCD M5-4) auxiliary signs. During construction, the sign will be maintained on a temporary sign support either in the closed parking lane adjacent to the project site, or on the sidewalk within the furnishing zone one block in advance of the project site. If the sign is placed in advance of the project site, the advance left turn arrows will be replaced with "LEFT LANE" (MUTCD M5-4) auxiliary signs.

NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.

Section 5:

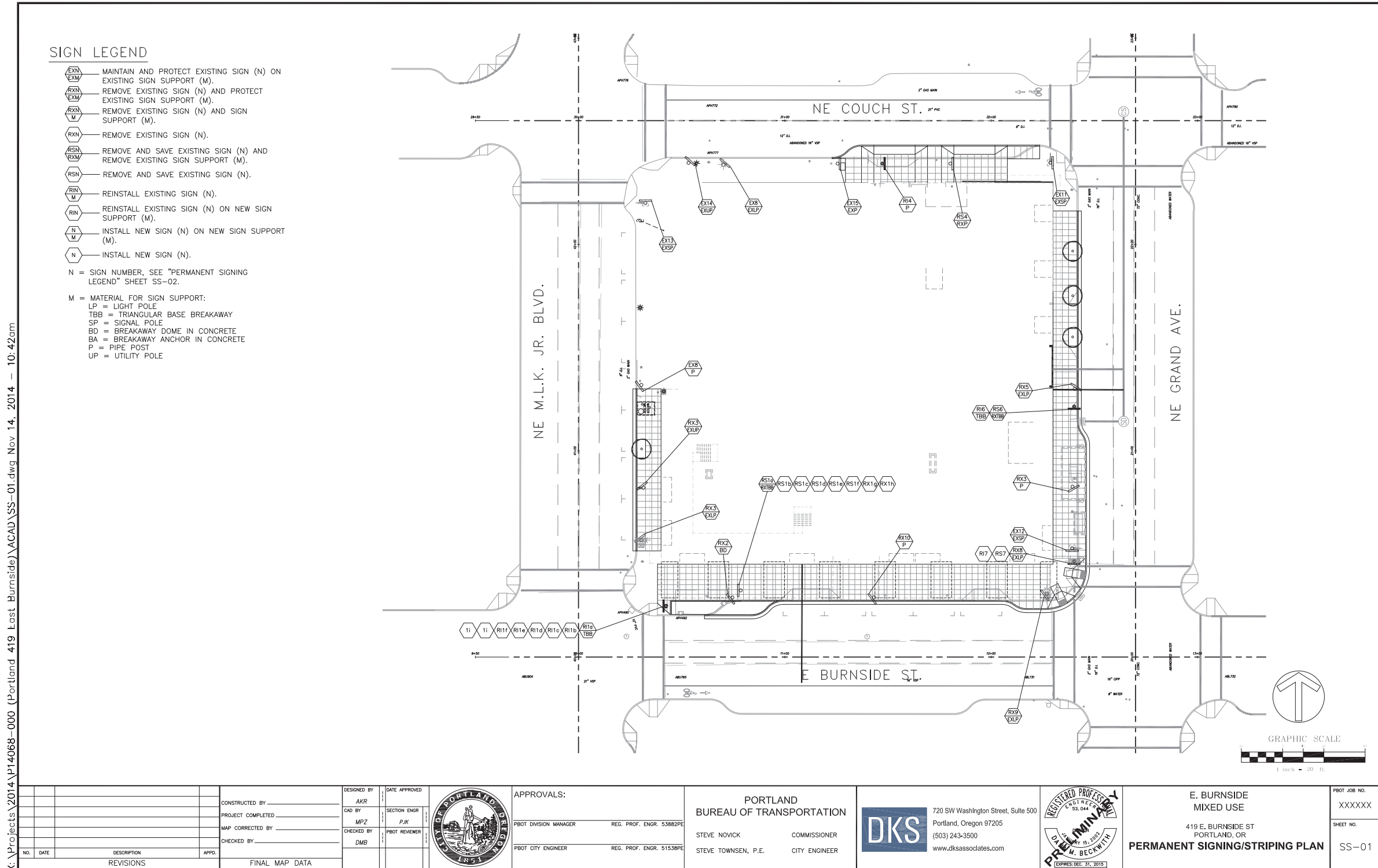
Modifications, Exceptions, Encroachments, & Requests



3. E Burnside Street Signage Changes Due To Major Encroachment Request (Continued)

Section 5:

Modifications, Exceptions, Encroachments, & Requests



SIGN LEGEND

- EXN — MAINTAIN AND PROTECT EXISTING SIGN (N) ON EXISTING SIGN SUPPORT (M).
 - RXN — REMOVE EXISTING SIGN (N) AND PROTECT EXISTING SIGN SUPPORT (M).
 - RXM — REMOVE EXISTING SIGN (N) AND SIGN SUPPORT (M).
 - RXN — REMOVE EXISTING SIGN (N).
 - RSN — REMOVE AND SAVE EXISTING SIGN (N) AND REMOVE EXISTING SIGN SUPPORT (M).
 - RSN — REMOVE AND SAVE EXISTING SIGN (N).
 - RIN — REINSTALL EXISTING SIGN (N).
 - RIN — REINSTALL EXISTING SIGN (N) ON NEW SIGN SUPPORT (M).
 - INM — INSTALL NEW SIGN (N) ON NEW SIGN SUPPORT (M).
 - IN — INSTALL NEW SIGN (N).
- N = SIGN NUMBER, SEE "PERMANENT SIGNING LEGEND" SHEET SS-02.
- M = MATERIAL FOR SIGN SUPPORT:
 LP = LIGHT POLE
 TBB = TRIANGULAR BASE BREAKAWAY
 SP = SIGNAL POLE
 BD = BREAKAWAY DOME IN CONCRETE
 BA = BREAKAWAY ANCHOR IN CONCRETE
 P = PIPE POST
 UP = UTILITY POLE

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		DESIGNED BY AKR	DATE APPROVED	 APPROVALS: _____ PBOT DIVISION MANAGER REG. PROF. ENGR. 53882PE _____ PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE	PORTLAND BUREAU OF TRANSPORTATION STEVE NOVICK COMMISSIONER STEVE TOWNSEN, P.E. CITY ENGINEER	 720 SW Washington Street, Suite 500 Portland, Oregon 97205 (503) 243-3500 www.dksassociates.com	 REGISTERED PROFESSIONAL ENGINEER DAVID M. BECKWITH EXPIRES DEC 31, 2015	E. BURNSIDE MIXED USE 419 E. BURNSIDE ST PORTLAND, OR PERMANENT SIGNING/STRIPING PLAN	PBOT JOB NO. XXXXXX	
		CONSTRUCTED BY								SHEET NO. SS-01
		PROJECT COMPLETED								
		MAP CORRECTED BY								
		CHECKED BY								

3. E Burnside Street Signage Changes Due To Major Encroachment Request (Continued)

Section 5:
Modifications, Exceptions,
Encroachments, & Requests

SIGN NO. 1: TO EAST NORTH, INTERSTATE 84 30 99E, LEFT TURN arrows.

SIGN NO. 2: LEFT LANE.

SIGN NO. 3: 30 MINUTES, RIGHT TURN arrow.

SIGN NO. 4: TO SOUTH, 99E, LEFT TURN arrow.

SIGN NO. 5: 30 MINUTES, 1 HOUR, LEFT TURN arrow.

SIGN NO. 6: TO SOUTH NORTH, INTERSTATE 5 5, LEFT TURN arrow, UP arrow.

SIGN NO. 7: NO RIGHT TURN.

SIGN NO. 8: NO LEFT TURN.

SIGN NO. 9: 30 MINUTES, LEFT TURN arrow.

SIGN NO. 10: 30 MINUTES, RIGHT TURN arrow.

SIGN NO. 11: MLK Jr Blvd NEXT SIGNAL.

SIGN NO. 12: Couch St NEXT SIGNAL.

SIGN NO. 13: Burnside St NEXT SIGNAL.

SIGN NO. 14: NO RIGHT TURN, LEFT TURN arrow.

SIGN NO. 15: SPEED 25.

SIGN NO. 11: M5-4 (MUTCD) 24"x18" TYPE W1

SIGN NO. 14: REGISTERED PROFESSIONAL ENGINEER D.M. BECKWITH, PRELIMINARY, EXPIRES DEC 31, 2015

SIGN NO. 15: E. BURNSIDE MIXED USE, 419 E. BURNSIDE ST PORTLAND, OR, SIGNING DETAILS

SIGNS SHOWN WITH BROKEN BORDERS ARE EXISTING SIGNS.

DESIGNED BY AKR	DATE APPROVED	APPROVALS:	PORTLAND BUREAU OF TRANSPORTATION	720 SW Washington Street, Suite 500 Portland, Oregon 97205 (503) 243-3500 www.dksassociates.com	E. BURNSIDE MIXED USE 419 E. BURNSIDE ST PORTLAND, OR SIGNING DETAILS	PBOT JOB NO. XXXXXX
CONSTRUCTED BY	SECTION ENGR PJK	PBOT DIVISION MANAGER REG. PROF. ENGR. 53882PE	STEVE NOVICK COMMISSIONER			
PROJECT COMPLETED	PBOT REVIEWER DMB	PBOT CITY ENGINEER REG. PROF. ENGR. 51538PE	STEVE TOWNSEN, P.E. CITY ENGINEER			
MAP CORRECTED BY						
CHECKED BY						
NO.	DATE	DESCRIPTION	APPD.			
		REVISIONS	FINAL MAP DATA			

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