



KAISER PERMANENTE BLOCK 80 AND PARKING GARAGE  
DESIGN ADVICE REQUEST // EA 16-137261 DA // MAY 3 2016 // ZGF ARCHITECTS LLP

## Design Advice Request

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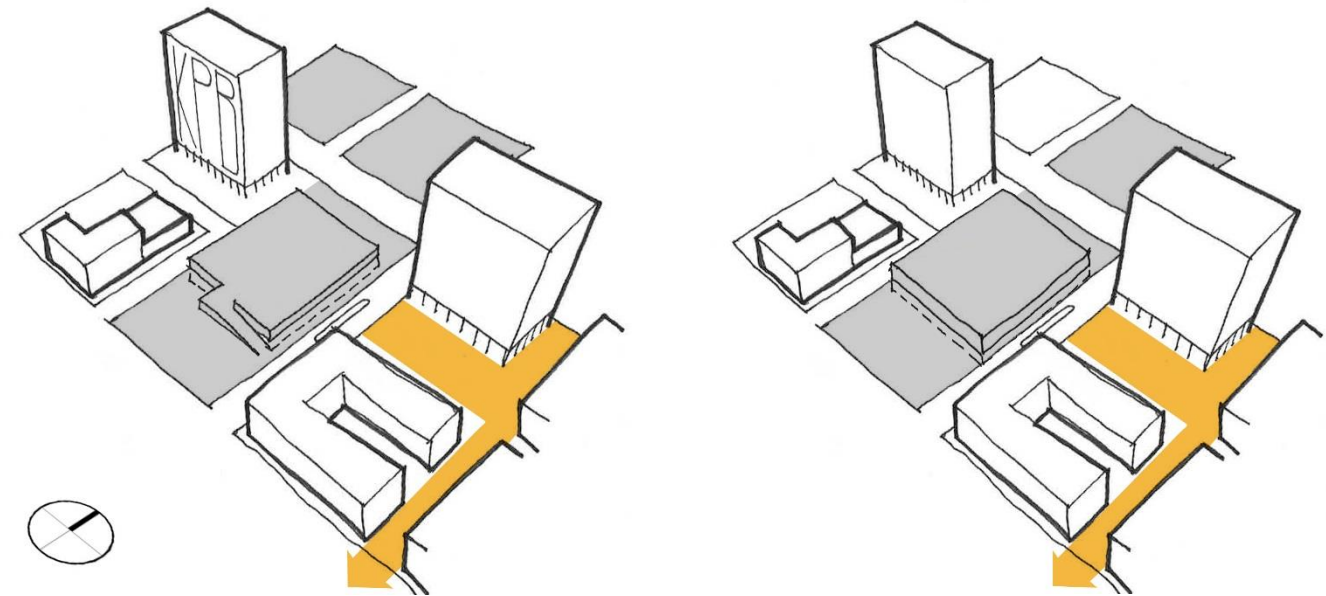
## PROJECT DESCRIPTION

The Kaiser Permanente tower at 500 NE Multnomah Street is served by two surface parking lots to the north across NE Multnomah Street, and a 418-stall parking garage to the east. This existing garage occupies 3/4 of the double-block straddling the NE Hassalo Street alignment and includes a full level of parking below-grade with service access to the KP Tower. This project seeks to replace the existing garage, which has begun to structurally fail and is partially closed to use, with a new 484-stall parking structure. The additional 66 stalls of capacity in this location will allow Kaiser Permanente to consolidate its parking and vacate one of the two surface lots across NE Multnomah Street (a net loss of approximately 40 parking spaces). In addition to the creation of a new developable block within the Lloyd District, this project includes amenities with immediate benefits: a new pedestrian plaza, covered public seating, space for a lunchtime food cart pod, a new rain garden adjacent to the streetcar station, and a bicycle parking facility. All these amenities will define a new, continuous pedestrian connection from the NW corner of the Lloyd District to the developments planned in the SE corner.

## PARKING IN THE CENTRAL CITY

As the headquarters of a major regional employer, the KP tower serves regular users from as far as Eugene and Longview. The tower is being remodeled to accommodate a more dense office population so even more users are expected in the near future. Even with aggressive modal splits for local employees and visitors, KP will continue to need its full allotment of parking. All the automobile and bicycle parking included in this proposal are allowed as Accessory Parking to the existing KP tower and allowed as of right per the Zoning Standards.

As part of studying how to best align the project program with the Design Guidelines for the Lloyd District, the team explored a series of design options. To the right are the six primary options studied. The final proposal is shown at far right as **6\_PLAZA**.



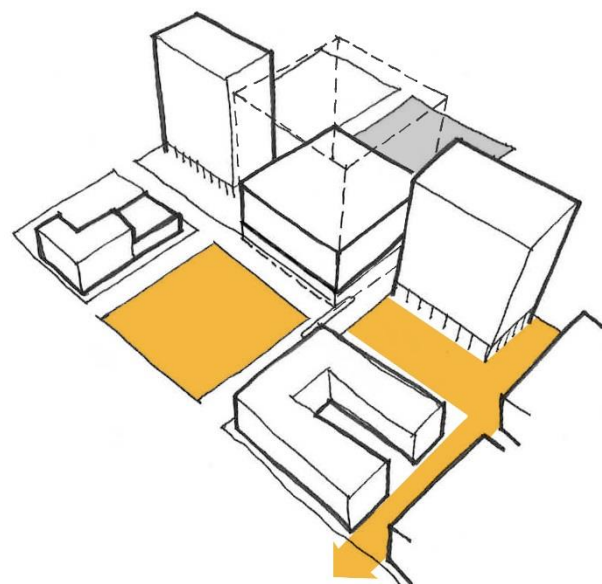
### 1\_REHABILITATE EXISTING

Even with structural reinforcement, the existing structure could probably not achieve more than a 20yr lifespan. The KP Tower is surrounded in a sea of parking lots and the pedestrian connection at Hassalo and 8<sup>th</sup> dead ends at NE 7<sup>th</sup> Avenue. Future development projects are encumbered by the need to demolish a building on the site.

Under the current development code, KP would only be allowed a single 200x200 surface parking lot on the properties shown above. Because no new development occurs in this option, KP is permitted to keep both the surface lots north of Multnomah. This is only one of two options that allows KP to retain full use of all its property.

### 2\_REBUILD EXISTING

The construction of a new garage triggers current development standards, requiring KP to vacate one of its adjacent surface lots. The garage is designed to the same footprint but the ramp is internalized and the structure is one story taller. The vacated lot provides some development potential to the district, and the new garage could be designed for a longer lifespan than the previous option. However, this option carries the same urban design drawbacks as the previous scheme.

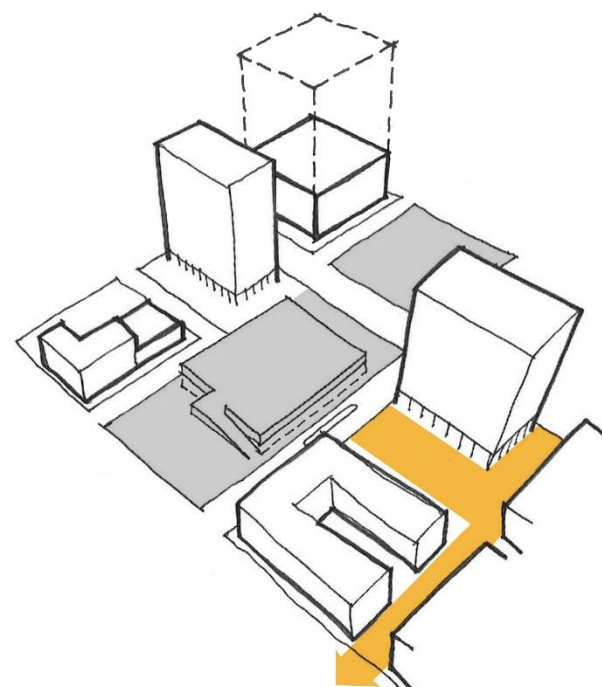


### 3\_MULTNOMAH & NE 7<sup>TH</sup> AVE TOWER

A new tower over a 7-story garage is built on the north half of the superblock, and the existing park along Holladay is extended to the Hassalo alignment. One of the surface lots north of Multnomah is vacated for potential development, and one is retained by KP. KP has pursued this avenue and has been unable to identify a development partner.

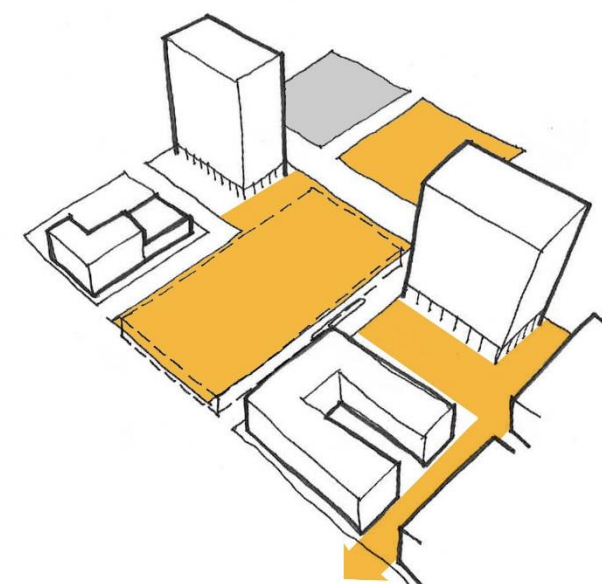
On a smaller budget, the team investigated the option of building only the 200x200 garage with a future-proof structure to accept a tower built at a later date. This presented several critical problems. For one, it is impossible to know the program and height of the future tower. Second, the design cannot accommodate any changes to the structural code may have taken effect before the new tower is built. It is also possible that the grid of the parking structure does not facilitate the type of tower that would be developed on this site.

Since a portion of the existing basement extends south of the NE Hassalo Street alignment, it would likely be filled in under this option.



### 4\_MULTNOMAH & GRAND AVE TOWER

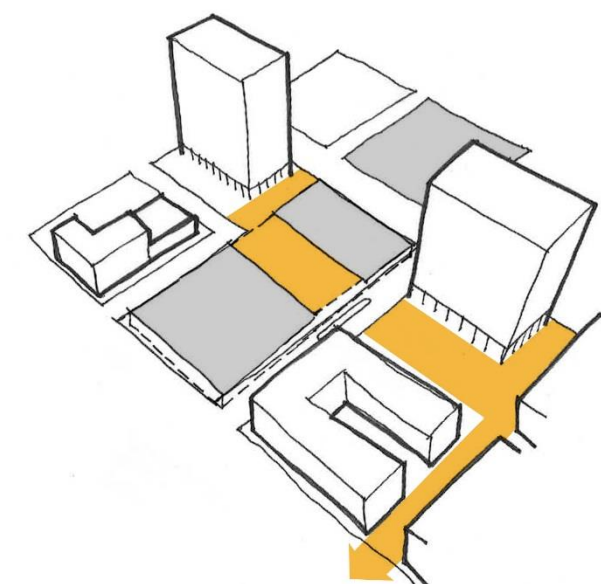
This proposal is similar to the previous option, but the new tower is built on one of the surface parking lots north of Multnomah Ave. This tower could be connected via a skybridge to the existing KP building. KP retains the surface parking lot on Multnomah as-of-right, and rehabilitates the existing garage to provide continued service. This scheme is one of the two options that allows KP to retain active use of all its property, but also supports a buildout of one block at full development potential. A development partner is required for this scheme as well as KP does not have the ability to finance a tower on any of these sites on its own.



### 5\_SUBTERRANEAN

KP could meet its parking needs with a southward extension of the existing basement and the excavation of an additional level. A new park/urban space would be created on top of the garage. The lot that would be vacated could be designated as an extension of the park across Multnomah.

While this would be a compelling public space, the goal for the Lloyd District includes more (and more dense) development than this provides. This option is also problematic as an interim development on the site due to the nature of the construction: the earthwork, reinforced slabs, and mature landscaping that would be disrupted by site preparation all present redevelopment challenges. It would also be structurally difficult to thread new columns and footings through two stories of below-grade parking.



### 6\_PLAZA (PREFERRED OPTION)

The selected option is a pair of planted parking lots above an expanded basement level. The lots are pulled away from the NE Hassalo alignment to provide space for an urban plaza. A lot on Multnomah is vacated for potential immediate redevelopment.

As an interim development option, this scheme gives the most appropriate public benefit to the district, extends and complements the existing urban design, and provides the easiest opportunities for future redevelopment. Investment is focused on a central plaza which can remain in future schemes, and the two superblock lots are easily built-up in the future (see Exhibit A, Urban Design). The single basement level on both lots is a bonus to future projects, and whatever footings the future projects require can be poured directly through the slab without coordination of existing building structure or slabs above.

**EXHIBIT A URBAN DESIGN**

This proposal seeks to develop a design that meets Kaiser Permanente’s immediate needs and cues up successive phases of future development on the site and adjacent parcels. The mid-block connection is shifted slightly to the north, to reflect the shift of pedestrian activity created by the smaller footprints and public plazas of the tower developments to the east and west. Future development on the north parcel could occur in-line with these towers and include the current ramp; the Public Canopy from this phase remains intact. The south parcel could be developed per a standard 200 x 200 block and still leave room for the bicycle parking shelter. The basement level is designed to be easily partitioned for future changes in ownership. In these ways, this proposal provides for future development keeping with the current context and preserves the amenities included in the first phase.

The goal of the design of the plaza is to make a new pedestrian connection between the development at Hassalo and 8<sup>th</sup> and the northwest sector of the Lloyd District. The design uses the same primary design elements found at Hassalo and 8<sup>th</sup> (including stormwater planters, surface treatments, lighting, wood seating, and pavilions) and extends them west to the NE 6<sup>th</sup> Avenue alignment. Whereas the design of most of these elements closely relate to the development at Hassalo and 8<sup>th</sup>, the pavilions more closely relate to each other and to the existing KPB Tower (see Exhibit C, Pavilions). In this way the design both celebrates the tradition of iconic Lloyd District architecture and also reinforces the language of new development in the area.

The Phase 1 development uses the Art Wall, the Public Canopy and the Bicycle Parking structures as elements to activate the pedestrian plaza and provide a sense of enclosure along the perimeter streets as well as along the pedestrian plaza. The Public Canopy and Bicycle Parking structures are designed to function as urban markers for the mid-block plaza. As future phases develop, the gateway function of these entrances will be enhanced and reinforced by the future development. The benefits to the pedestrian environment currently provided by the Art Wall will be replaced by Ground-Floor Active Uses and an articulated building base, in keeping with the design goals for the District.

The superblock connection for this site is provided at mid-block, to complement adjacent development and per Design Guideline B3-1. Recognizing the need for a connection to Holladay the sidewalk along NE 7<sup>th</sup> is designed with an enhanced setback which is heavily landscaped to showcase the project’s green technologies. This feature distinguishes the east side of the block as the dominant pedestrian connection and reinforces the alignment of the streetcar along the site.

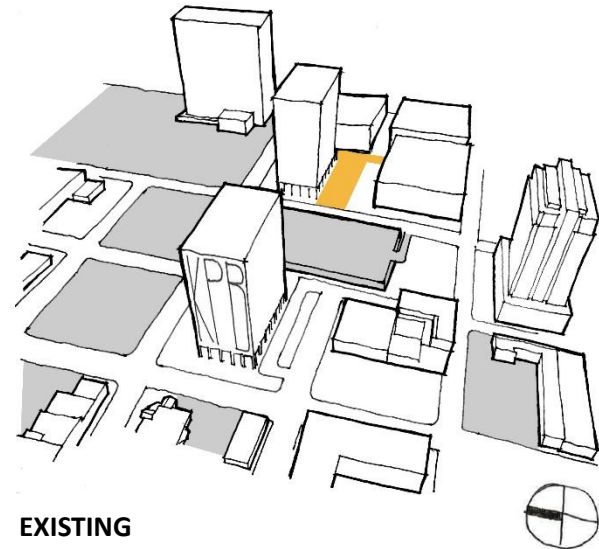
**Development Standards**

- 33.510.200 Floor-Area Ratio
- 33.510.205 Height
- 33.293.030 Superblock Requirements

**Design Guidelines**

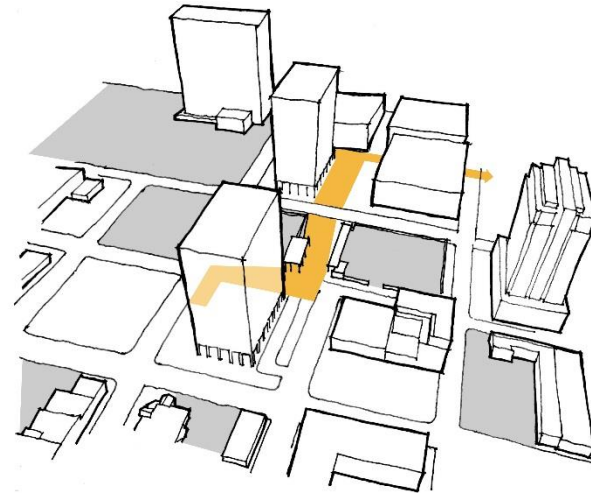
- A3 Respect the Portland Block Structures
- A3-1 Support a Convenient Pedestrian Linkage Through the Superblocks Between the Convention Center and Lloyd Center
- A3-2 Make Superblock Plazas Inviting and Easily Accessible From Holladay Street
- A4 Use Unifying Elements
- A5 Enhance, Embellish and Identify Areas
- A5-1 Develop Identifying Features
- A6 Reuse/Rehabilitate/Restore Buildings
- A5-5 Use Public Right-of-Way Design Criteria Established for the Lloyd District
- A5-7 Integrate the Civic Campus into the Lloyd District
- A5-8 Integrate the Lloyd Shopping Center into the Lloyd District
- A7 Establish and Maintain a Sense of Urban Enclosure
- A8 Contribute to a Vibrant Streetscape
- A9 Strengthen Gateways
- B3 Bridge Pedestrian Obstacles
- B3-1 Provide Pedestrian Crossings Spaced at Traditional One Block Intervals
- C1-1 Integrate Parking
- C5 Design for Coherency
- C6 Develop Transitions between Buildings and Public Spaces

**PHASING**



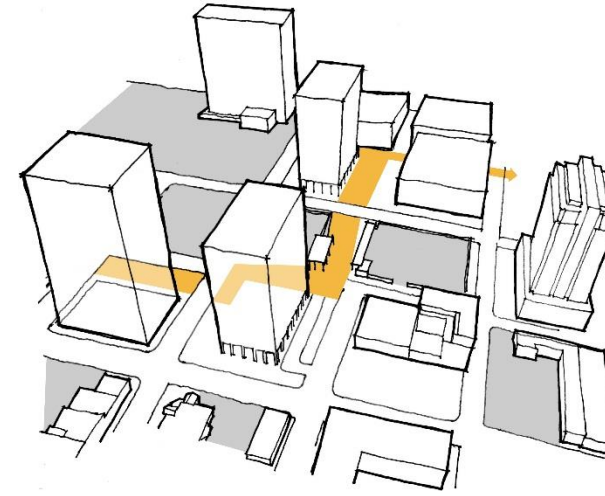
**EXISTING**

The KP Tower is surrounded by a sea of parking. The existing garage prevents access through the middle of the superblock and terminates the plaza at Hassalo and 8<sup>th</sup> at NE 7<sup>th</sup> Avenue.



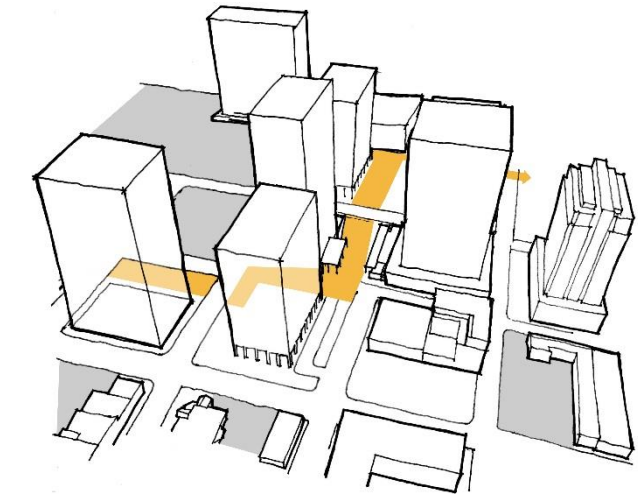
**PHASE 1 (PROPOSED PROJECT)**

This project pushes the parking away from the middle of the superblock, creating a pedestrian plaza that connects across NE 7<sup>th</sup> Ave and redirects flow towards NE Multnomah Street. A surface parking lot on NE Multnomah is vacated.



**PHASE 2**

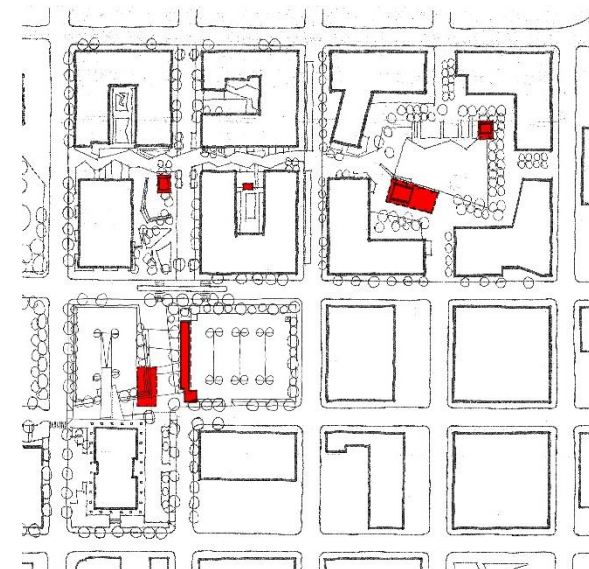
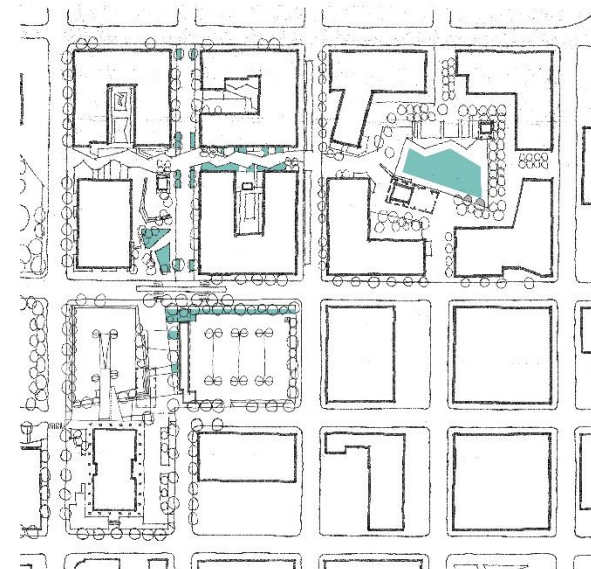
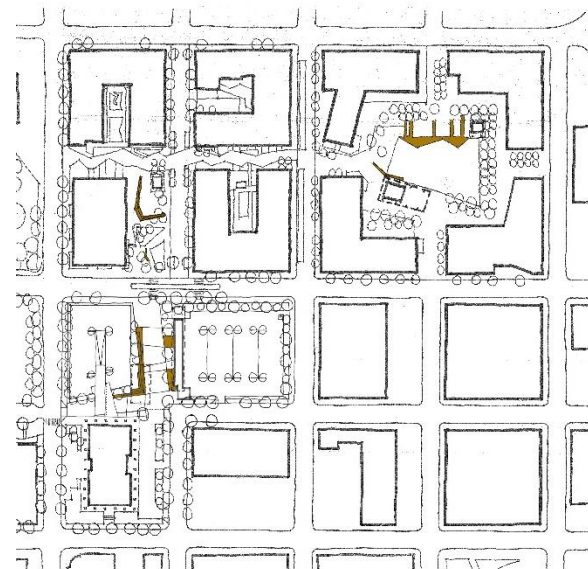
Disallowed for parking, the vacated lot on NE Multnomah can be developed to fuller potential and help extend the pedestrian circulation network into the NW corner of the Lloyd District.



**PHASE 3**

Future development on the superblock is enhanced by the plaza created as part of this project. These buildings can still achieve the maximum allowable FAR and heights while preserving the raingardens, pavilions, and plaza developed in Phase 1.

**CONNECTIVITY ELEMENTS**



The plaza draws on design themes from adjacent developments. Shown to the left is the network of wood seating (far left), water and stormwater planters (middle), and pavilions at important nodes and corners (immediate left).

**EXHIBIT B ART WALL**

The masonry screen walls that screen the parking areas are comprised of two layers of differently-colored brick, which reference both the light-colored architecture of 700 Lloyd and the KPB Tower as well as the blend used at Hassalo and 8th. The walls terminate at one of three angles according to a parametric algorithm that minimizes the number of cuts and the volume of wasted brick. Steep and shallow end conditions are used to imply a directionality that mimics the flows of parallel waterways; south-to-north for the walls that run the same direction of the Willamette River, and east-to-west for walls that run the same direction as historic Sullivan’s Gulch.

The two layers of wall are staggered and break at irregular intervals to create opportunities for access, views, and planting. Lights are integrated into the void space between the walls and can be programmed to vary in intensity and color as part of an artistic installation. The lighting occurs on only one side of each recessed panel of wall, which casts a directional shadow and contributes to the overall sense of movement. Overrides could allow the wall to take on an urban character, changing in response to temporal events such as holidays, sporting events, or even approaching transit.

**Development Standards**

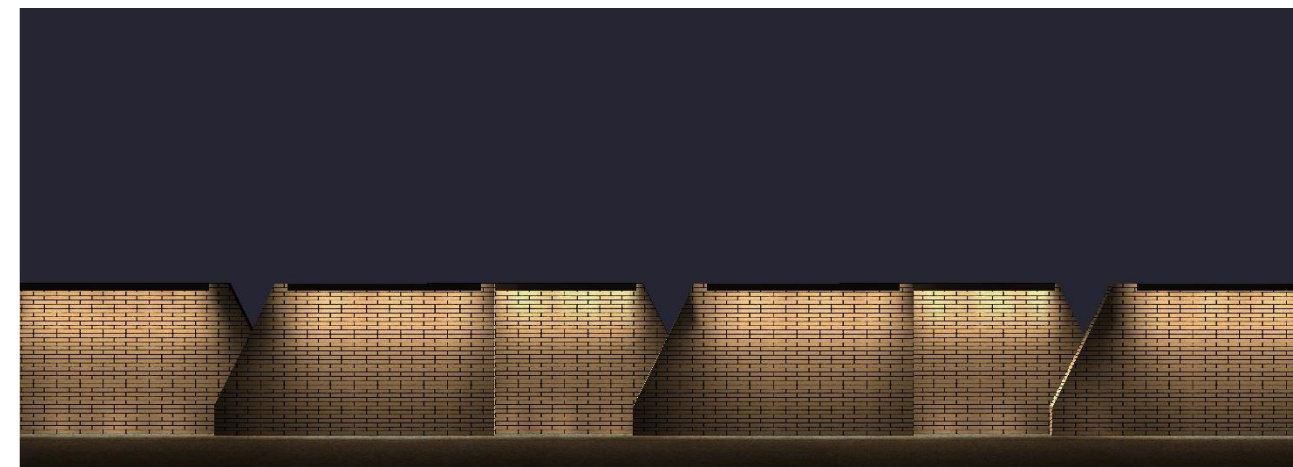
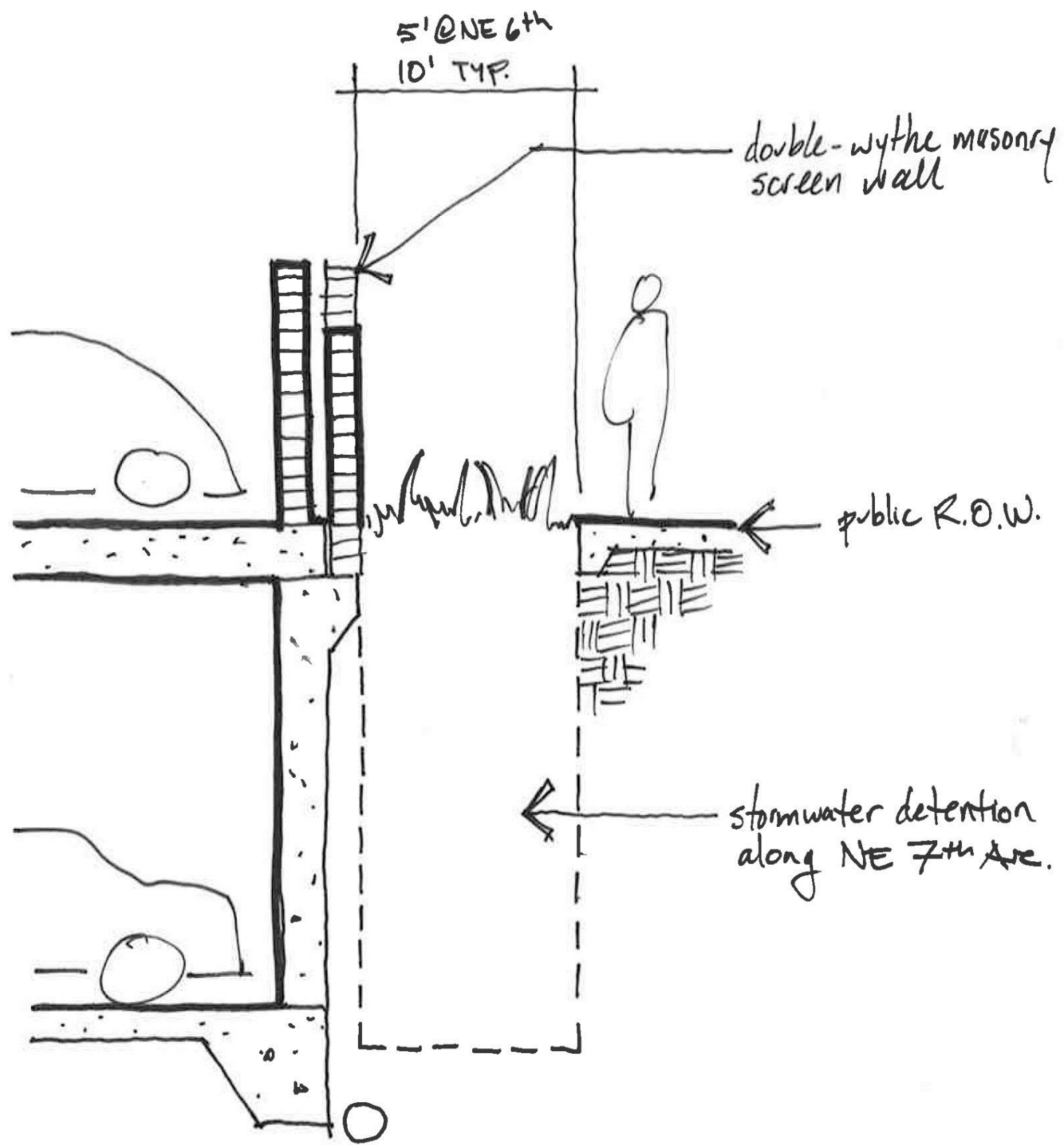
- 33.510.220 Ground Floor Windows
- 33.130.235 Screening
- 33.510.225 Ground Floor Active Uses
- 33.510.264 Parking in Lloyd District

**Design Guidelines**

- A1 Integrate the River
- A1-1 Connect Public Facilities to the River
- A2 Emphasize Portland Themes
- A5-3 Incorporate Works of Art
- B1-2 Incorporate Additional Lighting
- C1-1 Integrate Parking
- C7 Design Corners that Build Active Intersections
- C10-1 Use Masonry Walls
- C10-2 Design Exterior Building Walls That Are Transparent in Glazed Areas and Sculptural in Surface
- C12 Integrate Exterior Lighting



Left: sample brick blend for Art Wall



Above: section showing Art Wall relationships to public sidewalk  
 Above Right: parametric studies of wall patterning  
 Right: lighting options



## EXHIBIT C PAVILIONS

The architectural character of the Lloyd District is most closely associated with the “heroic modernism” of significant office towers such as Lloyd 700 and the KPB Tower, which flank the development site on the east and west. These projects are characterized by white and bronze colors, elegant proportions, and simple massing. The Pavilions make use of precast concrete to mimic the light colors of these buildings and imply the same sense of quality, strength and permanence. The proportions of the precast concrete frames are drawn from the existing KPB tower and extend the arcade on that building into the pedestrian plaza. The rooftops of the pavilions have been designed to be seen from above from adjacent developments as well as from the pedestrian plaza below. All rooftops have been treated with either Green Roofs or PV systems to showcase the green technologies incorporated into the plaza.

Currently Kaiser uses the vacated portion of the right-of-way along NE 6<sup>th</sup> Avenue for lunchtime food cart parking. This design moves that use into the public plaza, where it can be more fully accessed by local workers, residents, and transit patrons. Multiple kinds of covered and un-covered seating facilitate use of the plaza in all weather and by all segments of the general population. The integration water features and artificial topography create a sense of interest and invite the public to stop and explore the environment.

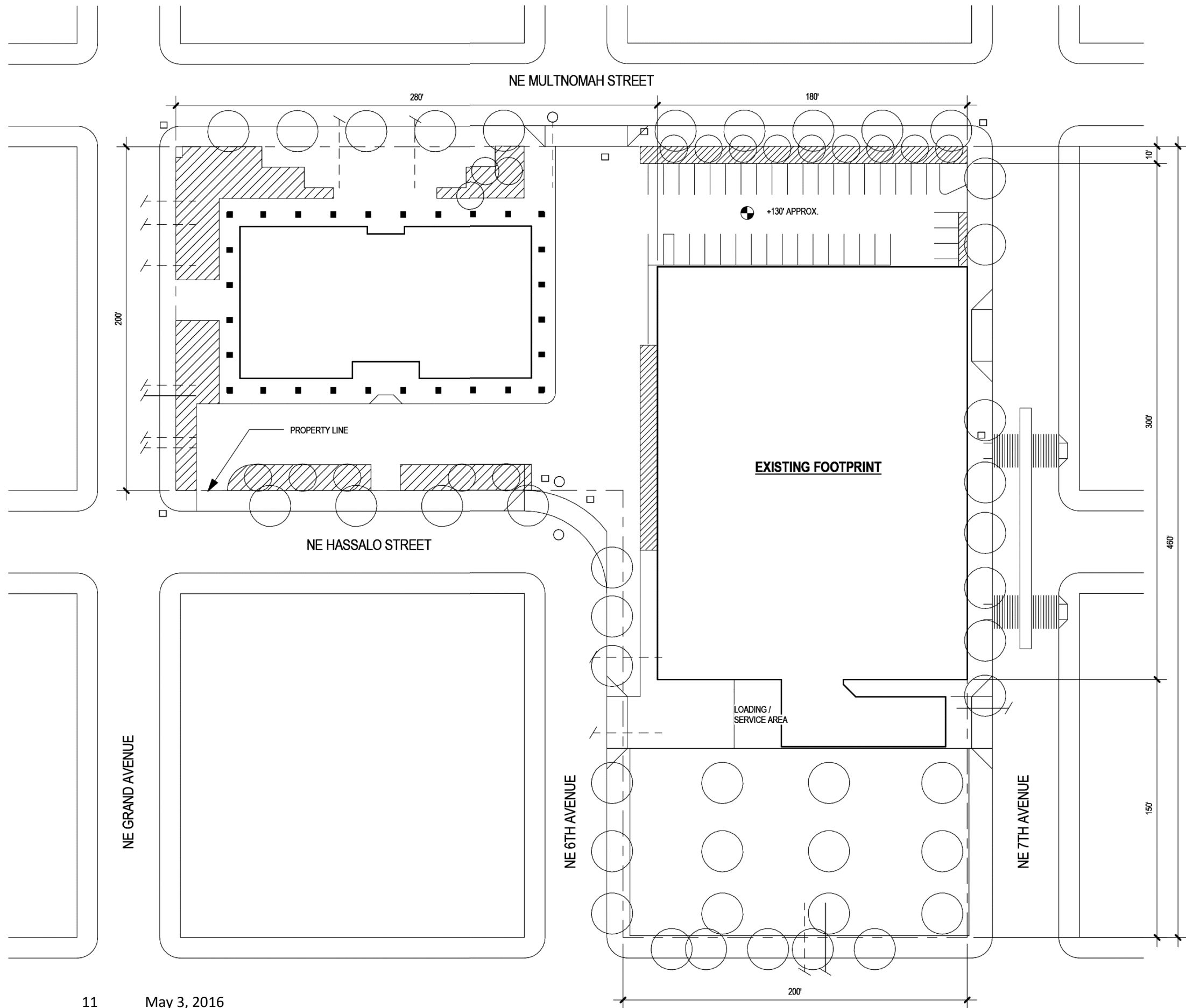
### Design Guidelines

- C2 Promote Quality and Permanence in Development
- C3 Respect Architectural Integrity
- C4 Complement the Context of Existing Buildings
- C10-3 Use Light Colors
- C11 Integrate Roofs and Use Rooftops

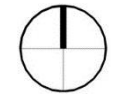
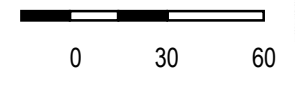


Above Right: view from SE  
Right: aerial view from SE  
Next Page: view from crosswalk at  
streetcar platform on NE 7<sup>th</sup> Avenue



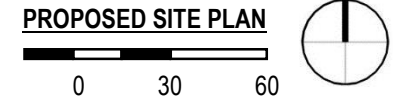
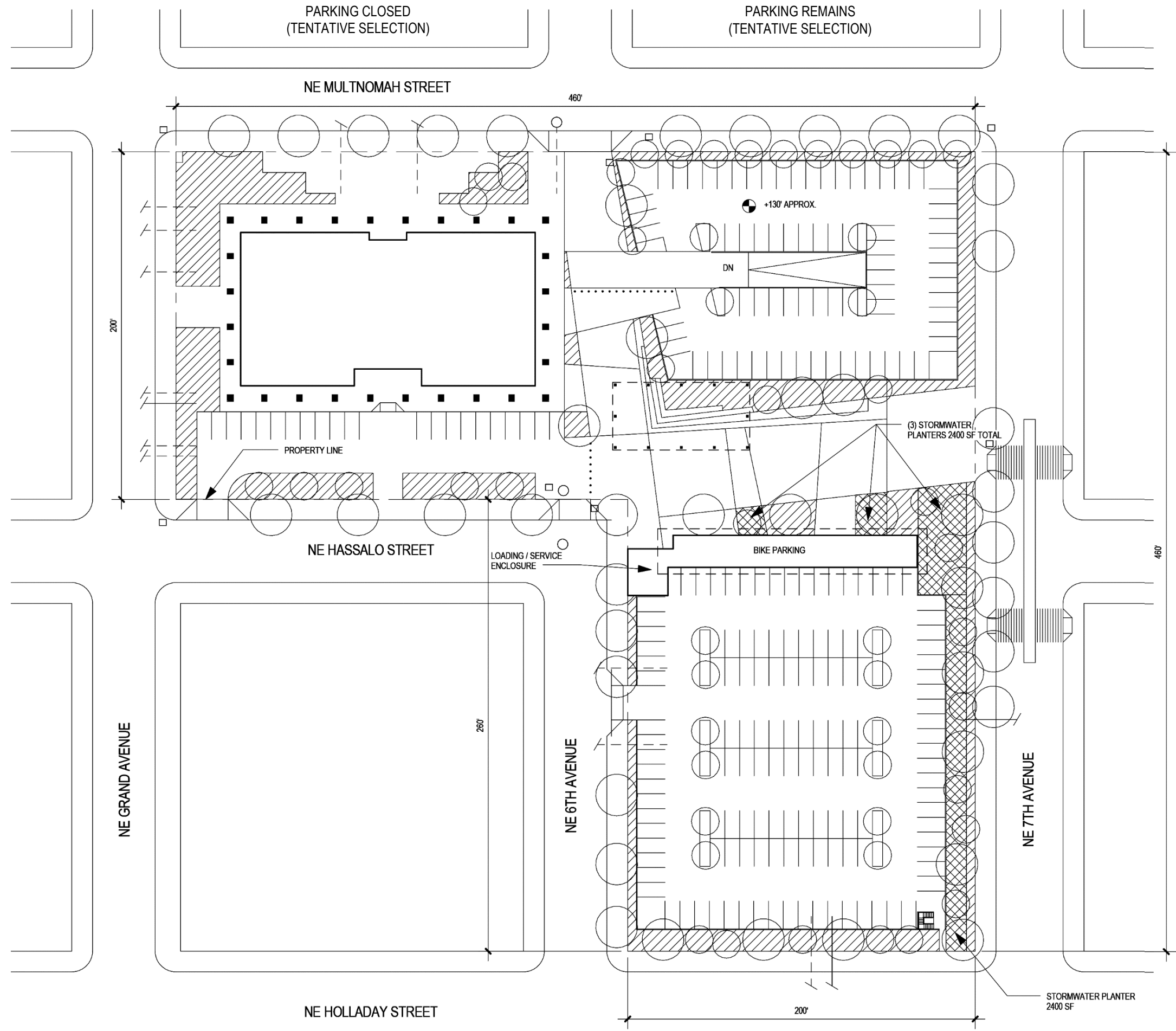


**EXISTING SITE PLAN**

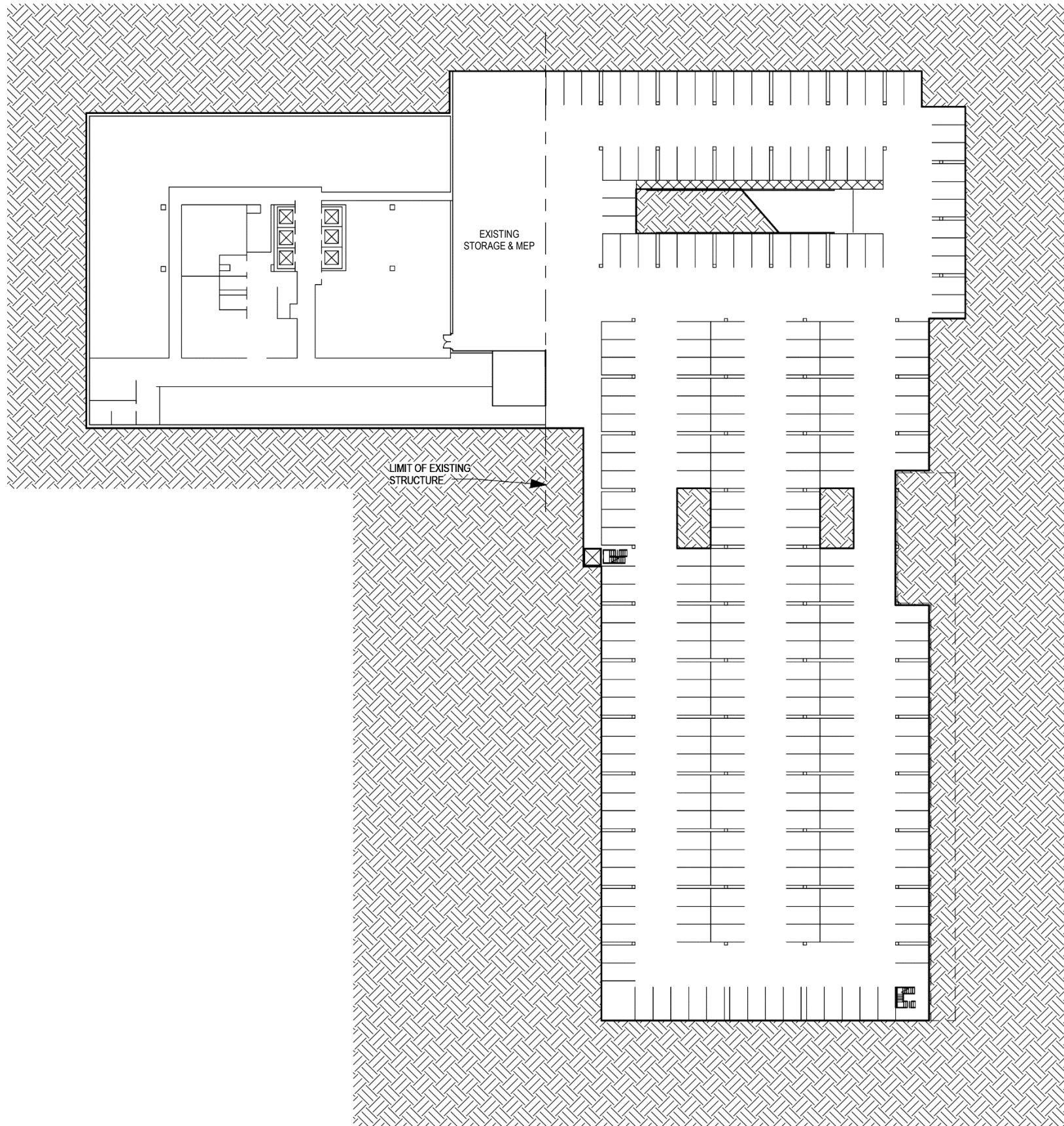


**LEGEND**

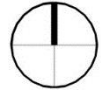
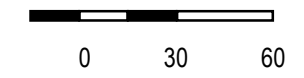
- PROPERTY LINE
- ▨ LANDSCAPED AREA
- ⊕ TYP. ELEVATION (ENTIRE SITE LESS THAN 5% SLOPE)
- SEWER INLET
- MANHOLES
- WATER CONNECTION
- - - SEWER CONNECTION

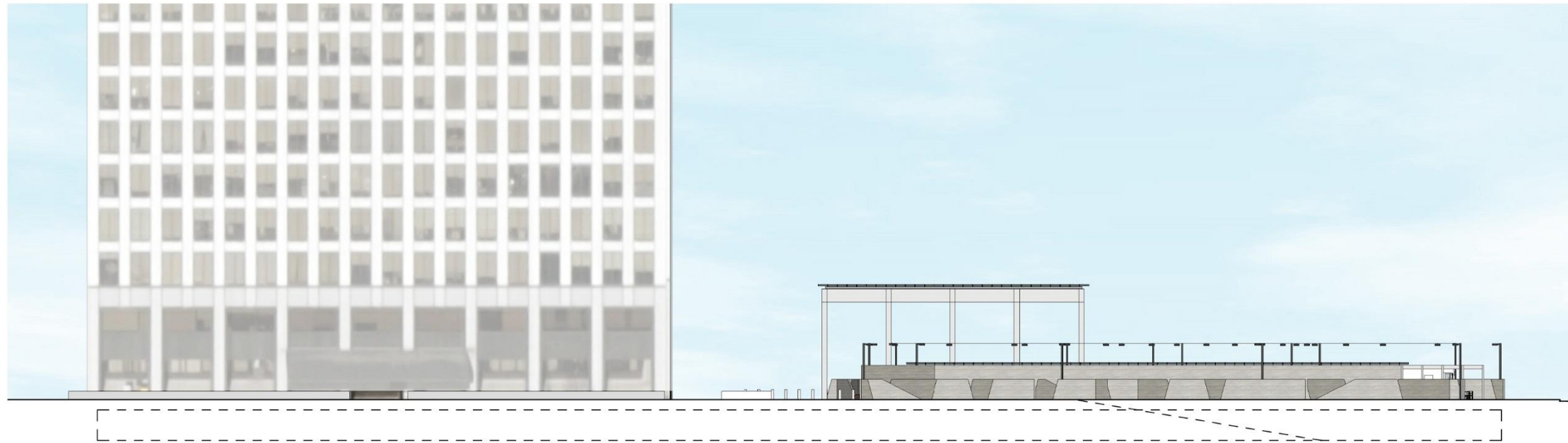


- LEGEND**
- PROPERTY LINE
  - ▨ LANDSCAPED AREA
  - ▩ STORMWATER PLANTER
  - ⊙ TYP. ELEVATION (ENTIRE SITE LESS THAN 5% SLOPE)
  - SEWER INLET
  - MANHOLES
  - WATER CONNECTION
  - - - SEWER CONNECTION

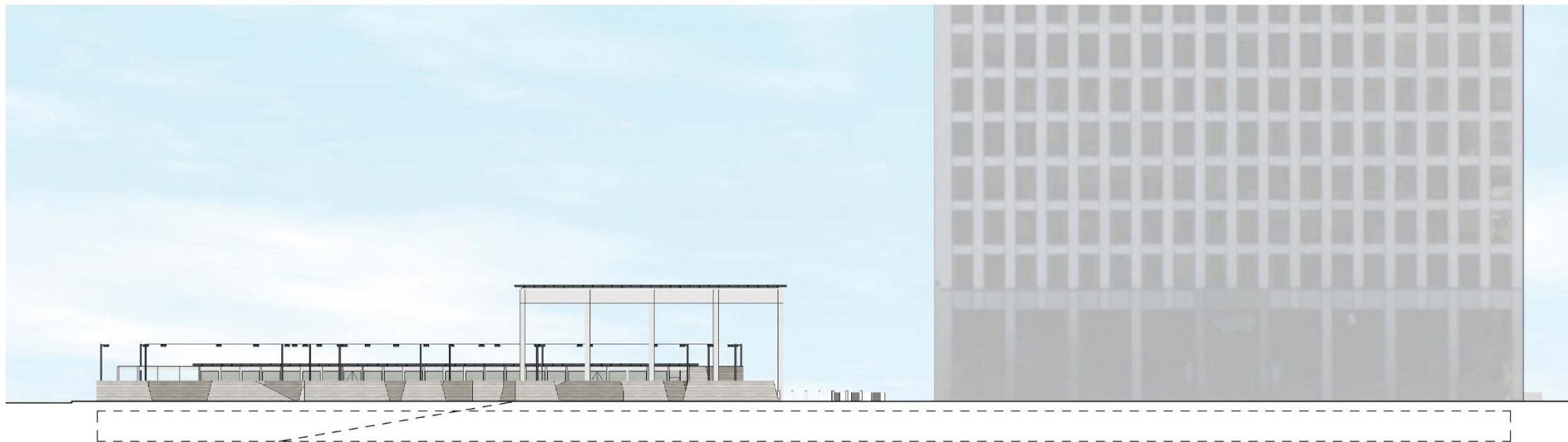
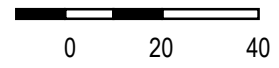


**PROPOSED BASEMENT PLAN**

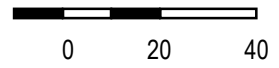


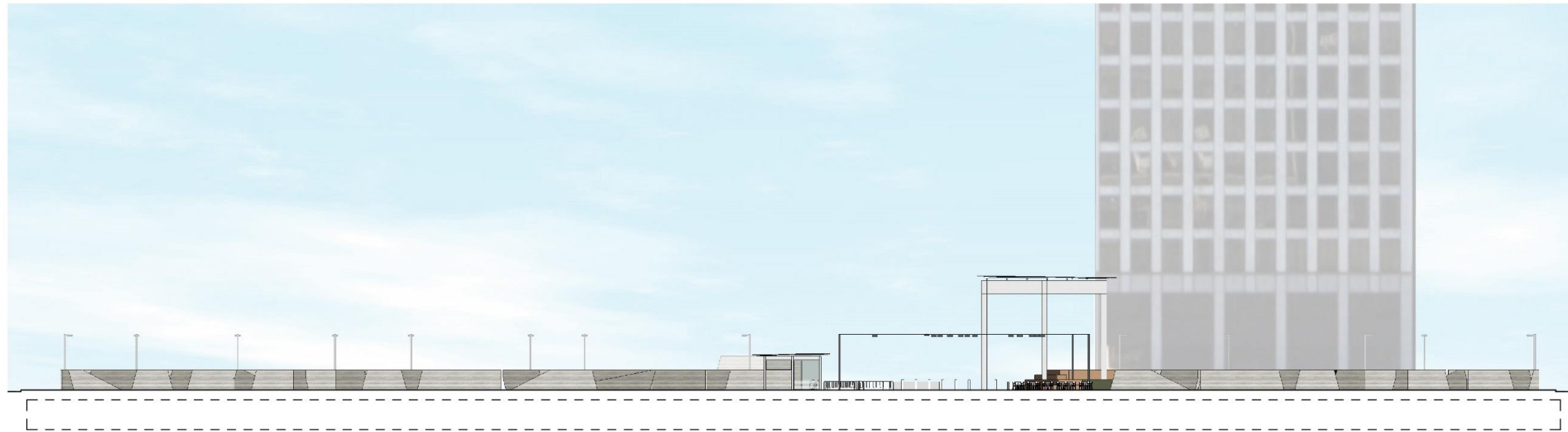


**SOUTH ELEVATION**

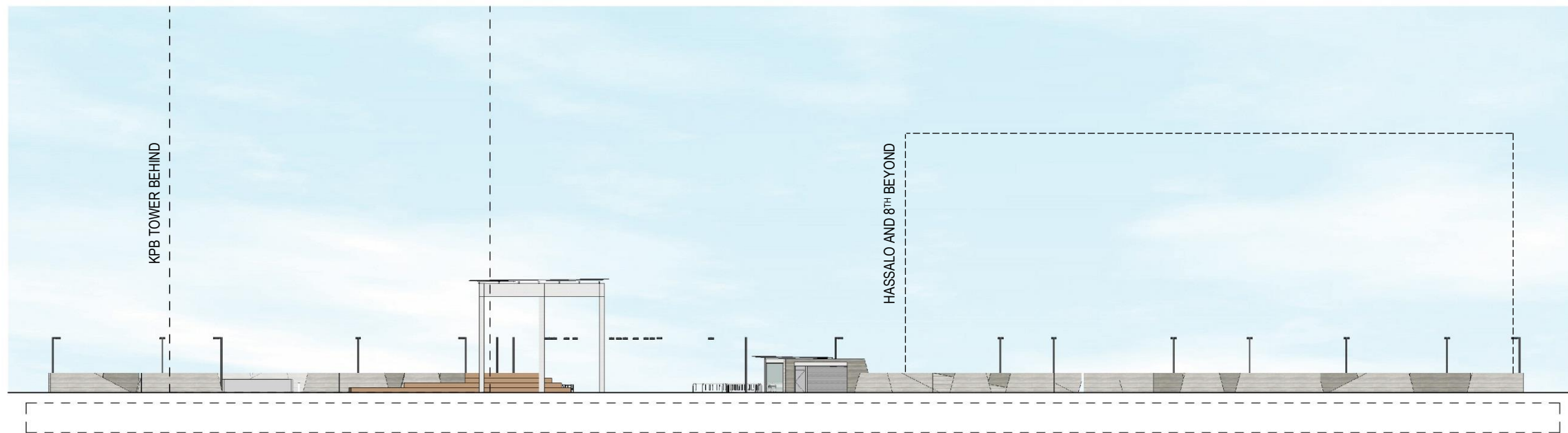


**NORTH ELEVATION**



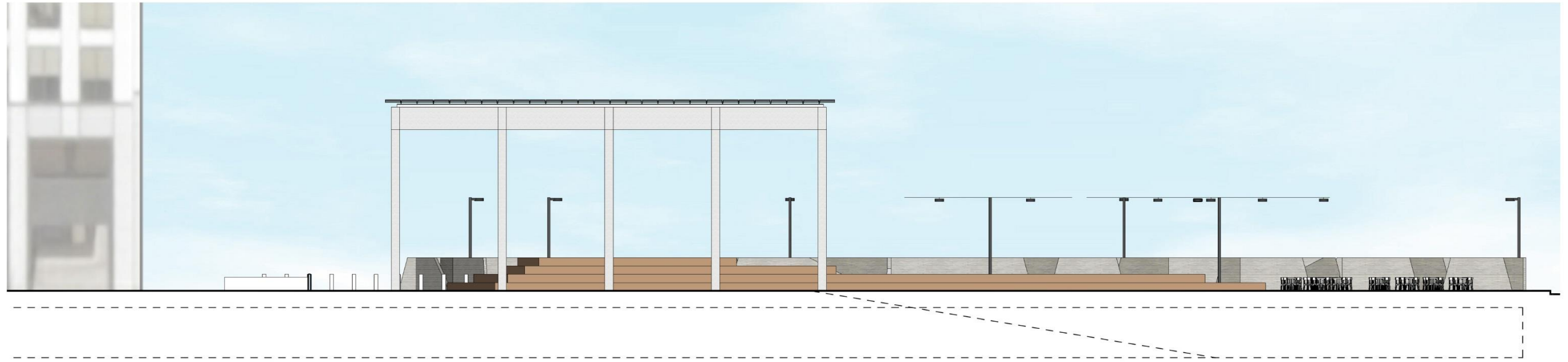


**EAST ELEVATION**



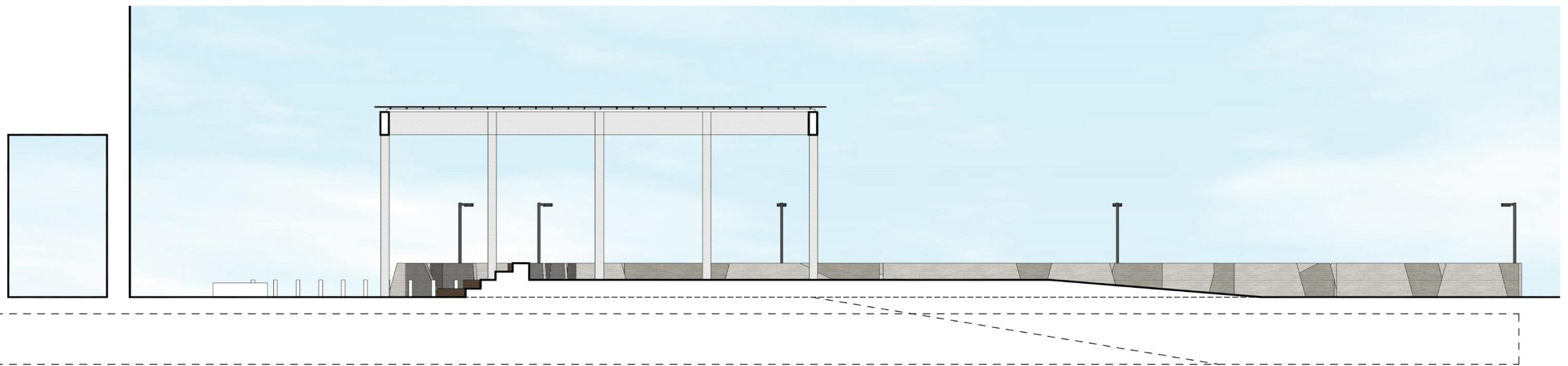
**WEST ELEVATION**





ENLARGED NORTH PLAZA ELEVATION

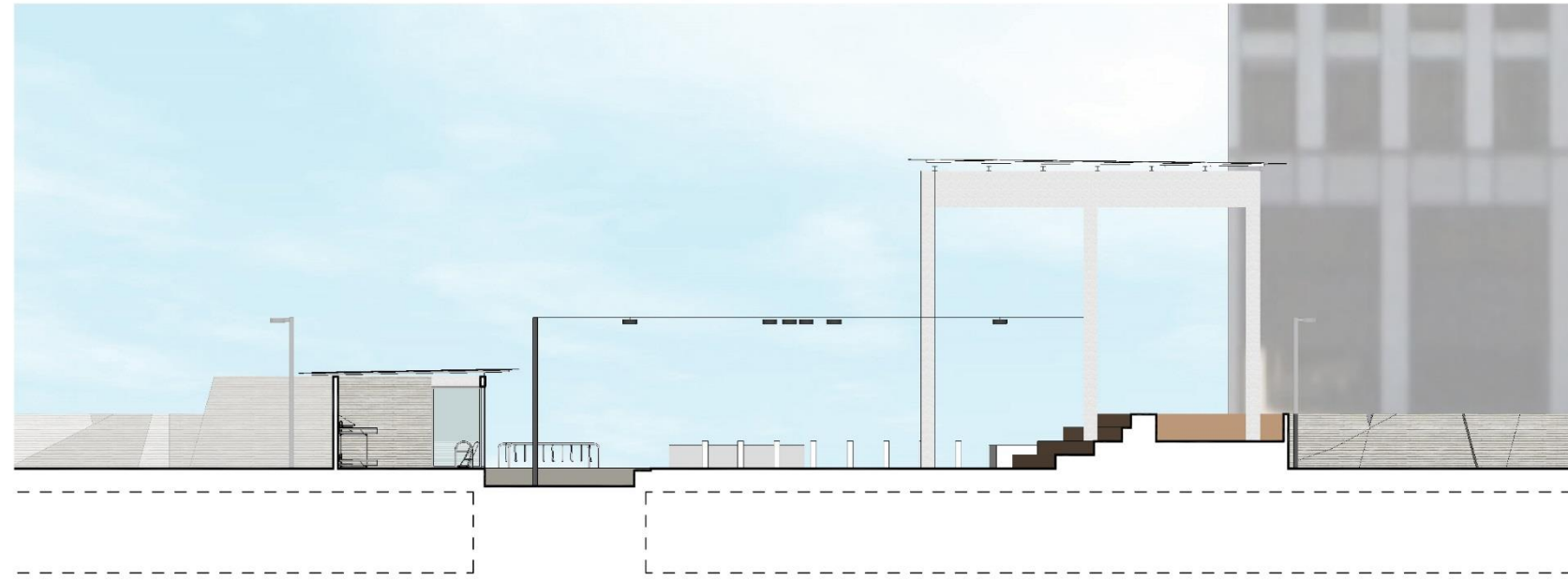
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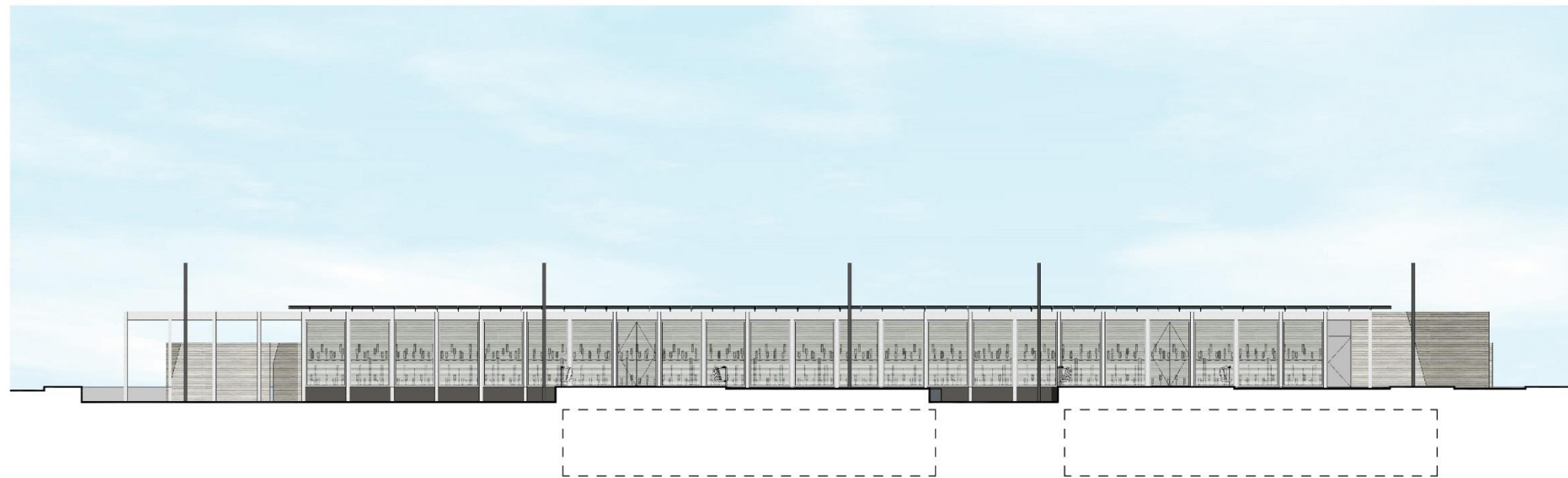
ENLARGED NORTH-SOUTH SECTION @TOWER

0 10 20





ENLARGED NORTH-SOUTH PLAZA SECTION



ENLARGED SOUTH PLAZA ELEVATION

