



10th & Yamhill Parking Garage Study
December 27, 2004



The City of Portland's 10th & Yamhill Parking Garage provides vital support to the retail core of downtown. The primary role is providing short-term parking at affordable rates to customers of the nearby retail and restaurant businesses. The ground floor of the structure also provides approximately 27,000 sf of retail space, adding to the street level energy of the neighborhood.

Built in 1976, with addition of two additional parking levels in 1983, the structure, including the retail space, is dated and in need of upgrades. This is especially true of the retail spaces along the Morrison Street and Yamhill Street facades where the addition of TriMet's MAX stop in 1986 plus the presence of deep covered arcades promotes loitering in front of the retail tenants. With the current conditions along the Morrison Street façade, leasing of the retail spaces especially to higher quality tenants is not viable.

Two long-term destination retail businesses remain in the structure. The Real Mother Goose, one of the nation's top contemporary craft retailers, occupies the retail space along the entire length of the Yamhill Street façade. The Bush Garden Restaurant, Portland's first Japanese restaurant is located in the northeast corner with entrances off of 9th Avenue. While successful businesses in their current locations, upgrades to these spaces are also overdue.

In addition to the loitering along the Morrison Street façade, the exit stairways from the parking levels at all four corners have become sleeping locations for the homeless. The resulting trash and smells make the stairs unpleasant to use and give the garage a negative image for a perceived lack of cleanliness and safety.

In the summer of 2004, Portland Development Commission (PDC) contracted with BOORA Architects (BOORA) to provide services related to improvements to the 10th & Yamhill parking structure. A conceptual study, the scope of work focused on the upgrade of ground floor retail areas, stairway redesign and exterior cladding of the upper parking levels. Potential improvements were also to include the redesign or relocation of the retail storefront, HVAC system modifications for current and potential restaurant tenants, structural modifications for code upgrades or to improve layout of retail tenant areas, conceptual lighting design and streetscape design if impacted by the building design.

This report describes the urban context of the area, the design options studied, their cost and the final design solution selected for funding.

introduction



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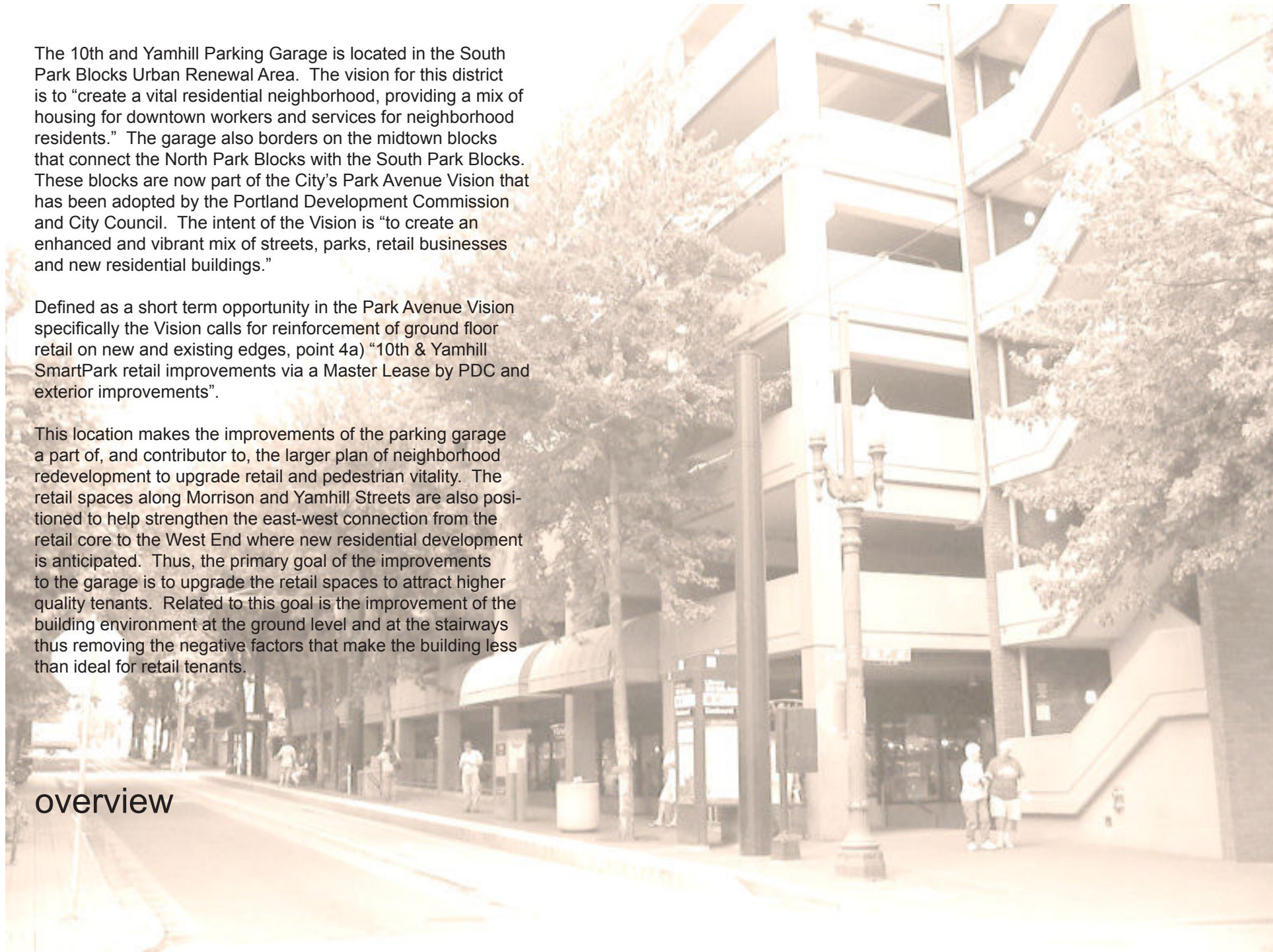
acknowledgements

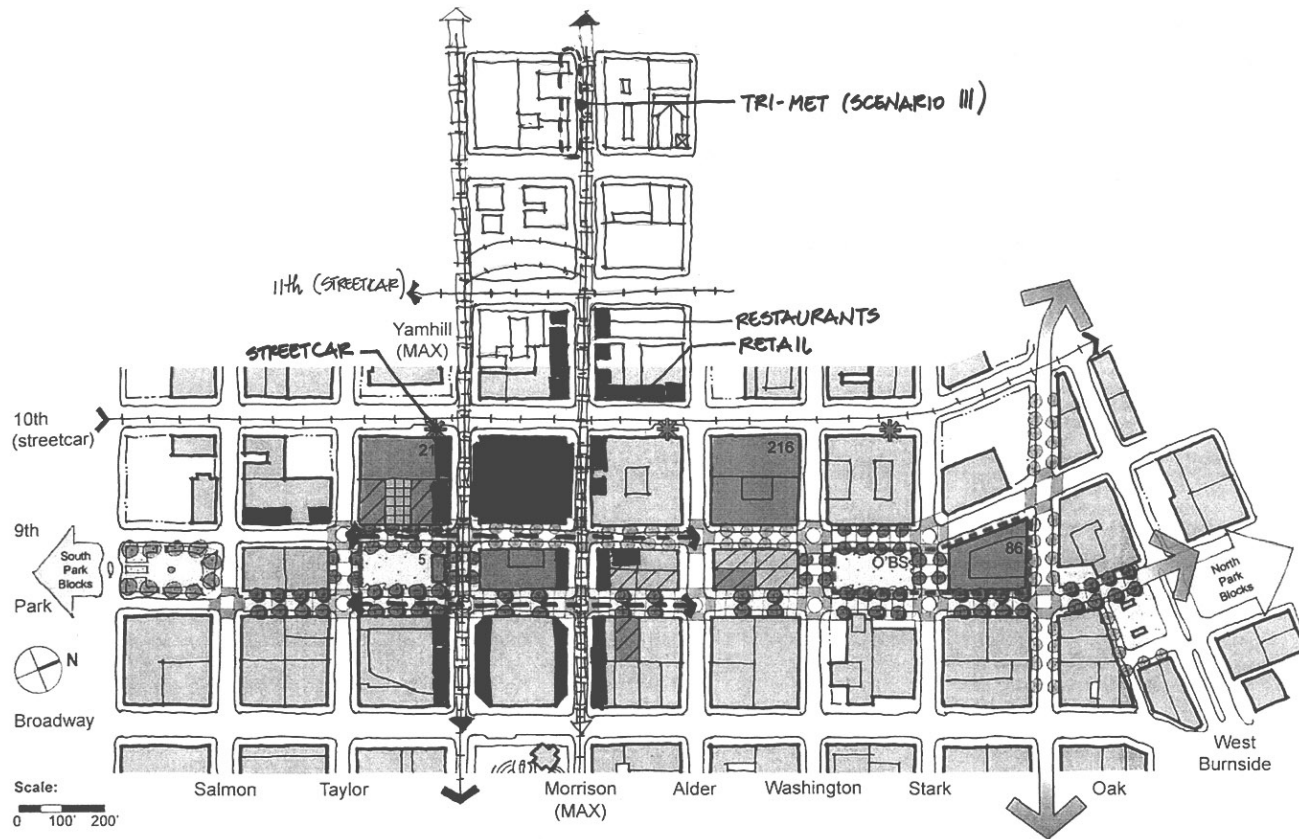
The 10th and Yamhill Parking Garage is located in the South Park Blocks Urban Renewal Area. The vision for this district is to “create a vital residential neighborhood, providing a mix of housing for downtown workers and services for neighborhood residents.” The garage also borders on the midtown blocks that connect the North Park Blocks with the South Park Blocks. These blocks are now part of the City’s Park Avenue Vision that has been adopted by the Portland Development Commission and City Council. The intent of the Vision is “to create an enhanced and vibrant mix of streets, parks, retail businesses and new residential buildings.”

Defined as a short term opportunity in the Park Avenue Vision specifically the Vision calls for reinforcement of ground floor retail on new and existing edges, point 4a) “10th & Yamhill SmartPark retail improvements via a Master Lease by PDC and exterior improvements”.

This location makes the improvements of the parking garage a part of, and contributor to, the larger plan of neighborhood redevelopment to upgrade retail and pedestrian vitality. The retail spaces along Morrison and Yamhill Streets are also positioned to help strengthen the east-west connection from the retail core to the West End where new residential development is anticipated. Thus, the primary goal of the improvements to the garage is to upgrade the retail spaces to attract higher quality tenants. Related to this goal is the improvement of the building environment at the ground level and at the stairways thus removing the negative factors that make the building less than ideal for retail tenants.

overview





critical site issues:

- provide critical bridge connecting retail to the west-end
- foster and build from energy of restaurants to the west on morrison street
- provide new image to 9th avenue and the future midtown block development
- create dynamic impact for tenants and pedestrians at all four corners of the site
- improve pedestrian streetscape by simplification and organization of elements
- all sides should have an inviting retail facade, including 10th avenue

site orientation





10-foot deep arcade @ morrison street



10-foot deep arcade @ yamhill street

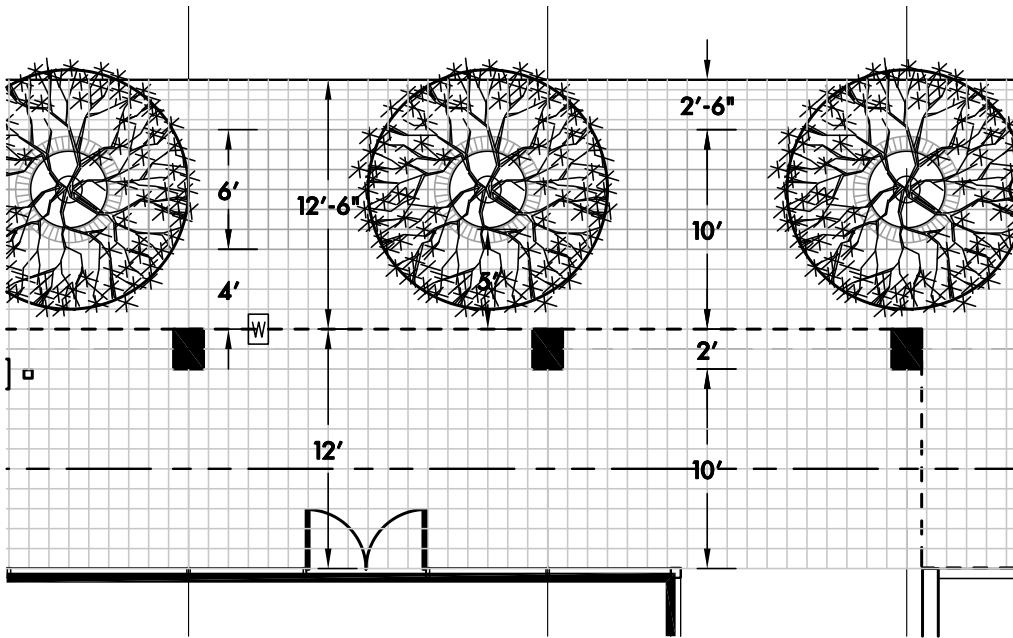


corner stair and elevator

critical building issues:

- provide better visibility to the street and pedestrian or customer access to all tenant spaces
- improve tenant display and signage opportunities
- improve lighting conditions at ground floor and above in parking levels
- provide a more secure and open stair with better visibility to the street

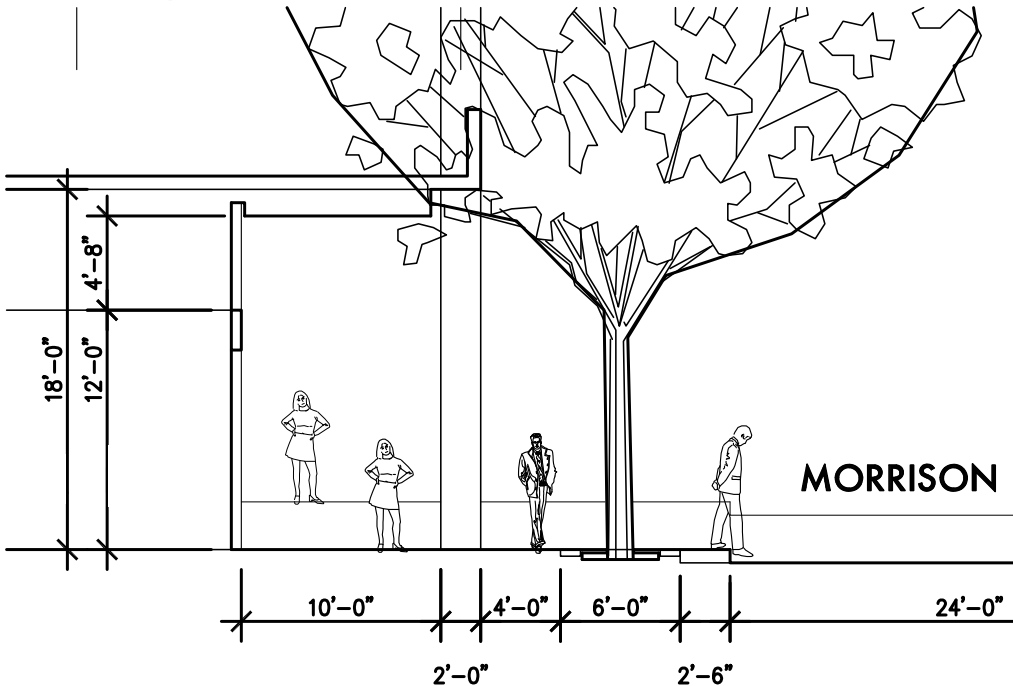
existing building photos



enlarged plan @ morrison arcade
 section @ morrison arcade

critical issues:

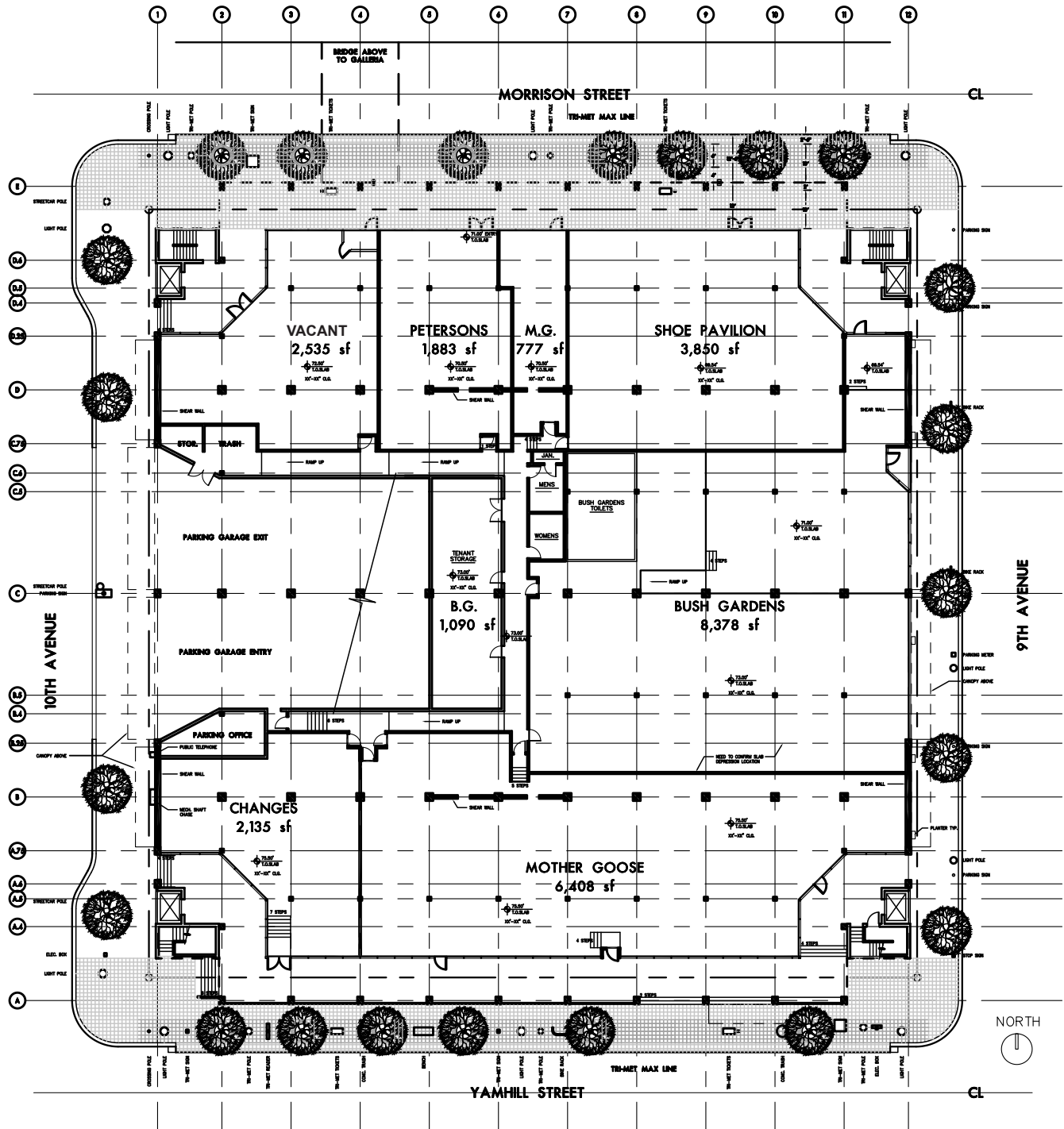
- 10 foot deep arcade @ morrison street
- 10 foot deep arcade below grade @ yamhill street
- dark storefronts and poorly lit display windows
- dark recessed access to elevators and stairs
- multiple floor elevations within current tenant retail spaces
- streetscape does not relate to tenant spaces
- stair towers dark with hidden corners and has unpleasant odor

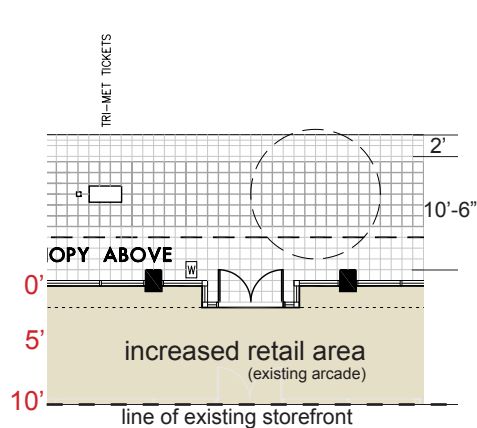


existing conditions

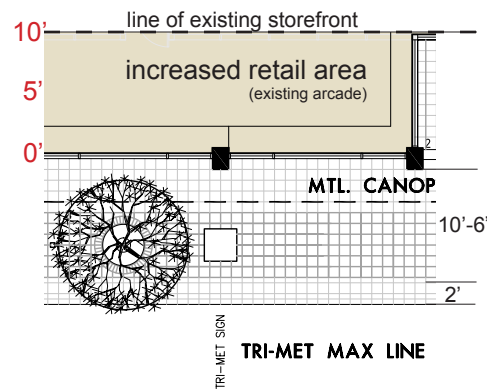
existing floor plan configuration, showing recessed arcades @ Morrison and Yamhill, current tenant layouts, areas for each space, corner stairs and elevator locations and streetscape conditions on all sides of the building. Approximately 27,000sf leasable space.

existing floor plan





maximize retail @ morrison street



maximize retail @ yamhill street

Options for Retail Improvement

With a 10-foot deep arcade, the retail spaces along Morrison and Yamhill Streets lack street presence and natural light. The Yamhill side has the added disadvantage of being below sidewalk level for most of the block. To improve the street image of the retail space, the replacement of the existing store front was studied for the following three options:

Morrison/Yamhill @ 0' - The new storefront is relocated to the exterior concrete column line, eliminating the arcade.

Pros: Best option for retail display and presence to the sidewalk.

Cons: Creates a narrower sidewalk for pedestrian circulation (without arcade)

Morrison/Yamhill @ 5' - The new storefront is relocated to the halfway line of the arcade, reducing the depth to 5 feet.

Pros: Provides improved presence of retail tenant to sidewalk, provides 5' area for chairs/tables to activate streetscape.

Cons: Potential recessed areas become non-activated spaces.

Morrison/Yamhill @ 10' - A new storefront replacing the existing one in the same location

Pros: Lowest cost, maintains current circulation patterns.

Cons: Does not maximize retail nor enhance visual proximity to sidewalk. Does not address loitering problem.

9th Avenue - A new storefront replacing existing one, four new display windows, adding recessed area for chairs/tables space to activate streetscape without impact to pedestrian traffic.

10th Avenue - Small storefront elements to improve retail presence along 10th Avenue adjacent to parking garage entry including four new display windows.

bold denotes developed design scheme

goals/objectives

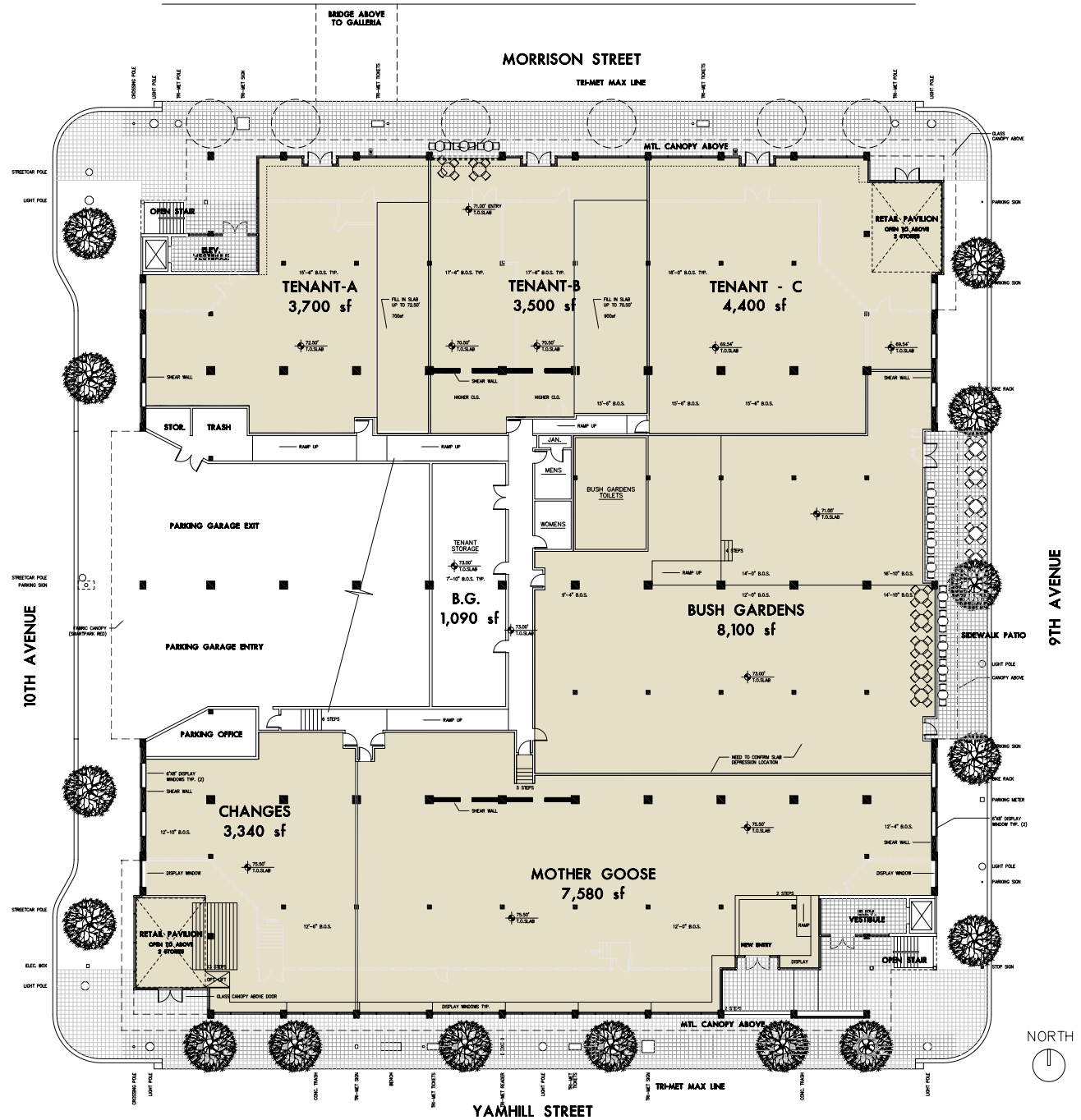
- 1) enhance retail storefront presence and access
- 2) corners to have significant retail and pedestrian impact
- 3) create new vision for overall building/facade image

critical proposed modifications:

- maximize retail space
- additional leasable square footage
- improve visibility
- improve access + security
- significant corner impact
- level tenant floor spaces
- upgrade back of house for ADA access
- simplified streetscape
- deletion of 2 stairs
- deletion of 2 elevators
- replace 2 stairs

proposed floor plan configuration at 0', shows the fill-in of arcades @ Morrison and Yamhill, revised tenant layouts, expanded areas for each space, filled-in floors to provide one level for tenants, two new corner stairs and elevators have been significantly modified, streetscape has been simplified on all four sides of the building and 5,000sf of leasable area has been added for a new total of approximately 32,000sf.

proposed floor plan



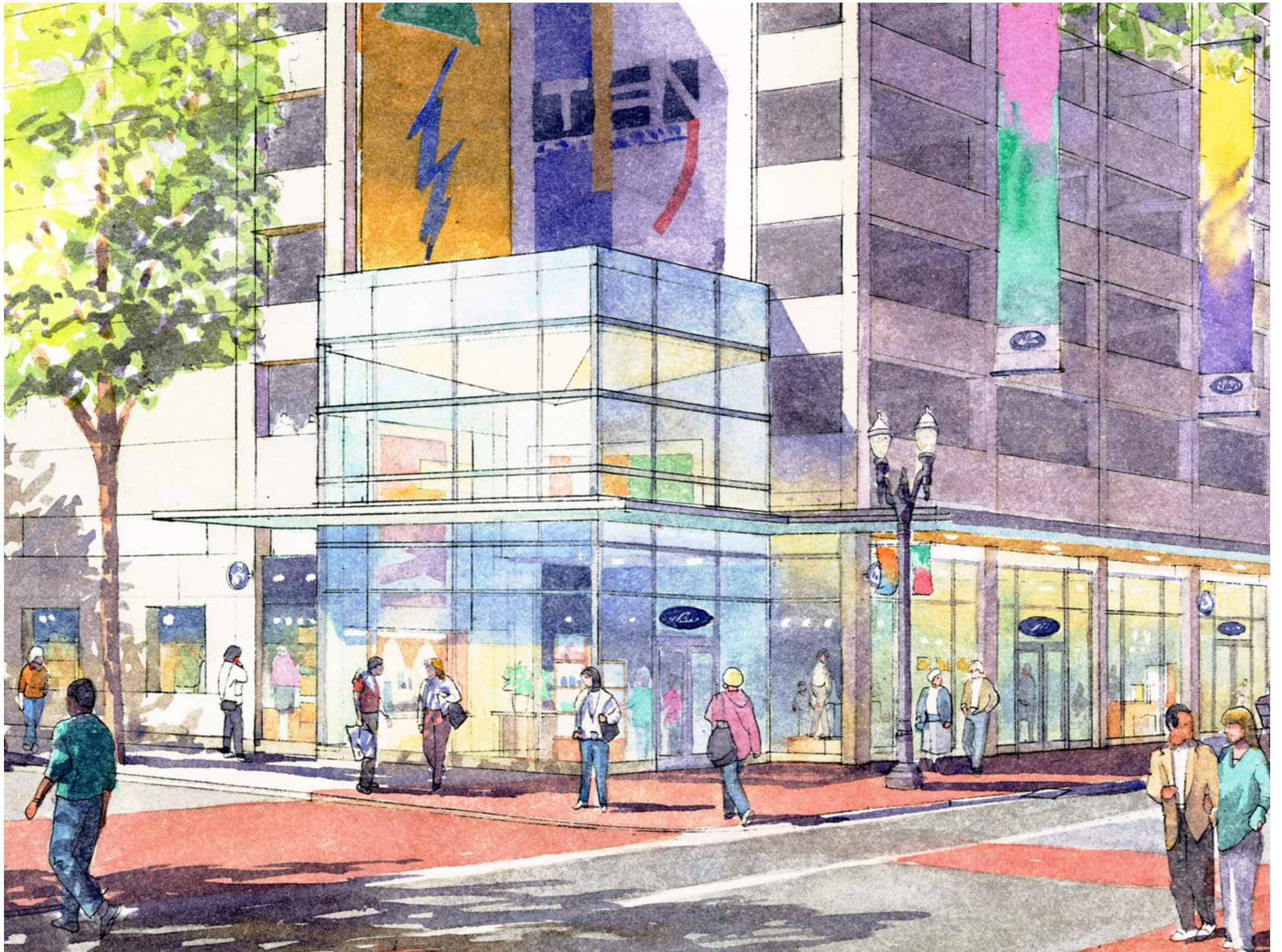


morrison street rendering, baseline + screenwall

“The new design should be a catalyst to redefine the area and make a visionary statement about the future of the Park Avenue Vision”.

“stakeholders meeting”

planning for the future





baseline + screenwall

critical proposed modifications:

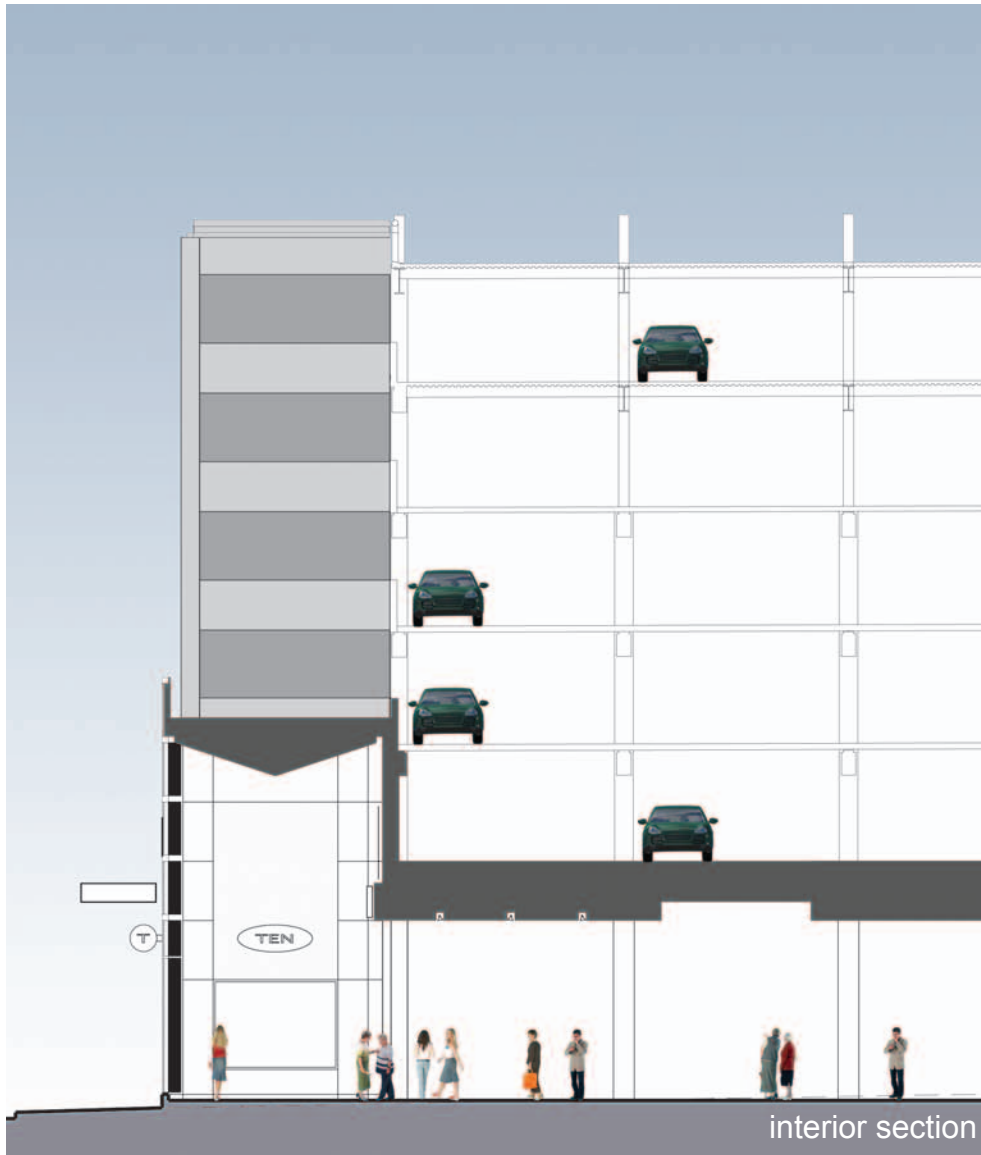
- full height glass storefront system
- metal canopy with improved lighting
- new signage opportunities (above and below canopy)
- new corner retail pavilion entry
- leveling of retail floor elevation changes
- new corner glass + steel stair tower on two corners
- new elevator lobby (enclosed with glass)
- building facade image improvements



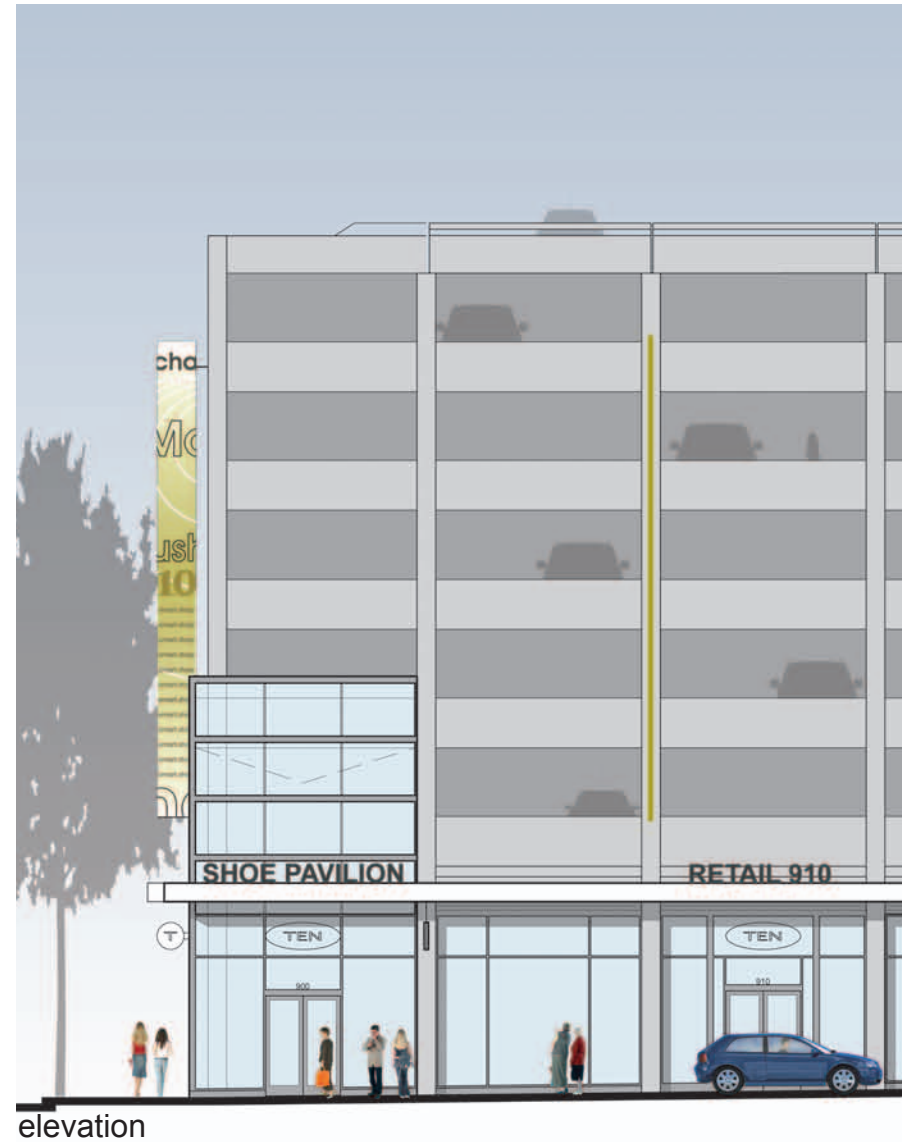
baseline morrison street elevation

The North Elevation provides a new identity and presence of retail tenants closer to Morrison Street, full height storefront glazing system, metal canopy that allows protection and establishes a strong horizontal datum for tenant signage above and below. New corner elements provide dynamic bookends to the overall building composition. The trees on the Morrison Street side have been removed to provide better pedestrian circulation along its 12'-6" wide sidewalk including Tri-Met curb..

morrison street elevation



morrison street retail pavilion



This retail pavilion located at 9th & Morrison will provide a strong presence of retail identity to the building. This corner was selected because of its orientation to vehicular traffic approaching from the North and East, Tri-Met that approaches from the East and pedestrian traffic approaching from both directions. This corner will provide a dynamic beacon both during the day and the evenings allowing easy access and a strong identity for the retail tenants.



glass + steel stair tower



The existing stairs are enclosed on three sides with solid walls and on the fourth with a solid 48" high concrete guardrail. This amount of enclosure encourages the use of the stairs for loitering. To make the stair enclosure more transparent and to improve their appearance, the following two options were studied:

Modified approach - This solution explored the removal of the 48" high concrete guardrail to open visual access to the stairs, unfortunately upon further investigation of this scheme that was the only element that was able to be removed without significant structural upgrades due to the integral structural nature of these concrete stairs.

Complete replacement - Because of the limited visual impact of the modified approach we developed a new glass and steel frame stair tower with concrete treads. This design provides full visibility of the entire stair and landing areas. It also allows for an improved use of natural ventilation and provides protection from high winds or blowing rain without losing visibility and security.

bold denotes proposed design scheme



baseline + screenwall/precaster

critical proposed modifications:

- full height glass storefront system
- metal canopy with improved lighting
- new signage opportunities (above and below canopy)
- new corner retail pavilion entry
- new corner glass + steel stair tower
- new display windows in existing shear walls
- building facade image improvements



baseline 9th avenue elevation

The East Elevation provides a new identity and presence of retail tenants to 9th Avenue and as called for in the Park Avenue Vision, full height storefront glazing system, metal canopy that allows protection and establishes a strong horizontal datum for tenant signage above and below. New corner elements provide dynamic bookends to the overall building composition. The existing shear walls have been modified to accept large display windows to the sidewalk.

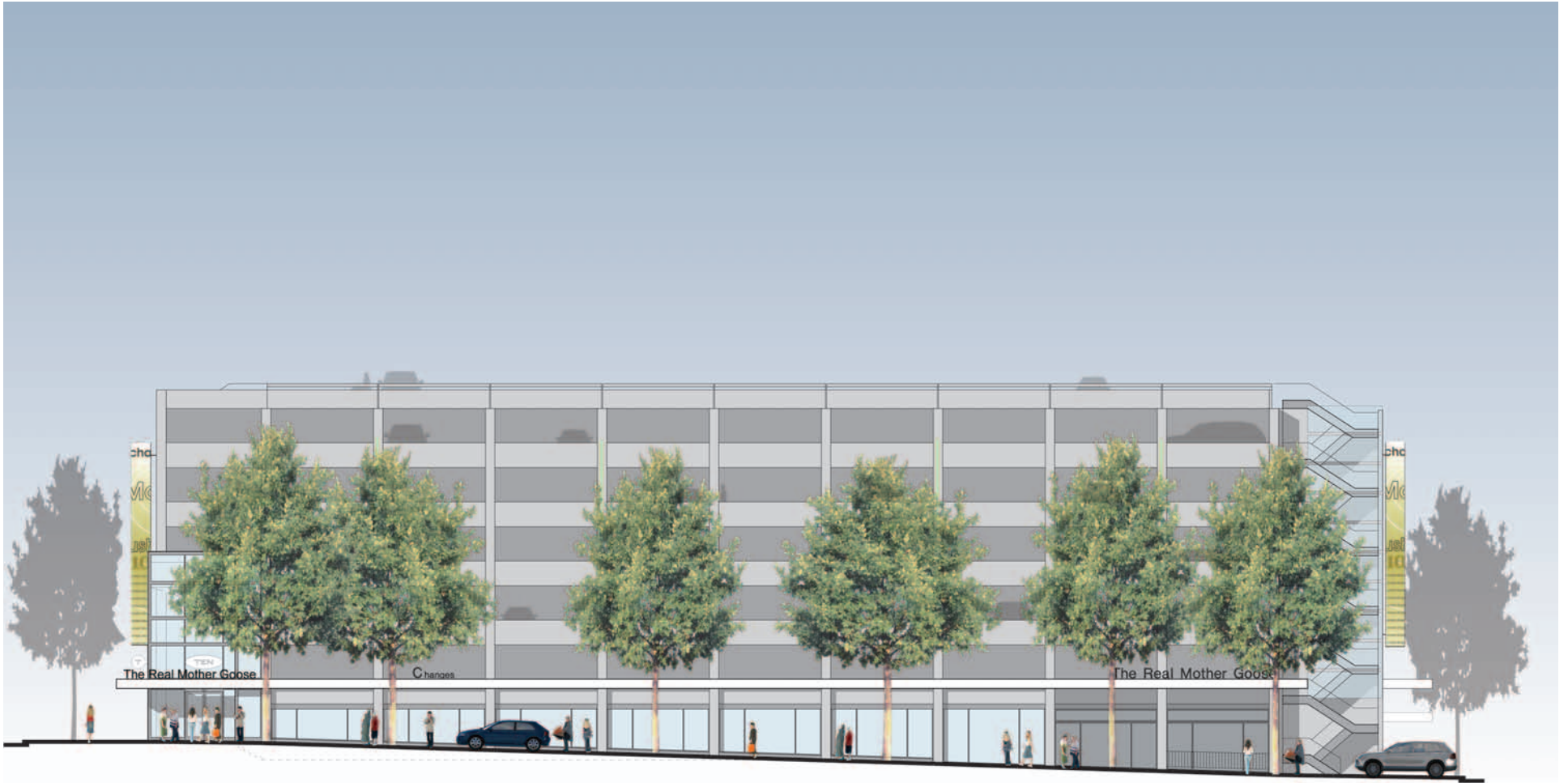
9th avenue elevation



baseline + screenwall

critical proposed modifications:

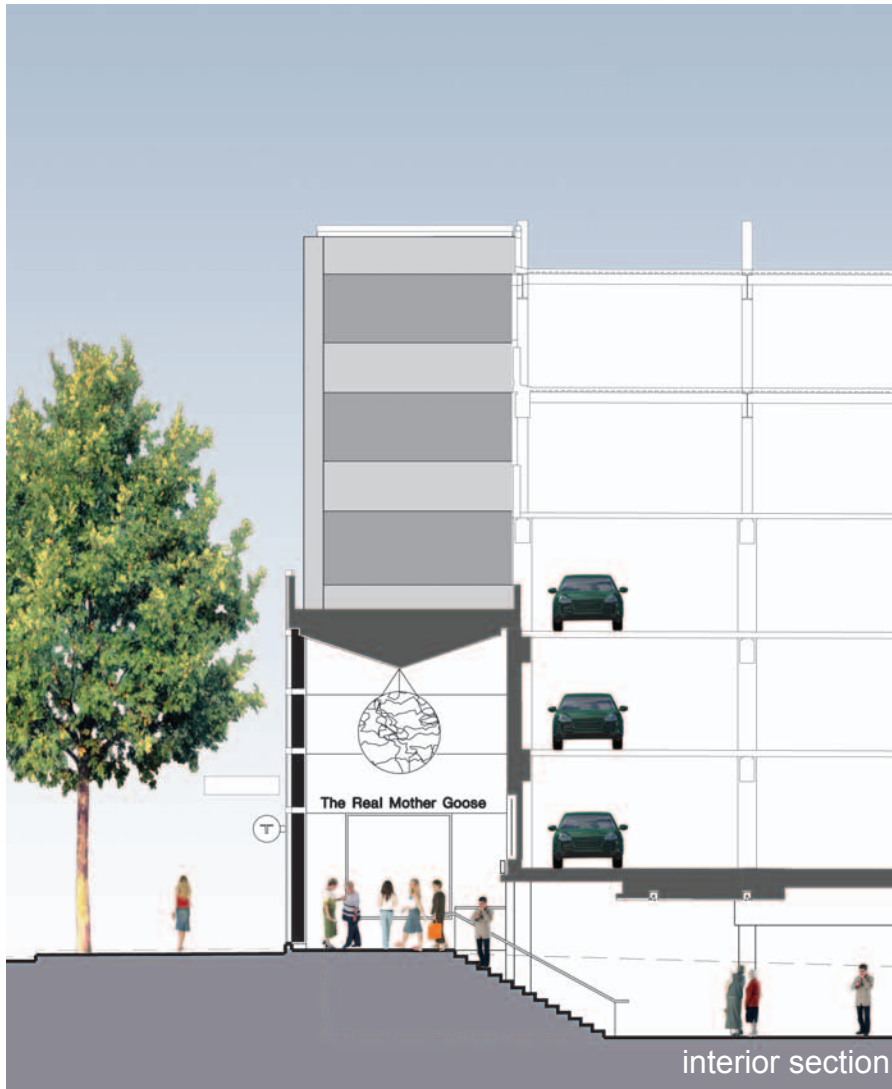
- full height glass storefront system
- metal canopy with improved lighting
- new signage opportunities (above and below canopy)
- new corner retail pavilion entry
- new corner glass + steel stair tower
- new elevator lobby (enclosed with glass)
- building facade image improvements



baseline yamhill street elevation

The South Elevation provides a new identity and presence of retail tenants closer to Yamhill Street, full height storefront glazing system, metal canopy that allows protection and establishes a strong horizontal datum for tenant signage above and below. New corner elements provide dynamic bookends to the overall building composition. The streetscape on the Yamhill Street sidewalk has been re-organized to provide a more open pedestrian sidewalk.

yamhill street elevation



The retail pavilion located at 10th & Yamhill provides a strong presence of retail identity to the building. This corner was selected because of its orientation to vehicular, Tri-Met and Streetcar traffic that approaches it directly in each direction. This new retail pavilion will provide a dynamic beacon both during the day and the evenings allowing easy access to the existing Real Mother Goose retail shop.

yamhill street retail pavilion



baseline + screenwall/precaster

critical proposed modifications:

- full height glass storefront system at corners
- metal canopy with improved lighting
- new signage opportunities (above and below canopy)
- new corner retail pavilion entry
- new corner glass + steel stair tower
- new fabric canopy for Smart Park entrance
- building facade image improvements



baseline 10th avenue elevation

The West Elevation provides a new identity and presence of retail tenants to the corners facing 10th Avenue, full height storefront glazing system, metal canopy that allows protection and establishes a strong horizontal datum for tenant signage above and below. New fabric canopy for Smart Park identity in its signature red color and new corner elements provide dynamic bookends to the overall building composition. The streetscape on the 10th Avenue side has been simplified to provide a more accessible storefront for displaying opportunities.

10th avenue elevation



morrison street rendering, baseline + screenwall

view looking towards morrison & 9th avenue

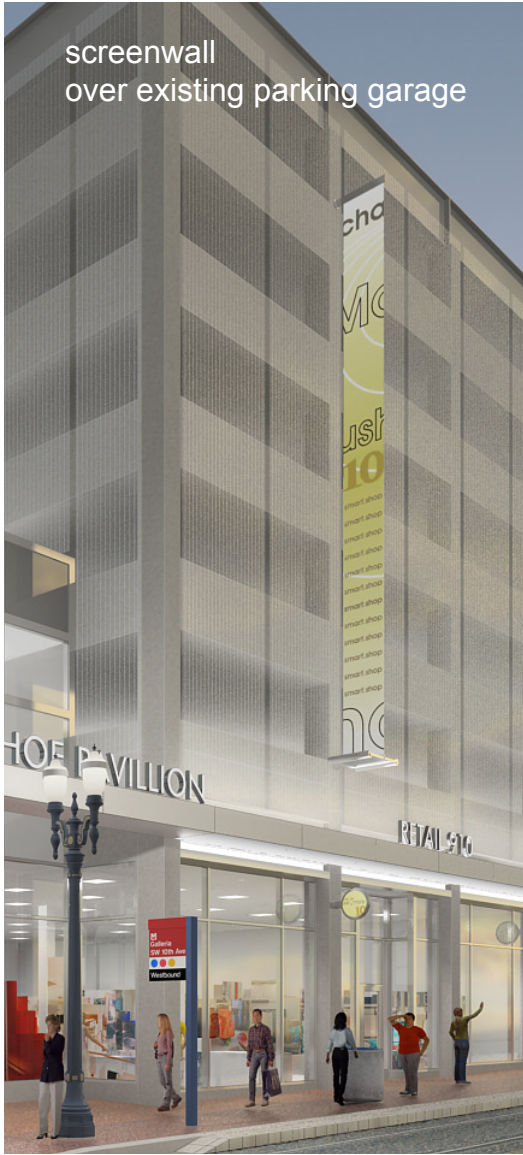




yamhill & 9th avenue rendering, baseline + screenwall/precast

view looking towards yamhill & 9th avenue





screenwall
over existing parking garage



precast panels
over existing brick veneer

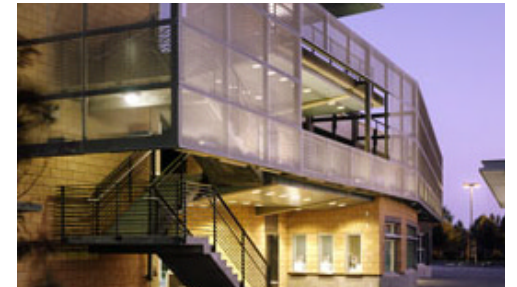
screenwall/precast (scenario - II)

Options for Building Facade Improvements

Screenwall/Precast (Scenario - II)

The existing structure is primarily a concrete parking structure with 6 stories of parking exposed to all 4 sides of the building. With the current design configuration of this structure being an open parking structure it is required to maintain a 50% open wall area ratio. That requires a minimum of a 63% open material ratio if applied to all openings along the garage parking levels.

The screenwall becomes a new canvas and texture or more recently being referred to it as a much needed sculptural element for the 10th & Yamhill parking garage facade. It provides a new surface that can be lit from below, allows for visibility in and out of the garage and can dramatically change from day to night depending on lighting scenarios. The material shown is a stainless steel mesh that contains a 64% open material ratio. It is to be pinned out from the building façade to minimize pedestrian access from the parking garage. This natural material acts as multiple small sun shelves reflecting natural light into the garage. The area and placement of the screen wall respects the open parking garage structure and defines a clean horizontal datum that strengthens the lower retail canopy and provides the corners of the garage to be more expressive. The screen wall also provides a subtle backdrop to the large street trees surrounding the building.



screenwall example images only

Options for Pedestrian Circulation

Tri-Met (Scenario - III)

The existing sidewalk along Morrison Street beyond the exterior columns of the arcade is 12' 6", including the 2-foot Trimet curb. Once the arcade is integrated into the retail space, this sidewalk width along Morrison Street may not be sufficient to accommodate both pedestrian traffic and transit riders waiting for the MAX. If this is determined to be a problem, the relocation of the transit stop two blocks west on Morrison Street between 12th and 13th Streets will be considered.



tri-met (scenario - III)

appendix

stakeholders design issues

Design issues

- This renovation should be a catalyst to redefine the area and make a visionary statement about the future of the Park Avenue District.
- This project is a key component for the redevelopment of the area.
- The design needs to contribute to and compliment additional development planned on adjacent blocks.
- This renovation will be in place for a long time, a compromise on the design will be short sighted.
- This is an opportunity to turn an eyesore into a building of prominence.
- The Design Commission will be looking for a new “skin” on the upper levels of the building.
- There was concern that the design is not carried into the parking structure itself. The design team also should address improvements to the roofline composition.
- The architecture should make the design statement not large-scale signage or graphics, these will not be allowed by the Design Commission.

Elimination of two stairs and elevators

- Concern was expressed that this is an operational and customer service issue with the turn over rate of the short-term parking.
- The reduction of elevators and stairs may be a safety and convenience issue with people having to walk further within the structure.
- 99% of public complaints received by BGS relate to the stairwells.
- The design team should look at maintaining four elevators.

Screening of upper parking levels

- BGS has concerns that the screening material will allow less light into the parking areas and graffiti will be difficult to clean.
- Screening the upper levels of the garage and improved more hospitable lighting in the parking area are as important as new stairwells or the upgrades to the retail spaces.
- The screening should not be used as homogeneous wallpaper. The garage should be viewed as a blank canvas to allow more sculptural elements in the design.

Extension of retail space into exterior colonnade

- The improved visibility into the retail spaces is positive.
- Concern was expressed about the new 60-foot bay depths as not being ideal for retailers. Other brokers have indicated that this is within the parameters a retailer will consider.
- There was discussion that the reduced sidewalk width on Morrison will be too narrow with the MAX stop, although it is the same as the existing condition on Yamhill. Sidewalk width on NW 23rd is probably 10-feet and still manages to function with tables, chairs and heavy pedestrian traffic. Reorganization of the MAX fare equipment plus reduction or removal of street trees may be sufficient to allow for pedestrian circulation.
- There was a suggestion to not relocate the transit stop immediately but phase it later if necessary. Any relocation of the MAX stop must take into consideration maintaining an acceptable distance/connection to the Streetcar line.

Leasing issues

- Now the retail spaces are defined as being in a parking garage and this is seen as a negative. With upgrade to the appearance of the building, the proximity to parking should be seen as a positive.
- The biggest concerns of prospective retail tenants are the MAX stop and the groups that hang out in the arcade. The narrow sidewalk width may eliminate this activity.

SCENARIO-I

Baseline

Project Elements	Construction Cost
Morrison St. - Move new storefront out to centerline of concrete columns, add new 3' metal canopy, add lighting, improve portion of adjacent sidewalk w/pavers, new furniture and relocation, removal of trees and new signage	414,375
Yamhill St. - Move storefront out to centerline of concrete columns (sidewalk), eliminating the lower sidewalk, new storefront, add new 3' metal canopy, improve portion of sidewalk w/pavers, relocate Tri Met equipment, new furniture, signage	378,675
9th Avenue - Replace existing retail storefront with new storefront system (spans from sidewalk up to new 5' metal canopy), new pavers in area of sidewalk adjacent to storefront, cut new display windows in existing concrete shear walls, storefront signage	293,250
10th Avenue - New fabric canopy above parking entry, cut display windows in existing concrete shear walls, maintain existing concrete sidewalk, new signage, minimal new furniture.	187,425
Improve retail space on Morrison, eliminate elevations	123,178
Back of House: Remodel Toilets	28,518
Back of House: Corridor Improvements bringing up to ADA standards/lighting/finishes	57,375
Replace 2 existing stairwells with 2 new glass & steel stair towers, provide new elevator lobby pay areas at ground floor. Eliminate the other 2 stairwells and elevators (9th & Morrison corner and 10th & Yamhill corner). Create new 2 story retail pavilion	1,093,568
Façade Treatment of Garage Exterior Walls:	
Banner/Signage	127,500
Lighting of parking areas	114,750
Sandblast existing garage	103,658
Subtotal	2,922,272
Construction Contingency @ 8%	233,782
Tri Met/Transit Relocation Cost (To be determined if applicable.)	0
Total Construction Cost	3,156,054
Fees/Permits/Design Estimating Contingency	1,022,795
Escalation (Excluded/Assumes '04 Cost)	0
TOTAL PROJECT COST	4,178,849
Potential BGS Contribution	300,000
Cost to PDC with BGS Contribution	3,878,849

***SCENARIO-II**

Screenwall/Precast:

Steel exterior garage screenwall (4 sides)	934,838
Precast concrete panels over brick walls	309,825
Construction Contingency @ 8%	99,573
Fees/Permits/Design Estimating Contingency	435,632
Subtotal Additional Costs	1,779,868

With Alternative Total 5,958,717

Potential BGS Contribution 300,000

Cost to PDC with BGS Contribution 5,658,717

****SCENARIO-III**

Tri-Met stop relocated:

Relocated Light Rail stop	1,000,000
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With Alternative Total 6,958,717

Potential BGS Contribution 300,000

Cost to PDC with BGS Contribution 6,658,717

* May be required by City

** May be required by City & Tri-Met

project estimate

