



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 16-291413 DZM
LLOYD DEVELOPMENT (3 BUILDINGS)
 REVIEW BY: Design Commission
 WHEN: March 15, 2018 at 1:30 PM
 WHERE: 1900 SW Fourth Ave., Room 2500B
 Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 / staci.monroe@portlandoregon.gov

PLEASE NOTE: Approval Criteria found not to be met by the proposal are boxed. Approval Criteria that could be met with additional information are underlined.

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: **1510 NE MULTNOMAH STREET & 2201 NE LLOYD CENTER**

Legal Description: BLOCK 172&173 TL 7100, HOLLADAYS ADD; BLOCK 174 INC PT VAC STS LOT 1&2 LOT 7 EXC PT IN ST, HOLLADAYS ADD; BLOCK 174 INC PT VAC ST LOT 3 INC PT VAC ST LOT 4 EXC PT IN ST LOT 5 EXC PT IN STS; LOT 6 EXC PT IN ST, HOLLADAYS ADD; BLOCK 174 INC PT VAC ST LOT 8 EXC PT IN ST, HOLLADAYS ADD; BLOCK 175 TL 6500, HOLLADAYS ADD; BLOCK 176 LOT 1-6 TL 6400, HOLLADAYS ADD

Tax Account No.: R396211610, R396211690, R396211710, R396211760, R396211770, R396211880

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Quarter Section: 2932

Neighborhood: Sullivan Gulch, contact DJ Heffernan at djheff1@gmail.com. Lloyd District Community, contact Cassidy Bolger at bolger.cassidy@gmail.com.

Business District: Lloyd District Community Association, contact Brian Griffis at admin@lloyddistrict.org.

District Coalition:	Northeast Coalition of Neighborhoods, contact Jessica Rojas at 503-388-5030.
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:

The applicant seeks Design Review approval for the 2nd phase of the Lloyd Redevelopment project in the Lloyd Sub District of Central City. Phase 1, approved in September of 2016, included redevelopment of the large surface parking lot on the south side of NE Multnomah immediately west of the existing cinema site, with 2 mixed use buildings and a series of public plaza spaces and walkways (LU 16-137500 DZM).

Phase 2 includes multiple properties and buildings as follows:

- Redevelops the property on the south side of Multnomah at 16th currently occupied by Lloyd Cinemas and the surface parking lot on the north side of Multnomah adjacent to the Sears building in the Lloyd Center mall.
- Three, 5 to 7-story buildings (84'-6" tallest height) providing approximately 668 residential units (20 on the ground level), approximately 34,300 SF of retail, and 9 live-work units dispersed throughout the site.
- Below-grade parking in the northern two buildings for 252 vehicles accessed off the vacated NE 15th Avenue, which is a private driveway immediately west of the site.
- Bike parking is provided within building frontages for short-term spaces (34 provided) and within secured rooms in the parking structure and building for long-term bike storage (844 provided).
- Loading is provided alongside the southern building off the vacated NE 15th driveway (one large Type A loading space) and within the below-grade parking structure of the northern two buildings (two Type B loading spaces).
- Two public urban plazas, one between the northern two buildings and one fronting NE Multnomah at the southern building. The plazas and pedestrian connections through the site are designed to meet the Superblock requirements of Chapter 33.293. Additional outdoor amenity spaces are provided by balconies and a series of roof decks and terraces.
- Primary exterior finishes include brick, metal, hardwood and glass.

The following two Modifications are requested:

1. *Superblock Walkway* – To allow the required 12' walkways to be reduced in some areas to accommodate trees and light poles along the pedestrian paths. (PZC Section 33.293.030.A.2.a)
2. *Bike Parking* - To reduce the bicycle parking space width from the required 2' to 18" inches for the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C)

A Type 3 Design Review is required for new development within the Lloyd Sub District of Central City per PZC Sections 33.420.041.A and 33.825.025.A, Table 825-1 of the Portland Zoning Code.

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

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 project site consists of two Superblock properties; one on the south side of Multnomah which is currently developed with the Lloyd Cinemas and a large surface parking lot that serves both the mall and adjacent cinemas, and the other is north of Multnomah, which is developed with surface parking that serves the Lloyd mall. The first phase of this project will occupy the large parking lot on the south side of Multnomah. The cinemas will relocate to the north side of Multnomah under a current proposal to remodel and expand the Sears building immediately west of the driveway that aligns with 15th Avenue.

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 subject site is served well by public transportation. Stops for several TriMet bus routes are located on streets surrounding the site, and there is a station for the Metropolitan Area Express (MAX) light-rail train (Red, Blue, and Green Lines) located nearby at NE Holladay Street and NE 11th Avenue. The newly opened Central Loop line of the Portland Streetcar has two stops nearby: on NE 7th Avenue near Multnomah, and on NE 7th near Halsey.

The street classifications are as follows:

- NE Multnomah Street - designated as a Transit Access Street, City Bikeway and City Walkway.
- NE 16th – designated as Transit Access and Major City Traffic Street, City Bikeway, City Walkway.
- Vacated NE 15th – private driveway

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.

Relevant Land Use History:

- LU 16-137500 DZM: A 2016 Design Review approval with Modifications to redevelop large surface parking lot with 2 mixed use buildings and a series of public plaza spaces and walkways.
- 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 February 23, 2018. The following Bureaus have responded with no issue or concerns:

- Water Bureau (see Exhibit E.2)
- Fire Bureau (see Exhibit E.3)
- Bureau of Transportation Engineering (see Exhibit E.4)
- Bureau of Parks-Forestry Division (see Exhibit E.5)
- Plan Review Section of BDS (see Exhibit E.7)

The applicant has been coordinating with Trimet on relocation of bus stops along the site’s frontage. A planner with Trimet has confirmed the current proposal does not conflict with a plan for the final bus stop locations and temporary locations will be determined as the project approaches its construction phase (see Exhibit E.8).

The following Bureau and Section of BDS do not yet recommend approval as stormwater requirements have not been demonstrated to be met. The applicant is working to resolve inconsistencies in the submittal and provide additional information requested.

- Bureau of Environmental Services (see Exhibit E.1)
- Site Development Section of BDS (see Exhibit E.6)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 23, 2018. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

Project History:

- The project has been before the Commission on two prior occasions in the form of a Design Advice Request (16-291429 DA) on February 16, 2017 and more recently on November 30, 2017. Summaries of both meetings are included in Exhibits G.5 and G.6.
- The Design Review application:
 - Submitted on December 27, 2016, before the regulations of PZC Section 33.245 (Inclusionary Housing) went into effect on February 1, 2017.
 - Applicant signed a full extension within 21 days of the application submittal to extend the review period to 365 days and for an evidentiary hearing before Council in the event of an appeal (see exhibit G.3). The 365-day review period ends on June 22, 2018.
 - Application was deemed incomplete on January 26, 2017.
 - Applicant requested application be deemed complete on June 22, 2017.
 - Applicant requested to not have the 1st public hearing within 51 days of the completeness day and requested it be postponed to the upcoming hearing on March 15, 2018.

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 Multnomah and Holladay Streets are key vehicle, transit and pedestrian connector to the Eastbank Esplanade. The connection is enhanced by the integration of pedestrian walkways and plazas between the north and southern buildings that link to the diagonal promenade through the first phase immediately west of the southern building. The connections to the river will be further enhanced in the future with the addition of the Green Loop which will intersect both Multnomah and Holladay at 7th Avenue. The upper roof decks, residential windows and balconies will provide opportunities for visual connections 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 including a large fountain as a focal point of the northern plaza, which is a theme of public spaces within the district. Large bike storage areas and bike racks dispersed throughout the project support the bicycle culture in the City. Finally, live/work units, which were characteristic of phase 1, support and reflect 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.

A3-2. Make superblock plazas inviting and easily accessible from Holladay Street

Lloyd District Guideline: 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 with adjacent public improvements.

Findings for A3 and A3-2: The north and middle buildings are divided into approximations of the Portland Block Structure with a plaza and public walkway. The project is not between the Convention Center and Lloyd Center, and is not adjacent to Holladay Street, however the design allows for maximum access and views to Lloyd Center, as well as celebrated terminus points to the adjacent project's diagonal promenade that connects to Holladay. *These guidelines are 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.

A5-4. 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 A4, and A5-1 through A5-8: The project meets these district specific characteristics in the following ways:

- The project integrates numerous elements that characterize the Lloyd District, including a variety of public spaces that are both urban and green, water features, extensive and diverse landscaping and stormwater facilities, a water feature in a public plaza, and active ground floors that line the sidewalks.
- The pedestrian connections along the east side of the vacated 15th driveway and the pass-through plaza between the northern building help to connect and further integrate the Lloyd Center to the Lloyd District (north and south) and the Sullivan's Gulch neighborhood to the east.
- 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 transformer for the northern buildings will be underground in a vault with a matching concrete surface material. The transformer for the southern building will be in the ground floor of the building at the southern end of the site where very limited pedestrian activity will occur and will match the opposing condition on Phase 1.
- A water feature in the area identified as the Pocket Park at the eastern end of the northern plaza is proposed. Details of the water feature are still needed.

Once the details of the water feature are provided and evaluated, guideline A5-4 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 urban edges on all sides with either buildings up to the sidewalk or hardscape plazas. Focusing active uses and spaces along the public streets provides variety and interest for those along the pedestrian realm. *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.

Findings for A8: 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. Where buildings setback public plaza spaces are provided that invite activity. Parking is kept below grade with the minimum opening for a ramp. The garage entry, back of house and utilities are consolidated and limited on the exterior to allow more active ground levels.

The live/work units are designed with the residential component up in a mezzanine with large storefront windows that allow the at-grade space to serve as an active commercial storefront. For the live/work units facing 16th, a transition space of approximately 7'-8" with a raised planter occurs between the sidewalk and the unit's façade providing a flexible space for the resident or retail component of the unit. The ground floor residential units have a similar setback transition up to approximately 10' in some cases. The floor levels of these units are also up a few feet and include layered landscaping which provides additional privacy for unit. *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.

Findings for A9 and A9-1: The southeast corner of the site aligns with a Gateway location that is characterized primarily by the experience of entering the city via MAX Light Rail. The southern building is adjacent to this gateway location and is designed to face and address the gateway as an entry point to the Central City. The Middle and Northern buildings create a strong urban enclosure at Multnomah Street meant to provide a visual clue of a gateway element as the

public moves East to West from Sullivan's Gulch in the Lloyd District and Central City. *These guidelines are met.*

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: Two levels of parking are provided for the northern two buildings, which are entirely below grade. A single, 20' wide access point, which incorporates the loading as well, is provided off the private driveway (vacated 15th). An overhead door comprised of aluminum and opaque glazing will limit views into the garage and loading area and complement the storefront system material and finish. *This guideline is 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 private driveway along vacated 15th is designed to feel like a city street. The walkways alongside the driveway and through the northern plaza will be treated with premium finishes and fixtures as the primary pedestrian connections through the site and complement the design of the public right-of-way frontages. Additionally, the private drive will draw pedestrians from Multnomah Street through the site in a northeast direction towards the Broadway/Weidler Corridor.

The exhaust associated with the mechanical ventilation of the basement garage will be brought to the upper roof as will the blower/dryer vents for the individual units. The intake and exhaust associated with the ground floor tenants (commercial, residential and live/work) has not been identified but can be expected to be integrated within the upper level of the storefront system. However, details are still needed to confirm. PTHPs for the upper units have been well integrated into the window composition. However, a better understanding of the opacity of the perforated screens that will cover the PTHP units is needed. It is unclear if other exhaust/louvers associated with the transformer in the southern building are proposed. Transformers, generators and the like typically have air exchange requirement, so additional information (enlarged elevation), is still needed. The location of the gas meters has not been identified. They should be located on the interior of the building with only the regulator on the exterior to not

detract from the pedestrian environment.

The sidewalks along the east side of 15th Avenue driveway will protect pedestrians from vehicular movement. A single garage access point is proposed to the basement parking in the northern buildings. Two small loading spaces have been incorporated in the garage access within the ramp which confines all vehicular movement to one point of entry/exit that is 20' wide. At the southern site, one large loading space is proposed just south of the building on a parking pad at the end of the cul-de-sac. This area will not be highly used by pedestrians and therefore will reduce potential conflicts. Landscaping along the edges of the parking pad will conceal the loading activity from the limited surrounding viewpoints.

Once the enlarged elevations and details of the exhaust and louvers associated with the garage, transformer/generator, ground floor tenants, PTHP screen and gas meter locations are provided and evaluated, guidelines B1-1 and B2 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: Similar to Phase 1, the building lighting strategy will primarily highlight building entries through the use of indirect linear fixtures at commercial and lobby spaces and recessed can and wall sconce fixtures at residential walk-up and live/work units. Decorative vertical pedestrian light fixtures (10'-8" tall) and bollards (3'-9" tall) will line the internal walkways through the project, while 18' tall pole light fixtures will illuminate the northern plaza. Recessed LED strip light will illuminate seating and stairs and string ("mercado") lights will adorn the Urban Plane Plaza fronting Multnomah. All of the fixtures proposed are well integrated with the building's concept and its elements and focus the illumination on the pedestrian environment, reducing light spillover. The collection of fixtures will result in a diverse approach to illuminating the site in a manner that is both interesting and safe for those using the spaces. *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 B3 & B3-1: The sidewalks and northern plaza between the middle and northern buildings will align with existing and future crosswalks. The design of the northern plaza was altered from the original design at the 1st DAR to better align with the staggered crosswalk that occurs on 16th to provide a more direct connection from the Sullivan's Gulch neighborhood into the site and district. The new sidewalks on the east side of 15th Avenue driveway will align with a new crosswalks across Multnomah to further facilitate movement between the three buildings. New crosswalks and curb extensions are proposed across 15th Avenue driveway to enhance safe pedestrian movement between the new mall entry and the Phase 1 project to the west.

Within the site, the pedestrian circulation system is designed to visually take priority over auto traffic to establish right of way hierarchy, with traffic-slowing techniques to calm auto circulation through the site. 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. *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.

Findings: Façade articulation along the public streets provide comfortable stopping places along the right-of-way. All of the plaza spaces contain a variety of seating opportunities (backless and backed benches with arm rests, wide and deep stairs that can function as amphitheater seating) area to stop and socialize. *This guideline is met.*

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

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 A5-3, B5 and C6: The project includes a series of public open spaces that for the most part are hardscaped plazas. These spaces function as connectors through the site and neighborhood and as areas of activity and repose. The material palette of the plaza spaces are the same (stone, concrete & wood), however, the proportions and treatment are inversed on the south and north spaces. The open spaces are as follows:

- Northern property – Consist of a Pocket Plaza at west end that connects to the Pocket Park via the Neighborhood Passage. The small Pocket Park at the eastern end is highlighted by a small fountain, a shift in scale and ground plane materiality, and a series of gardens & benches. The pocket-park and flared pedestrian path are intended to convey a welcoming threshold experience for the pedestrian crosswalk at 16th from the neighborhood. A primary pedestrian path connects the walkway along the driveway on 15th with the pedestrian crossing of 16th Ave that is lined with residential ground floor units with stoops that separate them from the pedestrian path by planting beds, linear steps and grade change. An open plaza (Pocket Plaza) is placed at the western extent of the pedestrian path. This space is highlighted by a seatwall with integrated bench with seat backs, raised planting buffer for the adjacent ground floor residences, and a large-scale specimen shade tree in paving. It also offers spill-out space for adjacent retail tenants.
- Southern property – Consists of three plaza spaces and two landscaped courtyard areas (Urbane Plain Plaza, Plateau Plaza, Maker Plaza, and Coulee Courtyards). Like Phase 1, the landscape design is inspired by the Missoula Floods – a pre-historic event that shaped the Pacific Northwest landscape into what we perceive today, including the geologic formation of Sullivan’s Gulch.

Each courtyard is inspired by remnant landscapes of the Floods – in particular the plateau, the coulee (a narrow canyon), and the erratic plain. The coulee is expressed in the stepped gardens at the middle of 15th and 16th Ave. Reminiscent of a slot canyon, these spaces limit physical access from the public yet offer interest for the pedestrian. This garden space also terminates Hassalo Drive from Phase 1 providing a lush viewshed. A crushed stone provides an area for flex space for the adjacent live-work units.

The plain and plateau are expressed in the two plazas off of Multnomah and the north extent of 15th. Each of these spaces is dominated by a sculpted ground plane, planting and seatwalls. Ornamental trees and string lights set the Plane Plaza apart, reinforcing it as the primary courtyard serving the South building. At the Plateau Plaza on 15th, a linear seatwall is placed atop the feathered stair ramp which can serve as a location for ride-share pickup.

At the 2nd DAR, the Commission indicated that the northern plaza has the potential to be the “bells and whistles” for the project given its size, location and physical connection to the Sullivan’s Gulch neighborhood. The Commission indicated that special attention was needed to the public vs. private nature of the plaza, the articulation of the space, the use of public art, etc. While the series of spaces, two nodes at each end with a connector, with layers of articulated spaces, entries and balconies could be very successful, Staff has several concerns with some of the components as they relate to activation, comfort and character.

The ground floor residential units facing the northern plaza and neighborhood passage provide an up and back transitional buffer, however, they front onto a narrow public walkway and plaza that will be highly used and may result in a space that is uncomfortable for pedestrians and that may need to be defended by residents, physically (gate) or visually (blinds drawn). Live/work units facing the plaza and in the passage would be more successful activation-wise and comfortable for those using the space. The deep landscape planter along the edge of the retail facing the northern plaza is also a barrier to creating an active plaza. Providing unobstructed physical connections to both the retail spaces would ensure the western plaza can be occupied and accessed by the flanking retail tenants. As the primary plaza of the project, the northern plaza could use an element to set it apart from the other public spaces. Art or unique lighting are potential ways to insert some character.

Given the outstanding concerns related to activation, comfort and character, these guidelines are not yet 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: Almost all of the building entrances to commercial or residential lobby spaces contain canopies that range in depth depending on if a lobby or retail space. The location and hierarchy demarcate building access points and more importantly are of adequate depth to provide shelter for people accessing the building and along the sidewalk. A significant amount of continuous canopies occurs along the 15th Avenue retail spine as well. The

ground level stoops and live/work units at the northern building also have significant amounts of weather protection given the setback, stoop condition and the projecting floors above.

Additional coverage along the pedestrian system and in some plaza areas is provided by the overhang of the upper floors. The overhang is more significant in some areas and less in others. In the latter case, the overhang appears to be only a couple of feet deep and in some cases, does not occur over pedestrian areas, occurs high up on the façade at the 3rd floor level, or has a tapered façade providing minimal shelter from the elements. On this large development this results in long spans of little to no coverage for pedestrians. Additional opportunities for canopies should be explored along the western side of the southern building and at the southern retail end of the middle building

As currently proposed, these guidelines are not yet 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 balconies allow for maximum views over 1-84 to the south, to interior plazas and courtyards, and to both Mount Hood and Mt. St. Helens. The building facades have single loaded corridors with maximized glazing and balconies that create visual connections to adjacent public spaces both on and off the site. *These guidelines are met.*

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.

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.

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 for A5, C2, C10-1, C10-2, C10-3, C4, C5 and C3-2: The project meets these criteria in the following ways:

- 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.
- 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 Lloyd Center by bringing active use to the street frontage, eyes on the street from residents above, and a complimentary pedestrian access.
- The project is designed to use materials common to the area's historic construction methods, including brick and concrete. Metal is also proposed. While metal is not identified in the Lloyd specific guidelines as primary exterior finish, it is a more modern and typical cladding option that has been recently integrated into projects and is becoming a secondary and alternative exterior finish in the district.
- The shape of the design offers a sculptural and articulated counterpoint to the anonymous superblocks of the Lloyd Center Mall.
- This design uses a variety of exterior materials including brick masonry, hardwood, metal, concrete, stucco and glass to create facades that provide a range of visual experiences and promote a sense of permanence.
 - The brick, by nature as a masonry material, is of high and long-lasting quality.
 - Wood is used in recessed and covered conditions so that it will not weather as quickly as wood exposed to the elements.
 - The metal is a composite type with several backing layers providing rigidity and durability. It is applied at the ground level in some locations, however not in large expanses so that it could be easily replaced in the event of any surface damage.
 - Concrete and stucco are employed along the building's base which are both sturdy materials. The stucco is a Dryvit product with 3 coats of applied stucco. The joints have been limited to result in a clean and simple application that complements the sleek design concept.
- The facades are highly sculptural, very transparent at the ground plane, and offer a variety of textures.
- The pedestrian scaled and focused elements on the ground floor (canopies, storefronts, lights, etc.) and on the ground plane (landscaping, interactive water and art features, bollard, decorative paving outdoor dining spaces, etc.) are of a complementary palette of design and materials that help to unify the buildings and site elements.

The Commission has seen two different design concepts at the prior two DARs. The design presented at the 2nd DAR, had a very clear mass & material distinction that was contextually responsive to both the Lloyd District and Sullivan's Gulch neighborhoods. The Commission was supportive of this design approach. While the current design has some very compelling elements that are playful and well-integrated, the revised design, that blends materials and design elements across the distinct masses, muddles the clarity of the unique forms. In addition, the

prior design was more consistent with the distinct “object” buildings that are evident in the Lloyd District.

The Commission was also supportive of the “cousin” design concept where the three buildings have slight variation but essentially the same DNA. It was noted that some variation in materials or their application could shift from the south to the northern buildings to respond to the change in context. As proposed, the three buildings are all very similar with some differentiation in their forms.

Lastly, the prior design included red brick, which the Commission supported. While the red brick deviated from the Lloyd specific guidelines that speak to light colored materials, it did have a relationship with the red brick evident on several buildings at the adjacent mall. Darker colors have been approved on projects in the area when they are limited or not the primary cladding. The brick color has changed to dark grey ironspot which is significantly darker and would clad half of the buildings. Perhaps at this transitional site, deviation from the light-colored buildings is appropriate. More input from the Commission is needed to determine the weight of the guideline at this location.

Given the concerns with the change in design and material colors guidelines C10-3, C4 and C3-2 are not 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.*

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 retail and flexible active use opportunities to all of the corners with maximized glazing and ground floor heights. The tallest building volumes (7 stories) also occur at the corners, with the exception of the southern building at its northeast corner where the height lowers to 5 stories. This stepdown is an appropriate response given the scale of the opposing multi-dwelling development on the east side of 16th south of Multnomah. *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. Articulation of the façade geometry sets the ground plane apart from the rest of the building. Additionally, the upper floors regularly shift 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. Shifts in exterior materials, window sizes and systems, and canopies further distinguish the ground floor from the upper facades. *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. The adjacency of the public plaza and open spaces to the ground floor tenant spaces and uses will further support such opportunities. *This guideline is met.*

C10. Integrate Encroachments. Size and place encroachments in the public right-of-way (ROW) 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: Canopies extend beyond the property line and into the ROW along NE 16th and Multnomah. The canopies, which extend from the building up to 8' at some building entries, physically enhance the pedestrian environment by providing weather protection and are well integrated into the storefront system in terms of materials and placement. *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 changes in building heights between the different building volumes provides interest and dynamic silhouettes around the project. Several of the upper rooftops are activated with outdoor gathering areas and landscaping. Two decks atop the 7th floor roofs of the northern buildings and one atop the 6th floor roof of the southern building utilize the higher elevations to take advantage of views and provide additional private outdoor space for the residents. The outdoor terraces contain stair enclosures, elevator overruns, trellis structures, raised landscape planters, IPE wood decking, privacy screen and glass guardrails in addition to furniture and other portable amenities. While, enlarged elevations and details of some of the rooftop structures are still needed (trellis, stair/elevator enclosure, privacy screen), they appear to be well integrated with the rooftops in terms of location and aesthetics. Screened rooftop mechanical units are proposed atop the other roofs. The setback locations ensure limited visibility, while the mesh screening that encloses and extends above the unit will unify these elements and diminish their appearance from distant vantage points.

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

(1) MODIFICATION REQUESTS - SECTION 33.825.040

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 (Superblock Walkway) – – To allow the required 12' wide walkways to be reduced in some areas to accommodate trees and light poles along the pedestrian paths.

Standard: The walkways system must be hard-surfaced, at least 12 feet wide, and unobstructed.

Purpose: The Superblocks chapter regulates the amount and location of open areas and walkways on large commercial sites where streets have been vacated. The intent is to promote a pleasant and convenient walkway and open area system on the superblock that links to the adjacent buildings, to the public circulation system, and to any available public transit. The requirements also promote the maintenance of light, air and access that could be lost due to development on the vacated street.

Findings: The southern building is part of the superblock with phase 1 and the northern two buildings are part of the Lloyd Mall superblock. Both properties became superblocks when NE 15 Avenue was vacated over 30 years ago. The southern building property will develop a through connection that aligns with the vacated 15th Avenue matching the components (light fixtures, landscape & trees) of the opposing walkway across the driveway from phase 1. Similarly, on the northern properties, the walkway improvements along the east side of vacated 15th will match the opposing improvements proposed under the Sear/theater remodel project currently under review. These walkways provide the north-south connections through the site to the district and transit beyond. At the northern property, an east-west connection from the driveway on 15th to 16th Avenue is provided via a walkway that connects two public plaza spaces and aligns with the crosswalk that exists in 16th.

The walkways through both properties are 12' wide, with the exception at the southernmost end where it narrows down to 8'-7" where the building steps out. The southern walkway terminates just south of the building where NE 16th Avenue curves around and aligns with the I-84 off ramp. The reduced width at this end is appropriate given the limited pedestrian activity in this area. The walkways elsewhere are reduced slightly where street trees, landscaping and light post fixtures occur along the path. The walkways as designed will match

the 12' wide pedestrian corridor improvements required by PBOT along the site's street frontages. The walkways are also adjacent to a series of public plaza spaces providing additional width in some areas. Given the width reductions are only at moments along the walkways, they still provide convenient connections to the adjacent developments and larger district and the adjacent public spaces create a pleasant experience for pedestrians thereby meeting the intent of the regulation. Together the series of walkways and sequence of public plaza spaces better meet Lloyd District Design Guide line A3-2 and A5-5 in that they provide convenient pedestrian linkages through the district that complement the ROW design standards established for the district. *These criteria are met.*

Modification #2 (Bicycle Parking) - To reduce the bicycle parking space width from the required 2' to 18" for all 312 of the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C).

Standard: A space 2 feet by 6 feet must be provided for each required bicycle parking space.

Purpose: The standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

Findings: The project proposes 846 total long-term bicycle parking spaces, all which will be provided within common bicycle storage rooms located throughout the two basement parking levels in the northern buildings and within the partial basement level of the southern building. Using a standard horizontal rack with 2' x 6' area for each space within a storage room would consume considerable floor area. Relying upon vertical, wall hanging and stacked racks are a more efficient use of space, and are identical to the systems approved in numerous projects throughout Central City. The proposed functional and space efficient system better meets design guidelines A8 - Contribute to a Vibrant Streetscape, because it eases floor plan demands resulting in additional opportunities for active uses at the street and as well as allows more space in the basement level for parking.

The proposed bike rack systems are engineered to stagger bikes vertically to allow the handle bars to overlap. This allows the proposed racks, one with an 18" spacing and one with 17" spacing between bikes, to provide the same level of service that would be provided by a standard 24" on center spacing. A minimum of 5' aisle is still provided behind each bicycle rack allowing ample maneuvering area behind each space. 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. *These criteria are 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 proposed design did take into account some of the guiding principles offered at the prior DARs. However, the design concept of the buildings has changed since the DAR and the public spaces need additional attention. In addition, weather protection is lacking in some areas and minor details are still needed from the applicant, which they are working on.

Based on these concerns, the following Central City Fundamental Design Guidelines and have not yet been met:

- A5-3 Incorporate Works of Art.
- B5 Make Plazas, Parks and Open Space Successful.
- C6 Develop Transitions between Buildings and Public Spaces.
- B6 Develop Weather Protection
- B6-1 Provide Pedestrian Rain Protection
- C10-3 Use Light Colors
- C4 Complement the Context of Existing Buildings
- C3-2 Orient Development along the Lloyd District’s Eastern Edge toward Adjacent \ Neighborhoods.

Could be met with supplemental information and details requested:

- A5-4 Incorporate Water Features
- B1-1 Protect Pedestrian Areas from Mechanical Exhaust
- B2 Protect the Pedestrian
- C11 Integrate Roofs and Use Rooftops

BES and Site Development Section of BDS do not yet recommend approval as stormwater requirements have not been demonstrated to be met. The applicant is working to resolve inconsistencies in the submittal and provide additional information requested.

TENTATIVE STAFF RECOMMENDATION

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

Staff is recommending denial of the proposal based on the unresolved item stated in the conclusion section and findings above.

Staff does recommend approval of the following Modifications:

1. *Superblock Walkways* – To allow the required 12’ walkways to be reduced in some areas to accommodate trees and light poles along the pedestrian paths. (PZC Section 33.293.030.A.2.a)
2. *Bike Parking Dimensions* - To reduce the bicycle parking space width from the required 2’ to 18” inches for the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C).

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Procedural Information. The application for this land use review was submitted on December 27, 2016, and was determined to be complete on June 22, 2017.

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 December 27, 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. **The review period, which has been extended to a total of 365 days, will expire on June 22, 2018. No further extensions are allowed.**

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 (one-half of the application fee for this case).**

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 will be recorded with the Multnomah County Recorder.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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:

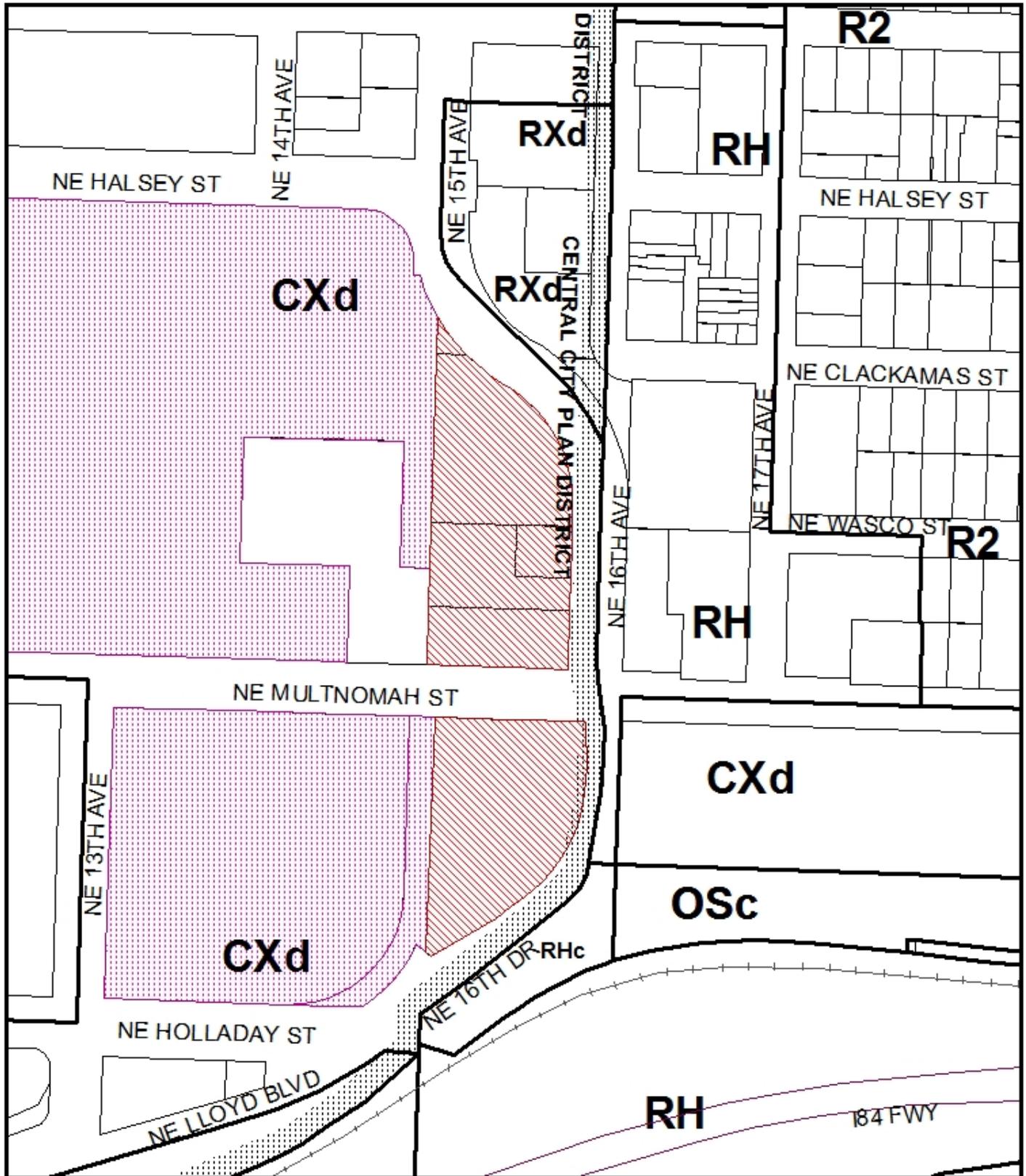
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations 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
March 12, 2018

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statements
 - 1. Project Summary & Approval Criteria Responses dated 12/22/16
 - 2. Project Summary & Approval Criteria Responses dated 1/18/18
 - 3. Stormwater Report (KPFF) dated 12/2016
 - 4. Initial Drawing Submittal dated 12/22/16
 - 5. Revised Drawing Submittal dated 1/18/18
 - 6. Letter from Applicant Representative regarding completeness dated 6/22/17
 - 7. Appendix drawings dated 3/5/18
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Through .106 (C.4, C.10-11, C.33-39 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. Water Bureau
 - 3. Fire Bureau
 - 4. Bureau of Transportation Engineering
 - 5. Bureau of Parks-Forestry Division
 - 6. Site Development Section of BDS
 - 7. Plan Review Section of BDS
 - 8. Trimet
- F. Letters - none
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter dated 1/26/17
 - 3. Signed 120-Day Waiver & Evidentiary Hearing Request form
 - 4. Notice 180-Day Completeness dated 5/30/17
 - 5. Summary of 1st DAR dated March 23, 2017
 - 6. Summary of 2nd DAR dated December 21, 2017



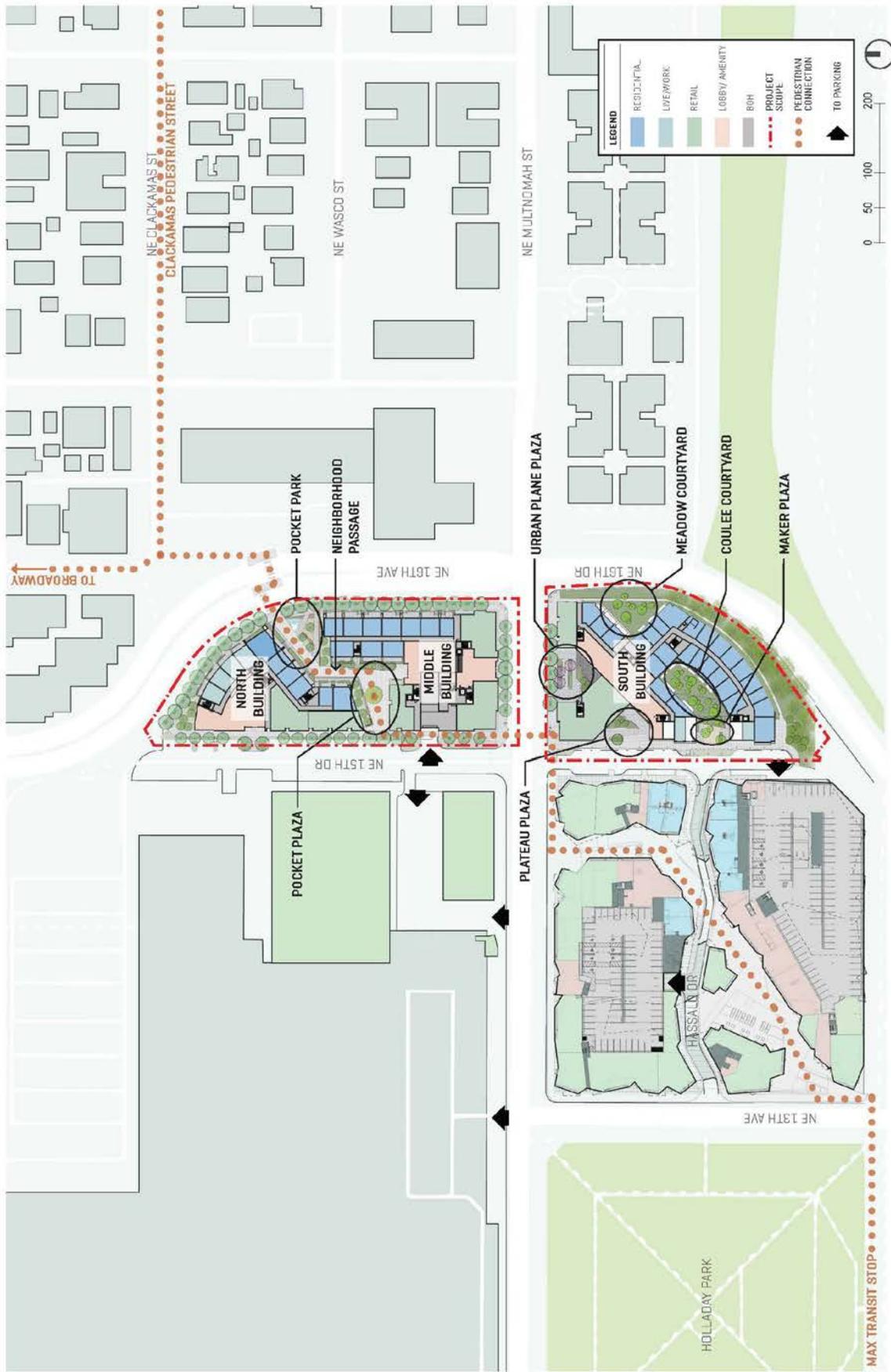
ZONING

- Site
- Also Owned Parcels



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

File No.	<u>LU 16-291413 DZ</u>
1/4 Section	<u>2932</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E35AB 7100</u>
Exhibit	<u>B</u> (Jan 03, 2017)



GROUND FLOOR PLAN

LEGEND	
	RESIDENTIAL
	LIFE/WORK
	RETAIL
	LOBBY/AMENITY
	BOH

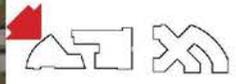


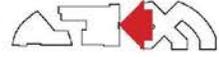
*NOTE:
SEE C.98 AND C.99 FOR PROPERTY
LINE DEFINITIONS
SCALE: 1" = 40'-0"

ENLARGED GROUND FLOOR PLAN: NORTH SITE



NORTH BUILDING: ENLARGED EAST ELEVATION





MIDDLE BUILDING: ENLARGED SOUTH ELEVATION



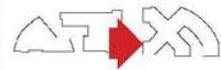
MIDDLE BUILDING: ENLARGED EAST ELEVATION

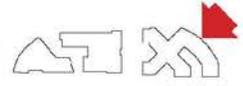


MIDDLE BUILDING: ENLARGED WEST ELEVATION



SOUTH BUILDING: ENLARGED NORTH ELEVATION





SOUTH BUILDING: ENLARGED EAST ELEVATION



SOUTH BUILDING: ENLARGED WEST ELEVATION