



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

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

MEMORANDUM

Date: September 15, 2015
To: Portland Design Commission
From: Grace Jeffreys, Development Review
503-823-7840, grace.jeffreys@portlandoregon.gov
Re: September 24, 2015 Design Advice Request
15-196403 DA – Blocks 4 + 6 of Zidell Yards

Please find plans attached for the Design Advice Request (DAR) for two new office buildings in the South Waterfront Subdistrict of Central City Plan District. The two buildings will inhabit different portions of a large site, and are identified as Blocks 4 and 6 of the Zidell property. Proposed sites are located along SW Moody between SW Porter and SW Grover Streets.

PROPOSAL

Block 4 – Located on a 34,500 SF site bounded by SW Moody, SW Grover, SW Ross Island Bridge Parkway South (RIB) and SW Bond. The proposal is for a 120,000 SF, 6-story office building that would provide:

- Ground floor retail, 1 space, approximately 19,000 SF;
- 5 levels of office space above, approximately 108,140 SF;
- 3 levels of below-grade parking for 253 cars; and
- 17 surface stalls on SW Ross Island Bridge Parkway South.

Block 6 – Located on a 73,750 SF site bounded by SW Moody, SW Woods, SW Porter and SW Bond. The proposal is for a 273,000 SF, 5-story office building that would provide:

- Ground floor retail, 5 spaces, approximately 15,000 SF in total;
- 4 levels of office space above, approximately 193,165 SF; and
- 1 level of below-grade parking for 189 cars.

DAR DISCUSSION ITEMS. Below, staff has identified areas for discussion on September 24, 2015:

BLOCK 4

1. **Massing and form.** The massing and form of the building is designed to relate to its context, particularly:
 - a. Form. (C1, C4, C8, C11) The building form reflects and reinterprets the industrial heritage of the area;
 - b. Gateway. (C4) A “gateway” opening is created at SW Moody by reflecting the concave beveled shape of the Emery across the street; and
 - c. Setbacks. (C4, C6, C9) Setbacks are created on the west and north elevations above the ground level to allow light and sun into the future park below the Ross Island Bridge.
2. **SW Moody frontage.** (A9) Not a “G” gateway, but a public “gateway” space is created by reflecting the concave beveled front of the Emery across the street, forming a plaza.
 - a. Possible Development Standard Modifications. (A4, A5, A7, A8, A9, B1-1, B4, B5, C4, C6) Due to this formal response, a number of development standards may need modification including: Transit Street Main Entrances (33.130.242), Required Building Lines (33.510.215) and Setbacks (33.130.215.B, Map 510-6). On balance, does this public plaza/gateway justify these modifications?
 - b. Plaza. (B3, B5) Does stormwater planter in middle of plaza impact the quality and use of this public plaza?

3. **SW RIB Parkway South frontage.** (B3, B5, C9)

a. Ground Floor. (B1, B3, B4, B5, C6, C9) The proposal locates diagonal parking where a sidewalk would typically be. A level covered “loading dock” adjacent to the building is proposed as an alternative. The South Waterfront District Street Plan classifies this street as an Enhanced Pedestrian Street, which should “*Reinforce pedestrian comfort and convenience with an emphasis on wider sidewalks, human scale street lighting, special landscape, street trees and building access. Provide visual and physical connections to District destinations such as transit facilities, parks and the Greenway.*” How does this proposal effect pedestrian movement towards the greenway and the river beyond, as well as to the future park across the street? Is the width (esp. at pinch points at stairs) and building access appropriate? What are expectations for landscape and trees?

4. **SW Grover frontage.** (D2) The addition of the new street, SW Grover, into the district enhances the pedestrian circulation system and better facilitates movement within and through the area by further breaking up block sizes. This new east/west street creates a new view corridor, pedestrian access towards the river & greenway, and provides local access. However, how the Grover frontage of the building addresses the street may need further development, particularly:

a. Vehicles. (A8, B2) Loading, vehicle parking access, and the tenant loading bay (to the west of the vehicle loading) are grouped together with a higher header along SW Grover. If the tenant loading header was dropped and it was treated as an entry door rather than a loading bay, the impact of vehicle entries along SW Grover would be reduced.

b. Glazing. (A8, D2) If more glazing was provided in the service entries as well as to the windowless retail space, the quality of the streetscape and the pedestrian environment along the Grover street frontage could be greatly improved.

c. Uses. (A8, B1-2, B2, C1, C9, D2) SW Grover is a new proposed street so is not identified on zoning maps and therefore it is not identified as a street requiring Active uses. That said, the program of the ground floor along SW Grover includes mechanical venting, misc. service spaces and a windowless retail space (bike parking?), with little active uses. Can the amount of inactive spaces be reduced along the frontage, or existing uses be opened up to increase connectivity with Grover?

d. Overhangs. (B2, B6) The ground floor is continuously recessed on three frontages, not including SW Grover. Is continuous pedestrian protection needed along this frontage as well?

5. **Stairs on corners.** (C7) Will the stairs at the SW and NE corners of the building contribute to active intersections? If not, would they be better located mid-block?

6. **Design and Materials.** (C2) The ground floor will be exposed concrete structural elements with glazed storefront system as infill. The upper floors are to be clad with a custom metal panel rain-screen system interrupted by floor-to-ceiling punched openings. This system will be comprised of metal box-rib panels with zinc two-coat color; dark painted metal panels, and pre-formed custom metal window frames. The roof will be clad with a metal profile to match the typical wall system. Staff would like the Design Commissions input on the proposed cladding and roof systems.

BLOCK 6

1. **Massing and form.** (A7, A8) The massing and form of the building is designed to relate to its busy context as well as provide quality day-lit tenant spaces on a large site almost double the size of a typical Portland block. Deep courtyards facing SW Moody and SW Bond are created by this configuration.

a. Streetscapes. (A7, A8) How do these courtyards affect the corresponding streetscapes? According to the South Waterfront District Street Plan, North-South Access Streets should create “*a special place in the District and foster a sense of neighborhood. It should bind the community together and to the River with an emphasis on pedestrian access.*” Do the courtyards on these streets support this, as well as “maintain a sense of urban enclosure” (A7) and “contribute to an active streetscape” (A8)?

b. Possible Development Standard Modifications. (A7, A8, B1-1, B4, B5, C4, C6) In addition to the courtyard shapes created by the two wings, on both SW Moody and SW Bond, the end of one wing is set back in a contextual response. Due to these gestures, a number of development standards may need modification on both these street frontages, including: Transit Street Main Entrances

(33.130.242), Required Building Lines (33.510.215) and Setbacks (33.130.215.B, Map 510-6). On balance, do these contextual gestures justify these modifications?

- c. Overhangs. (B2, B6) The ground floor is recessed along the building form providing varying levels of pedestrian protection along the street frontages as well as into the courtyards. The depth of the overhangs varies greatly, depending on location. Does the commission have a position on preferred amount and locations of overhangs?
 - d. Landscape. (C7) The formal response of scheme creates large public spaces which will incorporate landscape and stormwater management elements, designed to “provide an urban and industrial feel. What are the expectations for the design of these courtyards, and the associated landscape response?
2. **SW Woods frontage.** SW Woods is the proposed location for vehicle and loading access.
 - a. Parking Access Street. (A8, B2) SW Porter, SW Moody and SW Woods are Parking Access Restricted Streets, SW Bond is not. The proposal locates vehicle access on SW Woods instead of SW Bond; therefore an adjustment will be required (33.510. 267.F.6, Table 510-9). Additionally, **SW Woods may be a future streetcar street.** Does the commission support SW Woods as the appropriate location for vehicle access?
 - b. Ground Floor Active Uses. (A8, B1-2, B2, C1, C9, D2) SW Woods is a street requiring Ground Floor Active Uses for 50% of the ground floor frontage. This proposal does not appear to meet this standard, and if not, a Modification would be required. How can the amount of inactive spaces be reduced along the frontage, or existing uses be opened up to increase connectivity?
 3. **Design and Materials.** (C2) The ground floor is recessed with a glazed storefront system. The upper floors will be clad with an extruded aluminum sun shading system engineered to give building a dynamic appearance. The cladding system will be comprised of an aluminum clad metal panel with a “ripple façade” and glass curtain wall. The flat roof will be covered with eco-roof and a screened mechanical zone set back from street frontages. Staff would like the Design Commissions input on the proposed cladding systems.
 4. **Other Items at Commissioner Discretion.**

For these proposals, the design review criteria are the *Central City Plan District* (Chapter 33.510), the *Central City Fundamental Design Guidelines* and the *South Waterfront District Design Guidelines*. Depending on the timing of process required to create these sites, the *South Waterfront Greenway Design Guidelines* may also apply.

Please contact me with any questions or concerns.

Attachments:

Plans dated September 14, 2015
Applicable Design Guidelines