



City of Portland, Oregon
Bureau of Development Services
Land Use Services

FROM CONCEPT TO CONSTRUCTION

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

MEMORANDUM

Date: July 15, 2016
To: Portland Design Commission
From: Benjamin Nielsen, Development Review, 503-823-7812
Re: 16-188383 DA – 5 MLK
Design Advice Request Summary Memo July 21, 2016

Attached is a drawing set for the Design Advice Request for a proposed new full-block, mixed-use retail, office, and residential building in the Central Eastside Subdistrict of the Central City Plan District. The proposal, on a 30,905 square foot site at the southwest corner of the intersection of E Burnside St and SE Martin Luther King Jr Blvd (address is 5 SE MLK Blvd). Note that the applicants' material incorrectly lists the site area as 31,176 square feet.

Development Team:

Architect: Donald G. Copper & Joseph Dietz, GREC Architects
Developer: Kurtis Fusaro, Gerding/Edlen Development
Project Valuation: "Over Type III Threshold"

DAR Discussion Items

1. Concept & Massing

- a. The building is composed of two primary masses: a five-story full-block plinth and a 12-story "L"-shaped tower. The building's massing, materiality, and detailing is split into two distinct concepts. Is a stronger and more unified design concept between the plinth/base and the upper stories needed?
- b. The building's massing—of the upper stories in particular—also doesn't capture the invention, innovation, and expressiveness found in recently-approved and constructed buildings on the north side of the bridge. Would a more expressive building with its massing oriented towards E Burnside could help strengthen the bridgehead gateway?
- c. Does the scale of the plinth portion of the building successfully approximate the scale of traditional warehouse buildings on the west side of MLK, and is it important for the building to do so?
- d. The plinth's embrace of the large curve at the southwest corner of the site and the plinth's erosion from that corner to form terraces are strongly-defining elements of the proposal. Could that form the basis of a revised design?

2. Ground Floors/Programming

- a. Large areas of inactive space are located on the north half of SE 3rd. Could the back of house uses be further consolidated? Currently, no overhead door is indicated in plan at the parking entrance.
- b. The steep grade along SE Ankeny creates challenges in activating the building edge, and a portion of the underground parking, though enclosed, is exposed here.
- c. Physical pedestrian connections to the building and its public spaces are provided mostly from SE MLK, except for the Bike Lounge entry off of Burnside and retail entry at the southwest corner of the site.
- d. The very visible "Bike Lounge" along E Burnside is perhaps partway to being an active space. Could this become a space that successfully activates the street/bridge through the use of lounge or bike repair program elements?

- e. The provision of ground floor setbacks and lack of horizontal canopies effectively shift the pedestrian zone to private land, close to the building, and in the traditional frontage zone of the sidewalk. Are canopies desired along all four sides of the building?
- f. Opportunities may exist to create unique outdoor stopping places along SE Ankeny: the applicants should explore extending the curb and sidewalk at the southwest corner of the site to create a small plaza area. The linear park concept shown along SE Ankeny St may also help to mitigate some of the difficult topography. Both interventions would require PBOT public works approval. Are these concepts worthy of further study?

Project Summary

- **Zoning.** EXd – Central Employment with Design Overlay.
- **FAR.** Maximum base FAR = 9:1. A bonus of up to 3:1 may be earned. No program square footage is given, but the applicants propose to nearly max out the total allowed FAR with bonus at 12:1, or approximately 370,000 square feet. The residential FAR bonus option will likely provide the full 3:1 bonus.
- **Height.** Max height allowed = 200'-0". Currently proposed at 200'-0" to top of parapet. Mechanical penthouse and elevator penthouse projects an additional 12'-0" above, and mechanical screen projects 17'-0" above the parapet. No height bonuses are allowed on this site.
- **Ground Floors.** The proposed building has two ground floors due to the site's topography. The upper ground floor contains a "bike lounge" and long-term bike parking, a combined residential and office lobby, and a large retail space along SE MLK. A double-height retail space on the lower ground floor occupies the space at the southwest corner of the site. The rest of the lower ground floor, at the elevation of SE 3rd Ave, houses back of house uses, parking, and loading.
- **Plinth.** The plinth above the ground floors houses office uses. The plinth massing erodes from the southwest corner, forming landscaped terraces up to the 6th floor, where the residential tower begins.
- **Tower.** The "L" shaped tower extends up from the 6th floor and contains the residential units. The 6th floor and the 21st floor contain amenity spaces and outdoor spaces for use by residents.
- **Materials** are not yet directly identified; however the applicants have indicated that the primary cladding material on the tower is proposed to be cementitious panel material like that used on the Casey Condominium building. The plinth appears to be a glass and spandrel glass curtain wall with fins of an undefined material.

Potential Modifications & Adjustments.

Staff has identified the following potential Modifications & Adjustments:

- **Adjustment #1 – Loading Standards** (33.266.310.C.2.c)
 - Required:** Buildings where any of the floor area is in uses other than Household Living must meet the following standard: Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.
 - Proposed:** Provide one Standard A loading space.
- **Modification #1 – Height** (33.140.210.B.2)
 - Required:** Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limit as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

- a. Elevator mechanical equipment may extend up to 16 feet above the height limit; and,
- b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limit.

Proposed: Allow mechanical equipment and screening and a stairwell enclosure to cover 14.5% of the roof area above the height limit; allow the mechanical equipment and screening and a stairwell enclosure to exceed the height limit by 12'-0" for the space designated Mechanical Room on the Roof Plan and by 17'-0" for the space designated Mech Area on the Roof Plan; and to allow the elevator mechanical equipment to be located within 14'-0" of the south edge of the roof.

▪ **Modification #2 – Required Building Lines** (33.510.215.D.1.b)

Required: *(Note: For this site, the standard applies along only the SE MLK Blvd frontage.)* The building must extend to within 12 feet of the street lot line for 75 percent of the lot line. Except in the South Waterfront Subdistrict, the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."

Proposed: Allow the extension of the sidewalk for 68.2% of the street lot line along SE MLK Blvd, and for the remainder of the street lot line to be occupied by landscape planters.

- **PBOT Design Exception** – Approval from PBOT will be required to allow two driveways (one for the parking garage and the other for the loading space) to be in close proximity.

Approval Criteria

The Design Review approval criteria for this site are the Central City Fundamental Design Guidelines and the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan. The Modifications approval criteria are listed in Section 33.825.040 of the zoning code. The Adjustment approval criteria are listed in Section 33.805.040 of the zoning code.

Please contact me with any questions or concerns.

Attachments: Applicants' Project Description

Central City Fundamental Design Guidelines
(<https://www.portlandoregon.gov/bps/34250>)

Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan (<https://www.portlandoregon.gov/bps/article/58819>)

Central City Fundamental Design Guidelines/Central Eastside Design Guidelines Matrix