



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 16-137500 DZM
PC # 15-242461
Lloyd Development – 1400 NE Multnomah
REVIEW BY: Design Commission
WHEN: June 30, 2016 at 1:30 PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 /
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GENERAL INFORMATION

Applicant: Dave Otte | Holst Architecture | 110 SE 8th Ave | Portland, OR 97214

Owner: Capref Lloyd Center LLC | 2201 Lloyd Center | Portland, OR 97232

Representative: Cassidy Bolger | Portland Lloyd Center Community, LLC | 650 NE Holladay St., Suite 1600 | Portland OR 97232

Site Address: **1501 (1400) NE Multnomah Street**

Legal Description: BLOCK 152&153&160&161 TL 500, HOLLADAYS ADD
Tax Account No.: R396210170
State ID No.: 1N1E35BA 00500
Quarter Section: 2932
Neighborhood: Lloyd District Community, contact Michael Jones at 503-265-1568 & Sullivan Gulch, contact Carol Gossett at 503-449-1253.
Business District: Lloyd District Community Association, contact Brian Griffis at admin@lloyddistrict.org.
District Coalition: Northeast Coalition of Neighborhoods, contact Zena Rockowitz at 503-388-5070.
Plan District: Central City - Lloyd District
Zoning: CXd – Central Commercial zone with a Design overlay
Case Type: DZM – Design Review with Modifications
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

A Design Review is requested for the proposed Lloyd Development, which includes two mixed-use buildings (tallest 82' in height) with 677 apartments, 12 live-work units, and approximately 37,780 SF of retail organized around a diagonal pedestrian linkage with four distinct plaza spaces extending from the southwest to the northeast corners of the site. The building's main public faces front NE 13th Avenue and NE Multnomah Street. These frontages are lined with active uses and building lobbies. Services, parking access, and necessary back-of-house functions are handled on two private drives; one east-west private drive aligning with Hassalo through the middle of the Superblock, and one north-south private drive aligning with 15th Avenue along the east edge between the proposed buildings and the existing Cinema. The south edge of the project aligns with the MAX Light Rail and has no public right-of-way. The ground level of this frontage will consist of landscaping and perforated metal panels to screen the parking decks. Exterior finish materials include brick masonry, concrete panels (Okoko), metal composite panels, hardwood, weathering steel, aluminum storefront and window systems, and vinyl windows.

Long- (1304) and short- (50) term bike parking will be provided and dispersed throughout the site. The project provides a total of 542 parking spaces on the site both in structures (536) and surface spaces (6) with two access points off NE 13th and NE Multnomah. Building 2 provides 98 spaces dedicated to serve the retail uses on the site. The remaining 438 spaces are for residents. The on-site parking is currently being reviewed through a Type III Central City Parking Review (case file 16-140108 PR). The case is scheduled to go before the Hearings Officer on July 27, 2016.

Portions of the upper floors of the buildings project 30" into both NE Multnomah and NE 13th rights-of-way. These projections meet the Oriel Window standards.

Modification Requests:

- *Ground Floor Windows* (Section 33.130.230) – To reduce the 50% length and 25% area window requirements to zero along the south façade facing the LRT line.
- *Bike Parking* (Section 33.266.220.B) - Reduce the required 2' width of the long-term bike parking spaces to 18" for the vertically mounted spaces within the building.

Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code (PZC). The applicable approval criteria are:

- Central City Fundamental Design Guidelines
- Lloyd District Design Guidelines
- PZC Section 33.825.040 – Modifications Through Design Review

ANALYSIS

Site and Vicinity: The multi-acre Lloyd Center site contains one large, and several other medium sized retail buildings, connected structured parking and several surface parking lot areas. The subject Superblock site, which is currently developed with a large surface parking lot that serves the mall and the adjacent cinemas, will be separated from the mall ownership to accommodate the proposed development. The parking lot underwent landscape and pedestrian walkways improvements within the recent past as part of nonconforming development upgrades associated with the mall.

The subject site is a Superblock site as it contains previously dedicated rights-of-way that have been vacated (NE Hassalo and NE 14th). NE 15th, also vacated in 1984, runs along the eastern side of the site adjacent to the cinema development. The proposal includes the area of the vacated NE 15th for a site area of 217,344 SF (4.99 acres).

The surrounding Lloyd District contains a mixture of retail, single family to multi-family residential development, and the Convention Center and Rose Garden area further west. The site resides within the Lloyd Pedestrian District.

The site is bounded by the following frontages:

- NE Multnomah Street - designated as a Traffic Access Street, City Bikeway and City Walkway.
- NE 13th - designated as a Traffic Access Street, Local Service Bikeway and Local Service Walkway.
- NE Holladay – designated as Regional Transitway with LRT rail line.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Lloyd Sub District of this plan district.

Land Use History: City records indicate that prior land use reviews include:

- LU 06-114746 DZ: A 2006 Design Review approval to revise LU 02-132455 DZM Conditions of Approval E & F specifically the landscaping and pedestrian upgrades to the Lloyd Cinemas Parking Lot and to modify interior parking lot landscaping (33.266.130.G.3) to reduce the required 10% internal landscaping requirement to 8.4%.
- LU 02-132455 DZM: A 2002 Design Review with Modifications approval for non-conforming upgrade requirements for the parking areas of the Lloyd Center Mall.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **June 10, 2016**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E.1)
- Water Bureau (Exhibit E.3)
- Fire Bureau (Exhibit E.4)
- Bureau of Parks, Forestry Division (Exhibit E.5)
- Site Development Review Section of BDS (Exhibit E.6)

- Plan Review Section of BDS (Exhibit E.7)

The following Bureaus provided responses with comments or outstanding items:

- Planning Group of Portland Parks & Recreation provided the following comments (Exhibit E.8). Staff response in *italics*.
 - Applicant should include plenty of outdoor trash cans on its property so that refuse generated remains on-site and does not migrate to Holladay Park.
Trash receptacles are indicated in the plans submitted, which are dispersed throughout the plaza and promenade.
 - Skate clips and/or skate deterrents should be built into the Lloyd Development design.
Applicant has noted they will consider ways to incorporate skate clips/deterrents and will provide details.
 - Will there be on-street parking along the east side of NE 13th Ave.?
According to PBOT, yes, on-street parking will remain on east side of NE 13th.
 - There should be pedestrian crossing improvements on NE 13th Ave., between Holladay Park and the Lloyd Development project, to enhance safety for pedestrians and cyclists crossing midblock on NE 13th Ave. to access the park.
Design Guideline B3-1 encourages providing pedestrian crossings spaced at traditional one-block intervals, where deemed safe and appropriate by the City Engineer. The applicant has not explored this concept as the comment was recently received. The retaining wall that exists along the park frontage on NE 13th would appear to be an obstacle for park access, especially ADA. A midblock crossing would also not align with the pathways through the park, which are on the diagonal and extend only to the four corners of the park. PBOT has indicated in an informal discussion that a unsignalized pedestrian crossing on NE 13th where a high volume of cars exit the freeway at high speeds may not be safe. If a midblock crossing is desired, the applicant and Parks will need to pursue the concept and work with the City Engineer to determine if it is warranted and safe at this location.
- The Bureau of Transportation Engineering and Development Review is not yet supporting the project due to the outstanding issue that remains unresolved with regard to the proposed driveway alignment/signal upgrade requirement at the existing intersection of NE Multnomah with the Lloyd Center's driveway west of NE 15th Avenue (Exhibit E.2). The applicant needs to submit and receive approval of the Public Works (30%) permit to confirm the driveway location and design is approvable and do not impact the proposed site design. In addition, the relocation of the bus stop along the Multnomah frontage needs to be determined to ensure no dedication is necessary, which could also affect the site layout.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **June 10, 2016**. A total of 5 written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Wade Lang, American Assests Trust, 5/16/16, stating support for the project.
2. Terry Goldman, DoubleTree Hotel, 5/26/16, stating support for the project.
3. Catriona Buhayar, 6/1/16, stating support for the project.

4. AIA/APA/ASLA Urban Design Panel, June 16, 2016, stating support for the project and to focus on the south façade, the facades along the internal drives and for interactive type art rather than a spray fountain.
5. Sullivan’s Gulch, Kerns and Lloyd Community District Neighborhood Associations, stating support for the project.

Project History:

- The project has been before the Commission on 3 prior occasions in the form of a Design Advice Request (DAR) back in July, October and December of 2015. By the 3rd meeting, the Commission was supportive of the overall concept of the diagonal, multimodal path through the site. The primary concern that remained over the course of the meetings was the consistency of the massing and architecture across the superblock.

ZONING CODE APPROVAL CRITERIA**(1) DESIGN REVIEW – CHAPTER 33.825****Chapter 33.825, Design Review****Section 33.825.010 Purpose**

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055, Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Central City Fundamental and Lloyd District Special Design Guidelines.

Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon.

With the recent completion of the Oregon Convention Center, the District now serves as the “front door for Oregon and our city.” The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland’s character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**,

addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Lloyd District Design Goals

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City and Lloyd District Guidelines are addressed concurrently.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Connect Public Facilities to the River. Provide public access to, from, and along the river in a manner that connects major public use facilities in the District to the river which stimulate year-round enjoyment.

Findings for A1 & A1-1: The site is not adjacent to the Willamette River, which is to the west, on the opposite side of the Rose Quarter. However, NE Holladay Street is a key vehicle, transit and pedestrian connector to the Eastbank Esplanade. The strongest connections to the river will be the views and the pedestrian spine of NE Holladay. The NE Holladay connection is enhanced by the link to the diagonal promenade through the site. In addition, upper roof decks, residential windows and Juliette balconies will provide a connection to the river. *These guidelines are met.*

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.

Findings: The project uses a combination of elements to emphasize Portland Themes. Interactive water features that celebrate the Northwest climate, and are somewhat of a symbol of public spaces, are provided in the plaza areas. The water features also complement the overall site concept of “flow” that references both the adjacent gulch and geological formations of land flow, as well as the pedestrian flow that exists on a diagonal trajectory through the existing parking lot that connects the residential neighborhoods to the east and the transit stop at Holladay Park. Large bike storage areas and bike racks dispersed throughout the promenade support the bicycle culture in Portland. The interior and adjoining exterior spaces designed for micro restaurants and maker spaces are reflective of the small scale and creative industry that thrives in Portland. *This guideline is met.*

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City’s ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area’s character. Identify an area’s special features or qualities by integrating them into new development.

Findings for A3 and A5: The Lloyd District has a high number of Superblocks, which are concentrated in the area surrounding the Lloyd Center mall. Several of these blocks at the south end of the district were developed with buildings with large footprints that did not acknowledge the 200’ block structure. The Lloyd mall itself, once an open-air shopping center, but capped in the 1980’s to create a enclosed shopping center, also does not recognize the smaller block structure. However, in the past several years projects are being developed in the district that do recognize the City’s unique block structure, including Hassalo on Eight, Oregon Square and even the Lloyd Mall with its new south entry and plaza on Multnomah. The two former projects provide a strong and clear delineation of the open and built space, which corresponds to the two 60’ wide rights-of-way on the Superblocks, and result in building footprints and forms typical of a standard block. These buildings were also designed as an ensemble in terms of their relationship to the site, however, architecturally, they are each unique providing diversity across the large area.

Over the course of the three Design Advice Request (DAR) meetings for this project, the Commission expressed concerns with the consistent massing and repetition in the architecture on such a large site. The 5 over 1 massing combined with the proposed density also resulted in the upper floors spanning over the east/west driveway and walkways, producing large covered outdoor areas. Altering the height of the buildings was a solution offered by the Commission to address the massing, provide some variety in the architectural, as well as improve and increase the open spaces on the site.

Since the 3rd DAR, the several revisions have occurred to respond to these concerns. The buildings have been reduced on average by 30”, reducing the building footprint by 4,000 SF and adding to the open space on the site. Rooflines have been varied by 5’ in height and roof decks have been added to the 6th floors to articulate the massing. Lastly, the material and color palette has been expanded to include more variety, textures, and to complement the

gradient color shift of the paving within the promenade. While Staff recognizes these efforts to increase the diversity across the site, they are not significant enough to result in a project that enhances and identifies with the emerging character of diverse building forms and architecture on Superblocks in the Lloyd District.

The Commission expressed support for the unique diagonal pedestrian path through the site and did not indicate the building footprint or pedestrian connections needed to respect the traditional orthogonal design of the other more recent Superblock projects. However, the covered portions of the open areas where the building extends over the driveway and walkways were noted as a concern. This is not a typical feature in the district and is highly discouraged over public rights-of-way. The Commission voiced high expectations of the wall and ceiling treatment if these building extensions were to remain. The design includes composite metals in white on the ceiling with brick and vegetated walls. The success of landscaping beneath a covered area is questionable. And while brick and composite metal are both durable materials, they do not express these spaces as unique or special nor offering some purpose beyond the extra floor area they provide.

These guidelines are not met.

A3-2. Make Superblock Plazas Inviting and Easily Accessible From Holladay Street. Make superblock plazas and public spaces in superblocks fronting on Holladay Street inviting and easily accessible from Holladay Street. Public spaces should be visually connected to Holladay Street. Public/private spaces are also encouraged to be visually connected with adjacent public improvements.

Findings for A3-2: The project leverages its unique location to interweave the urban fabric through the site to connect two distinct neighborhoods with an active and generous public promenade. The diagonal pedestrian walkway and walkways along the east-west private drive provide pedestrian connections through this superblock that align with the diagonal walkways at Holladay Park to the west. The Park Terrace at the southwest corner of the site provides an inviting and identifiable access point into the series of public plazas and spaces that occur along the diagonal spine of the site. *This guideline is met.*

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

A5-1. Develop Identifying Features. Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.

A5-2. Accommodate or Incorporate Underground Utility Service. Accommodate or incorporate underground utility service to development projects.

A5-3. Incorporate Works of Art. Incorporate works of art into development projects.

A5-4. Incorporate Water Features. Enhance the quality of major public spaces by incorporating water features.

A5-5. Use Public Right-of-Way Design Criteria Established for the Lloyd District. Use the public right-of-way design criteria as established and administered by the City Engineer especially for the Lloyd District from the adopted Lloyd District Transportation Capital Improvements – District-Wide Design Criteria

A5-6. Incorporate Landscaping as an Integral Element of Design. Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

A5-7. Integrate the Civic Campus into the Lloyd District.

Integrate the Civic Campus into the Lloyd District in a manner that provides a cohesive link westerly to the river and easterly to the core of the Lloyd District. Extend the Holladay Street pedestrian project to an active terminus overlooking the Willamette River. Link river overlooks, open spaces and trails into a unified system to and along the riverfront wherever possible; create clear pedestrian connections to the riverfront; and encourage and enhance visual and physical corridors to river viewpoints and amenities. Provide safe and attractive vehicular/pedestrian access through the area that connects with development patterns in surrounding sub-districts.

Integrate bridge and freeway access ramps into the arterial streets circulation pattern.

A5-8. Integrate the Lloyd Center Shopping Center into the Lloyd District.

Through inviting pedestrian access and clear visual connections for both vehicles and people, integrate by linking the Lloyd Center with residential areas to the east and west, office areas along Multnomah Street, Holladay Park and Holladay Street transit stops. Improve and extend the Center's pedestrian access to the north. Establish pedestrian access through the shopping center that connects with development in surrounding subdistricts.

Findings for A5-1 through A5-8: Located along Portland's rail transit system, the site takes full advantage of its pivotal location for visitors to the city who come for work and entertainment. Alterations to the right of way will utilize the Public Right-of-Way Design Criteria Established for the Lloyd District including new streetlights, increased sidewalk width and street trees. The site design will enhance Holladay Park by bringing active use to the street frontage, eyes on the street from residents above, and a complimentary diagonal pedestrian access way that will add to the Park rather than compete. The diagonal connection specifically addresses the MAX Light Rail station and diagonal circulation pattern of Holladay Park, and acts as a draw through the site in a unique way. The distinct nodes along the diagonal pedestrian access way will provide a sense of identity and sense of place within the district, with places to gather, eat, shop, play, and meander. Specifically, the plaza is intended to be a food destination with multiple restaurants opening onto a deck situated to maximize access to sunshine with a playful fountain and an interactive art screen with a budget of \$500,000. Most of the utilities will be below-grade, making way for integrated landscaping that balances lush stormwater management planters with an urban streetscape of quality paving. The diagonal pedestrian access way acts as an extension of the Holladay Street pedestrian project by turning Holladay to the northeast and extending it into Sullivan's Gulch. The project also integrates the Lloyd Center into the Lloyd District by creating an urban edge along Multnomah Street filled with active ground floor uses.

Details for the art wall are needed to understand the quality, installation and operation of the large interactive piece. In addition, location of the gas meters need to be identified to ensure they are discreetly located, preferably inside the building with only the regulator on the exterior.

Once this information is provided and evaluated, these guidelines could be met.

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings: The project provides a distinct base at the ground floor with a human scale. It also provides urban edges on all sides, focusing active uses on the public streets with variety and interest. *This guideline is met.*

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent

sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

A8-1. Incorporate Active Ground-Level Uses in Parking Structures. Incorporate active ground-level uses in parking structures.

Findings for A8 & A8-1: The ground floor of the project is designed in a way to provide a dynamic experience for pedestrians. Storefronts with extensive glazing and operability encourage indoor/outdoor use of the public space. Canopies create areas for café seating and outdoor shopping. The shape of the ground plane moves in and out down the street in a sculptural and unexpected manner intended to create moments of both repose and surprise. Parking is kept away from the public realm at the interior of the buildings, always surrounded by active use spaces facing the streets, private drives, and the diagonal pedestrian access way. The only exposed parking at the ground level occurs along the south frontage, which is discussed in more detail in Findings A-9 and Section 2 (Modifications) below. The garage entries, back of house and utilities are consolidated and limited on the exterior to allow more active ground levels. The live/work units that line the Maker's Hub are designed with the residential component up in a mezzanine with large overhead doors that allow the at-grade space to serve as an active commercial storefront. *These guidelines are met.*

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

A9-1. Provide a Distinct Sense of Entry and Exit. Design and develop gateways into and within the Lloyd District that are appropriate and relate to the District's and sub-District's emerging characteristics.

C1-1. Integrate Parking. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings for A9, A9-1 and C1-1: The diagonal pedestrian access way through the site acts as a gateway at a human scale, connecting the Lloyd District to Sullivan's Gulch. The southeast corner of the site aligns with a designated Central City Gateway that is characterized primarily by the experience of entering the city via MAX Light Rail Train (LRT). Near this designated Gateway is where the MAX LRT passes by the site slowly preparing for its first stop in the Lloyd District one block to the west in front of Holladay Park. Building 2 is adjacent to the LRT alignment and Gateway and contains exposed parking along the majority of the south elevation up to at least 2 floors. Perforated metal panels attached perpendicular to the garage wall are designed to respond to the movement of the train while the vegetated wall at the west end provides a softer treatment closer to the pedestrian environment on NE 13th. There is not enough information to understand the visibility into the garage to know if this screening will be effective and of a quality that will distinguish it as a Gateway.

These guidelines are not yet been met.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B1-1. Protect Pedestrian Areas from Mechanical Exhaust. Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian

environment.

B1-3. Design Projects to Attract Pedestrians to the Broadway/Weidler Corridor

Lloyd District Guideline: Incorporate design features in new projects or building renovation which attract pedestrians and encourage their safe and enjoyable movement throughout the Broadway/Weidler Corridor and which support the corridor as a neighborhood retail area.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings for B1, B1-1, B1-3 and B2: The ground floor design of the public right-of-way will be built to Lloyd District standards and those same standards will be taken up to the building edges between the buildings and the property lines for continuity. The diagonal pedestrian access way will be treated with quality finishes and fixtures as the primary pedestrian connection through the site, which is designed to visually take priority over auto traffic to establish right of way hierarchy. The private drives will be designed as a flush condition to the pedestrian diagonal with bollards, tactile warning pavers and finishes similar to the public sidewalks. Tighter scoring in the darker colored concrete used to define the vehicle area will signify the pedestrian crossings on the site. Special lighting fixtures will highlight and enhance the diagonal pedestrian access way. This diagonal walkway will draw pedestrians from Holladay Street through the site in a northeast direction towards the Broadway/Weidler Corridor as well.

Two large loading spaces are proposed on the site within the east-west Hassalo driveway. The westernmost space is located within the pedestrian defined area with its lighter paver treatment and tactile warning pavers. Allowing large delivery and moving trucks to park within the walkway area will likely result in conflicts with pedestrians, particularly those with accessibility challenges. The frequency of deliveries would also expect to be relatively high given the amount and type of commercial space (restaurants) on the ground level. Staff recommends the loading space be designed to reside in defined vehicle area, with the walkway, bollards and tactile warning paving placed on the north side of the loading space similar to the loading space condition proposed to the east.

The width of the walkway alongside the west side of the north/south driveway appears to be rather narrow in some places, particularly where the building is angled and next to a tree well. Dimensions of this walkway are needed to ensure there is enough room for pedestrians to access the building and storefronts along this east elevation without having to go into the driveway. A 6' wide sidewalk is the minimum required by the Zoning Code.

Most of the exhaust associated with the garage ventilation, transformer and generators will be brought to the upper roof away from the pedestrian environment. The intake and exhaust associated with the ground floor tenants will be concealed in a horizontal band above the storefronts, just below the 2nd floor. One of three transformers on site is located within the ground floor of Building 2 at the southeast corner with louvered doors to allow ventilation. The location of the equipment and the ventilation is at the end of the private drive where the walkways ends and therefore will have limited impact on the pedestrian.

By relocating the loading space to the driveway area dedicated to vehicles and providing a minimum 6' wide sidewalk along the north/south driveway, these

guidelines could be met.

B1-2. Incorporate Additional Lighting. Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for B1-2 & C12: The building lighting strategy will primarily highlight building entries through the use of indirect linear lighting, mast fixtures, and catenary lights spanning across the diagonal pedestrian access way, and will further enhance the buildings nighttime presence from the street while providing a warm and safe lighting condition for pedestrians entering and exiting the building. Integral LED lighting is proposed for building entry canopies, as well as at the bollards along the promenade. *These guidelines are met.*

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

B3-1. Provide Pedestrian Crossings Spaced at Traditional One-Block Intervals.

Provide and design for pedestrian crossings spaced at traditional one-block intervals where deemed safe and appropriate by the City Engineer.

Findings for B2 B3 & B3-1: As noted in the findings for B1 and B2 above, the pedestrian walkways on the site have been designed to visually take priority over auto traffic to establish right-of-way hierarchy. Alterations to the right-of-way will utilize the Public Right-of-Way Design Criteria Established for the Lloyd District including new streetlights, increased sidewalk width and street trees. The existing crosswalks at NE 13th / Holladay and NE 13th / Multnomah will remain and the adjacent sidewalk abutting each will be rebuilt to current standards to provide consistent sidewalk design.

As noted above in the response to a Parks comment, the applicant has not explored a midblock crossing on NE 13th as the comment was received later in the review process. There also appear to be some challenges that would need to be addressed by the applicant, Parks, and the City Engineer to pursue this additional crossing. The retaining wall that exists along the park frontage on NE 13th is an obstacle for park access, especially ADA. A midblock crossing would not align with the current pathways through the park, which are on the diagonal and extend only to the four corners of the park. Lastly, PBOT has indicated in an informal discussion that an unsignalized pedestrian crossing on NE 13th where a high volume of cars exit the freeway, sometimes at high speeds, may not be safe. While a midblock crossing in an area of Superblocks is desirable, further study of one on NE 13th is necessary to see if it is appropriate and safe. This analysis would take some time and require participation by Parks and the applicant, and therefore, should occur outside of this design review process if it is desired. *These guidelines are met.*

B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open

spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings for B4, B5 and C6: Holladay Park is a major focus of this project, and has a large terrace, active use and ample ground floor windows and Juliette balconies facing it. The public open space provided on the site is the diagonal pedestrian access way which has a central plaza and a series of smaller distinct spaces. Active uses like retail, lobbies, live/work units, building entries, windows, a large interactive public art piece, and water features are utilized to make this space successful. The gradient pattern of the paving that starts out light grey at the edges of the site and progresses to darker tones is a visual expression of the pedestrian flow and reinforces the sense of arrival in the central plaza. The diagonal pedestrian access way and plazas provide ample areas for seating opportunities, socializing, and gathering, such as an outdoor market that could be accommodated near the Maker's Hub and live/work units. *These guidelines are met.*

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

B6-1. Provide Pedestrian Rain Protection. Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

Findings for B6 & B6-1: The majority of the building entrances are indicated as having canopies to provide visual interest and mark building access points and retail opportunity areas while providing weather protection to the pedestrian. The canopies are noted to extend the entire width of the storefront bays and are retractable. A section detail shows an 8'-0" deep canopy that can be opened when weather protection is needed or closed when not in use allowing more light to access the interior plaza and walkway spaces. A diagram showing the canopy locations is needed to understand the amount and location of pedestrian coverage throughout the site and along the public sidewalk.

Additionally, the areas under the buildings on the east-west private drive aligning with Hassalo provide covered areas and places where impromptu markets and gatherings can take place.

Once the canopy locations are provided and evaluated, this guideline could be met.

B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.

Findings: All areas of the building are designed for accessibility and all building entries meet ADA requirements. The project is designed to use 1:20 maximum slopes across the site and all ground floor entries and lobbies are at grade. Stairs and steps are avoided whenever possible to allow free access across the site as much as is feasible given the natural grade changes. *This guideline is met.*

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

C2-1. Maximize View Opportunities.

Findings for C1 & C2-1: The design's windows, roof decks, and Juliette balconies allow for maximum views of Holladay Park, over 1-84 to the south, to interior plazas and courtyards, and to both Mount Hood and Mount St. Helens. The building facades have distinct vertical ends with glazing and Juliette balconies that create visual connections to adjacent public spaces both on and off the site. *These guidelines are met.*

C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

C10-1. Use Masonry Materials. Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface. Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

C10-3. Use Light Colors. The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for C2, C10-1, C10-2, C10-3, C4, C5: The project provides coherency through its composition of materials and design vocabulary across the site as a unifying element. The design uses a variety of exterior materials including brick masonry, concrete panels that are light in color and gradate to dark, hardwood, metal, and glass to create facades that provide a range of visual experiences and promote a sense of permanence. The brick and light colored concrete panels are materials common in the area. The pedestrian scaled and focused elements on the ground floor (canopies, storefronts, lights, textured facades) and on the ground plane (landscaping, interactive water and art features, bollard, decorative paving outdoor dining spaces, etc) complement the attentive design along the pedestrian realm throughout Central City and emerging in more recent developments in the district. Facades are highly sculptural, transparent at the ground plane, and offer a variety of textures.

Staff has identified several items that need more attention to meet the approval criteria:

- While the Commission expressed less aversion to the use of wood at the ground level during the DAR, the areas where wood is used, is not protected from the weather and extends to the ground (i.e. without a curb). Limiting the wood to non-exposed facades and adding a curb would reduce the maintenance and increase the quality of the finish.

- Weathering steel is used for the canopy at the residential lobby entrances. This material, when not sealed, has shown to stain finishes below and is typically not supported for this reason. Sealing the weathering steel or using a different material for the canopies above residential lobbies are potential solutions.
- The facades of the splayed ends are rendered to appear as highly glazed similar to a curtain wall, yet they are detailed as punched windows (4½” recess) and feature spandrel glass. To express these as simple and glassy to contrast the more articulated facades of the rest of the elevations, the windows and spandrel glass should be more planar, include more typical materials of a curtain wall (metal and glass), or change to a true curtain wall system. A sample of the spandrel glass is also still needed.

By addressing these items, these guidelines could be met.

C1-2. Integrate Signs. Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application. Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

C13. Integrate Signs. Integrate signs and their associated structural components with the building’s overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings for C1-2 & C13: No signage is proposed at this time. *These guidelines are therefore not applicable.*

C3-2. Orient Development along the Lloyd District’s Eastern Edge toward Adjacent Neighborhoods. Design new projects along the eastern edge of the District so that they relate to the neighborhood through building orientation, building design and opportunities for public access.

Findings: The project steps down from the buildings in the Lloyd District to the west to Sullivan’s Gulch neighborhood to the east, offering a compatible scale and density. The diagonal pedestrian access way is oriented toward the adjacent neighborhoods and provides a gateway and linkage through the site between the Lloyd District and Sullivan’s Gulch. *This guideline is met.*

C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings: The project uses its corners to the fullest extent by orienting the diagonal pedestrian access way to the southwest and northeast corners of the site and locating large retail storefronts at the ground floor with entries at each corner of the site. The southeast corner of Building 2 is the exception as it faces the

terminus of a private driveway. *This guideline is met.*

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

Findings: The ground floor of the project is distinctly different from the upper floors through changes in material, angle, scale, and proportion. Awnings, portals, and articulation of the façade geometry clearly set the ground plane apart from the rest of the building. Additionally, the upper floors are set back from the ground floor for the majority of the project, helping define an urban edge while allowing the upper floors to have a more sculptural quality. *This guideline has been met.*

C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings: The ground floor level of the project is primarily flexible space that will offer opportunities for retailers, restaurants, live/work spaces, and active uses in a way that can easily change and evolve over time. *This guideline is met.*

C10. Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

Findings: The corners on the upper facades of the buildings extend over the public right-of-way by 30” to provide visual interest and a connection between the project and its neighborhood as well as visual texture and depth to the façade without dominating the street or pedestrian environment below. *This guideline is met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building’s overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City’s skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective storm water management tools.

Findings: The roof line is designed to have an expressed top with slight angles and changes in height between the different building volumes, offering dynamic silhouettes around the project. The podium rooftops are activated with outdoor gathering area and landscaping. Two decks atop the upper roofs on each building utilize the higher elevation to take advantage of views and provide additional private outdoor space for the residents. The two roof decks contain elevator overruns, large wood canopy structures and perimeter fencing all of which appear to complement the building. However, enlarged elevations and details of these elements are still needed. Numerous rooftop mechanical units are also proposed with 8’ tall screening. A perforated metal panel screen is proposed to the height of the installed mechanical unit to obscure the utilitarian elements.

Once the enlarged elevations and details of the rooftop elements are provided and evaluated, this guideline could be met.

(2) MODIFICATION REQUESTS – CHAPTER 33.825

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following Modifications are requested:

Modification #1: Ground Floor Windows – To reduce the 50% length and 25% area window requirements to zero along the south façade facing the LRT line (Section 33.130.230).

Purpose: In C zones, 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;*
- *Avoid a monotonous pedestrian environment.*

Findings: The project is designed to maximize active use spaces and ground floor windows in all areas where pedestrians and public sidewalks and walkways are located. As such, the parking areas are relegated to spaces that do not front exterior walls where people are walking, stopping, biking, or generally occupying. The south façade of Building 2 has no public access for pedestrians, and only has a sidewalk for fire access. There is no street frontage along the south façade and only the MAX train interacts with this side of the building. Because open parking is located along this façade, a patterned screen of metal fins as an apparatus for growing lush vines is proposed. The applicant states “the vertical fins will screen headlights better than ground floor windows, and give a three dimensional texture to the façade that provides visual interest and a lively frontage for passengers on the MAX train as they enter the Central City”. While this approach to screening the garage in a manner that is responsive to the adjacent MAX alignment is interesting, there is not enough information to ensure this design will be successful as a garage screen or Gateway element. As noted above, this façade does not face a pedestrian sidewalk, however, it is experienced by people in cars, trains and in the surrounding area. The extent of the proposed screening (~350’ in length up to several floors), as well as the Central City Gateway designation at the eastern end of the site, further emphasize the need to ensure an effective and quality treatment to better meet guidelines A9 (Strengthen Gateways) and C1-1 (Integrate Parking).

This guideline has not yet been met.

Modification #2 Bike Parking - Reduce the required 2' width of the long-term bike parking spaces to 18" for the vertically mounted spaces within the building (PZC Section 33.266.220.B).

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Findings: The majority of the long-term bike spaces for the project includes the use of a two-tiered bike tray parking system to optimize space requirements. The Dero Decker bike rack system is identical to one recently approved for the SW 4th and Harrison project as well as other projects throughout the City. This two tier system is manufactured with an 18" spacing rather the 2' required by code. Transportation has considered the reduced 18" width on numerous projects when the mounts include a vertical offset of 6", which this system will be customized to provide. The stagger of the mounts allows for the racks to function as well as a rack meeting the 2' width. Allowing the bikes to be closer together maximizes the number of bikes that can be parked. It would also create extra space within the bike parking room for bike racks that could support larger/or uniquely designed bikes. The pneumatic lift system enables anyone of any agility to store their bike in the upper trays of the rack. The system allows for bikes to be locked by any type of lock.

Because these racks will be used by residents and tenants, it can be assumed that they will have some familiarity with the rack systems. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. The proposed functional and space efficient system also better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as lobby and retail spaces better meeting guideline A8 (Contribute to a Vibrant Streetscape). *This approval criteria has been met.*

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The design has evolved since the 3rd DAR with significant improvements to the public and private outdoor spaces and the active ground floor uses and storefronts. More subtle changes have occurred to address the DAR concerns with consistency of the massing and architecture including a reduced footprint, varied roofline, and material and color variety. Staff finds these more restrained revisions do not provide the

type of diversity in the form or architecture to enhance the more distinct buildings and development emerging in the Lloyd District. Staff has identified additional items of concern and items the applicant is working to resolve below:

Outstanding concerns:

- Sameness in Architecture and Form
- Material Quality (wood and weathering steel)
- Exposed Garage Treatment (south façade)
- Loading location (in pedestrian area)
- Outdoor Spaces & Elements (soffit treatment of covered areas & green walls)
- Façade Details

Items to be resolved:

- Canopy locations
- Spandrel window samples
- Art piece details
- Elevator overrun, rooftop trellis and fence details
- Confirmation of gas meter locations
- Walkway width
- PBOT process to confirm driveway and signal details on Multnomah and finalize bus stop relocation

Based on these outstanding items, the following Central City Fundamental Design Guidelines and Lloyd District Design Guidelines, as well as the Modification approval criteria, have not been met:

- A3 Respect the Portland Block Structures
 - A5 Enhance, Embellish, and Identify Areas
 - A5-3 Incorporate Works of Art
 - A9 Strengthen Gateways
 - C1-1 Integrate Parking
 - B2 Protect the Pedestrian
 - B6 Develop Weather Protection
 - B6-1 Provide Pedestrian Rain Protection
 - C2 Promote Quality and Permanence in Development
 - C5 Design for Coherency
 - C11 Integrate Roofs and Use Rooftops
- Modification Approval Criteria of Section 33.825.040

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

Until the concerns and items identified above are resolved, Staff is not able to support the Design Review and Ground Floor Window Modification, and therefore must recommend denial at this time.

Staff does recommend approval of the Modification to reduce the bike parking space width.

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Procedural Information. The application for this land use review was submitted on March 18, 2016, and was determined to be complete on May 12, 2016.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on March 18, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G.3.

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must

contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

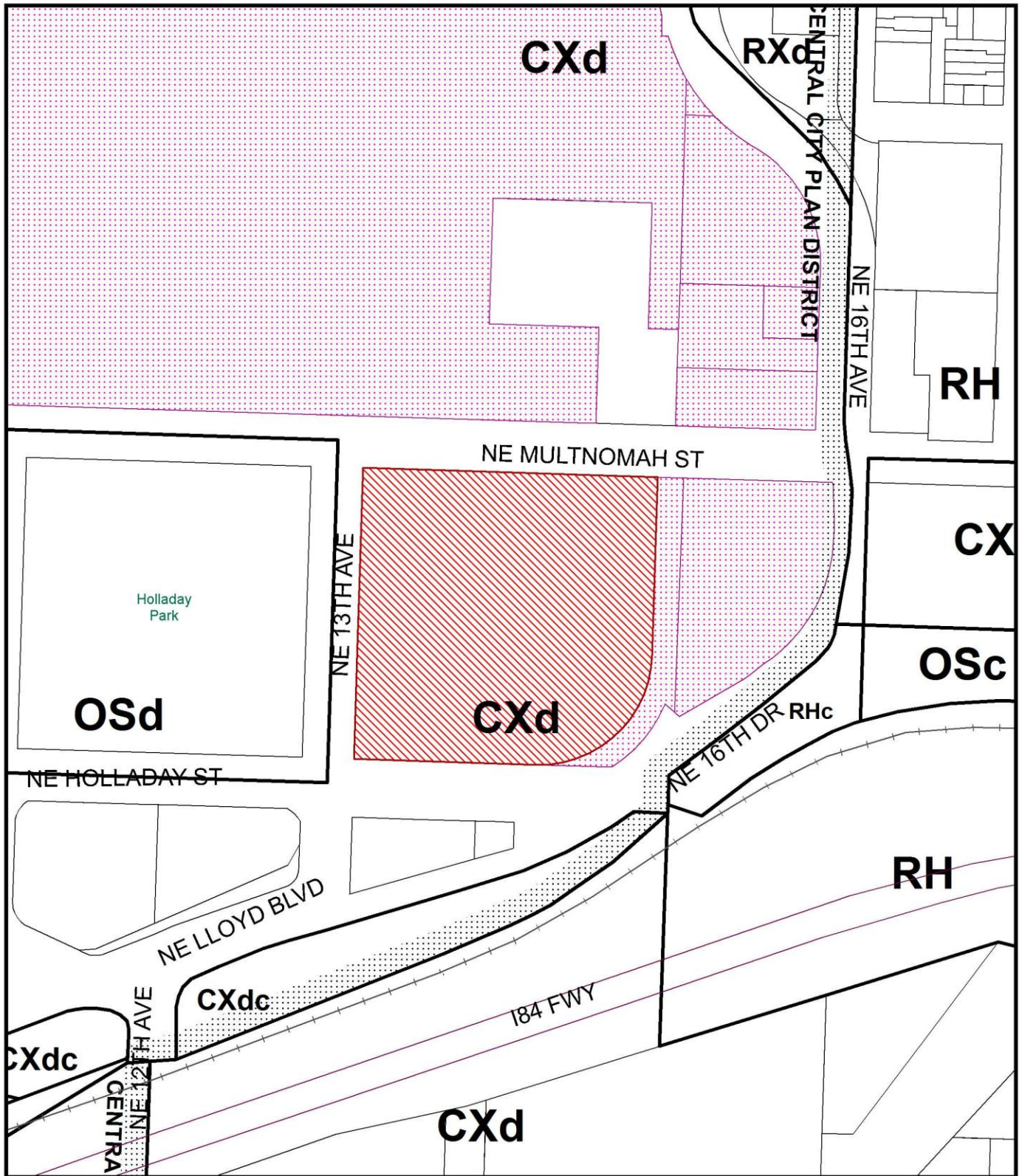
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Staci Monroe
June 23, 2016

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Project narrative, zoning summary & approval criteria responses dated 3/18/16
 - 2. Stormwater Report dated March 2016
 - 3. Original Drawing Set dated 3/18/16
 - 4. Transportation Demand Management (TDM) & Parking Plan dated 5/2/16
 - 5. Project narrative, zoning summary & approval criteria responses dated 5/10/16
 - 6. Applicant's response to 3rd Design Advice Request (DAR)
 - 7. Applicant's response to Staff Incomplete Letter
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Through 257 (C.137, C.143, C.144, C.147, C.148 attached)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Bureau of Parks, Forestry Division
 - 6. Site Development Review Section of BDS
 - 7. Plan Review Section of BDS
 - 8. Planning Group of PP&R
- F. Letters
 - 1. Wade Lang, American Assests Trust, 5/16/16, stating support for the project.
 - 2. Terry Goldman, DoubleTree Hotel, 5/26/16, stating support for the project.
 - 3. Catriona Buhayar, 6/1/16, stating support for the project.
 - 4. AIA/APA/ASLA Urban Design Panel, June 16, 2016, stating support for the project and to focus on the south façade, the facades along the internal drives and for interactive type art rather than a spray fountain.
 - 5. Sullivan's Gulch, Kerns and Lloyd Community District Neighborhood Associations, stating support for the project.
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter dated 3/18/16
 - 3. Signed Evidentiary Hearing & 120-day Review Waiver



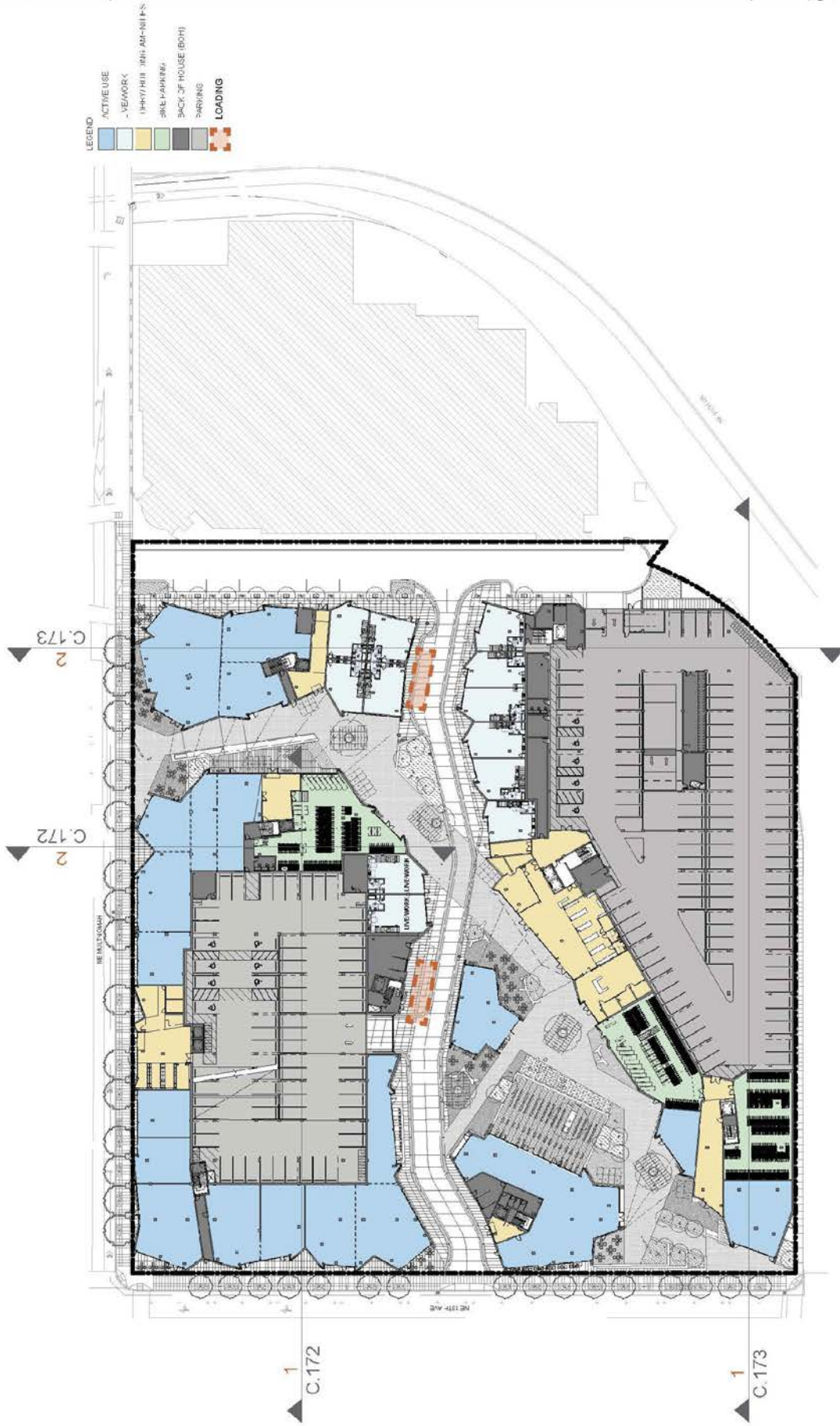
ZONING

-  Site
-  Also Owned Parcels

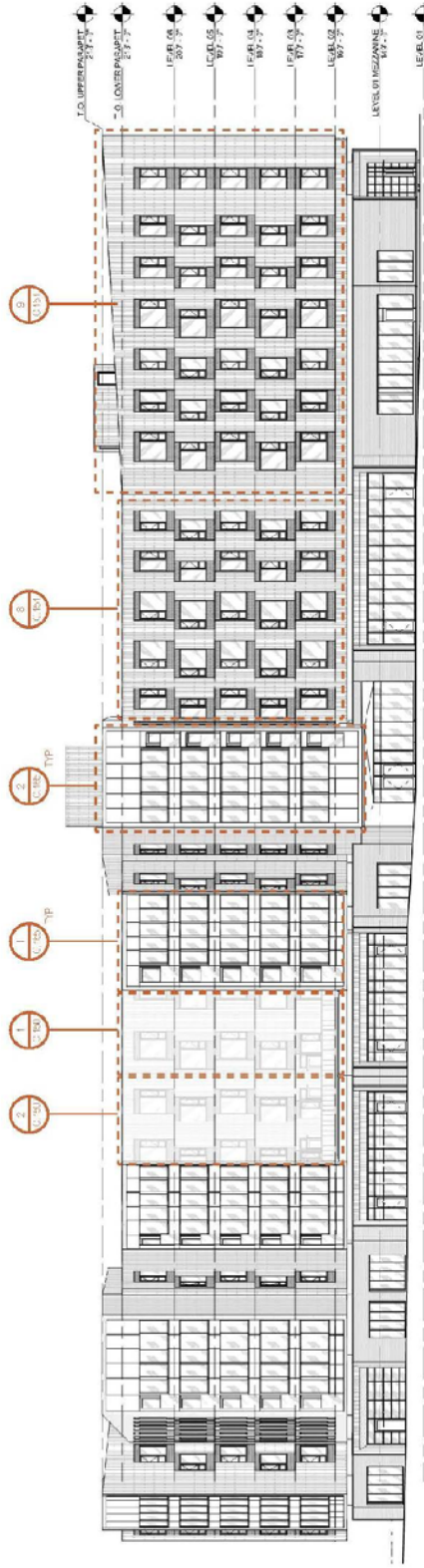


This site lies within the:
CENTRAL CITY PLAN DISTRICT
LLOYD DISTRICT SUBDISTRICT

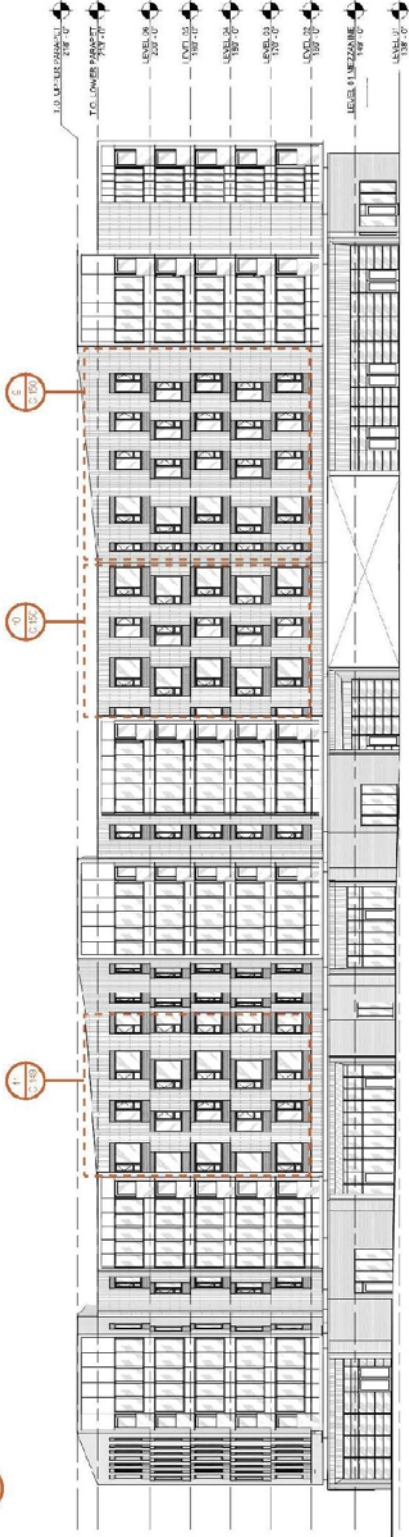
File No. LU 16-137500 DZM
 1/4 Section 2932
 Scale 1 inch = 200 feet
 State_Id 1N1E35BA 500
 Exhibit B (May 12, 2016)



Site Plan (1/64"=1')

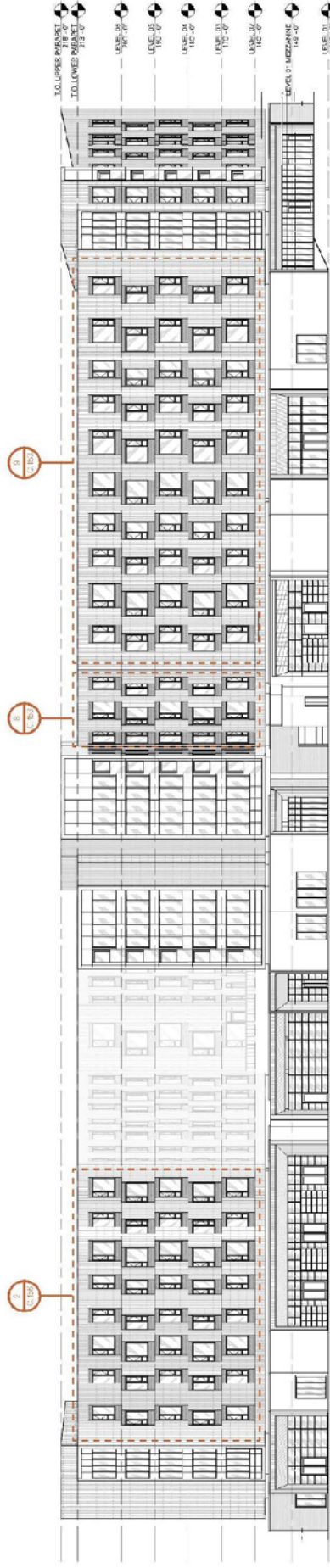


2 BLDG 1 NORTH ELEVATION



1 BLDG 1 WEST ELEVATION

Project Elevations (1/32"=1')

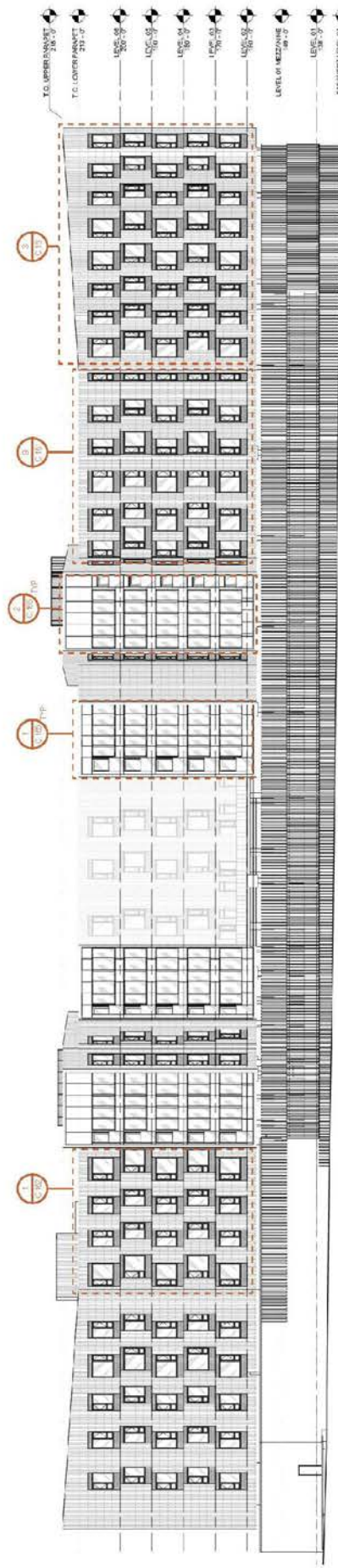


2 BLDG 1 SOUTH ELEVATION 1

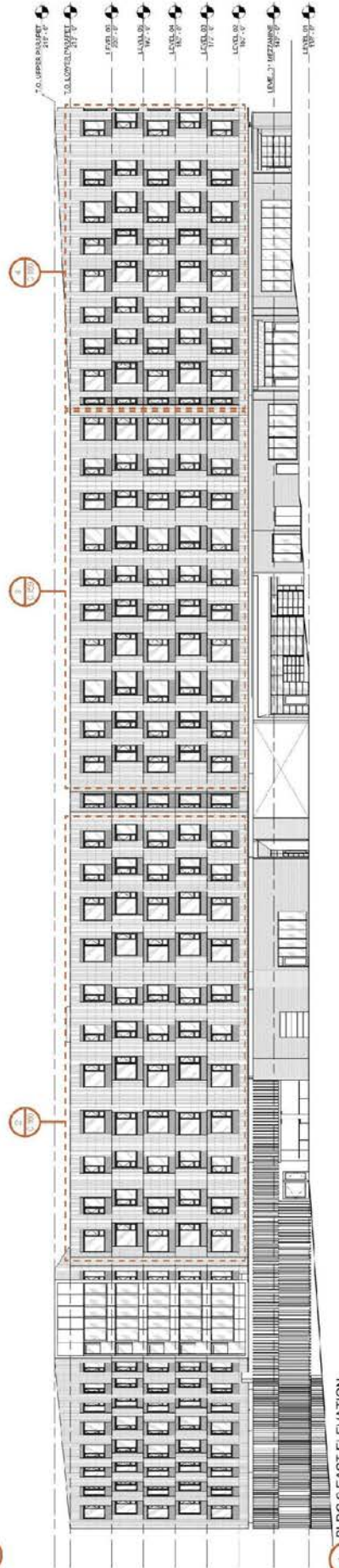


1 BLDG 1 EAST ELEVATION

Project Elevations (1/32" = 1')



2 BLDG 2 SOUTH ELEVATION



1 BLDG 2 EAST ELEVATION

Project Elevations (1/32"=1')