



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: October 14, 2016
To: Portland Design Commission
From: Benjamin Nielsen, Development Review, 503-823-7812
Re: 16-188383 DA – 5 MLK
Design Advice Request Summary Memo – October 20, 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 31,176 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). This hearing is continued from July 21, 2016 and September 8, 2016.

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. Massing & Façade Concept

- a. The applicants have discarded the previously-proposed “west wing” concepts. Massing concepts considered are shown on pages 10-13.
- b. The applicants have focused their efforts on two versions of a scheme titled “layers” which incorporates the two-towers and connector concept presented in the “pinwheel” scheme at the last hearing. The “Layers A” scheme orients the two towers in a north-south direction, and the “Layers B” scheme orients the two towers in an east-west direction. In both schemes, terraces are placed at the southwest and northeast corners of the building, and these terraces are connected via a one-story aperture that runs under the connector between the two towers.
- c. Both schemes are shown clad with a series of slightly-shifting vertical elements which disintegrate as they move from the top to the base of the building. These elements span both the residential towers and the office base.
- d. No successful “scheme X” developed from the massing studies is shown.
- e. The applicants have also provided diagrams which address questions raised about how this building acts as a gateway and how it sits within the broader city. In addition to the obvious monumentality of adding a tall building across E Burnside from the Yard, the applicants show how their proposals relate to the Yard’s orientation towards the west. And, perhaps more-importantly, the diagrams begin to show how their proposed schemes integrate into the public, semi-public, and semi-private spaces developing around the bridgehead and how they form the southern edge of the urban space centered on the Fair-haired Dumbbell and the Sideyard.
- f. Possible discussion items:
 - 1) Do the massing and facade concepts successfully unify the towers and the base?
 - 2) Staff believes that the verticality in the new façade design concept is much stronger than previous façade designs shown. During the development of this package, the applicants presented a draft version of the façade concept which

more clearly distinguished between the tower masses and the podium by using the same simple glazing pattern shown on the tower connector at the base. Despite previous commission comments pushing for greater unification of the tower(s) and the podium, should the two towers read as more distinct massing elements from the podium/terraces?

- 3) Is one orientation of the “Layers” concept more successful than the other, and, if so, which components of that massing scheme are the most important with respect to the building’s relationship to the bridgehead and the greater city.

2. Other Issues

- a. The ground floors remain largely the same, though the back-of-house space on the west side of the building has been reduced slightly to improve the experience along the sidewalk. The ground floor windows modification discussed at the last hearing should no longer be needed.
- b. The applicants have been working with PBOT to square-off the southwest corner and provide additional public space in the right-of-way (no street vacation is proposed, so the development still must incorporate the curve at the southwest corner). Currently, large areas of green space are shown between the sidewalk and the building here, though staff has commented that the outdoors space and retail use may be more successful with the sidewalk up against the building and green space pushed towards the street.
- c. The applicants are studying ways to incorporate large operable windows similar to those used in the Cyan/PDX building, and may show that study at the hearing.

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.

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: This Modification may still be necessary, but has not been fully evaluated by staff. The proposal appears to integrate well with the roof and architectural massing, so staff would likely be able to recommend approval to this Modification.

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

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: Revised Drawing Package dated October 7, 2016

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>)

Summary Notes from the Design Advice Request Hearing held on July 21, 2016

Summary Notes from the Design Advice Request Hearing held on September 8, 2016