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PROJECT TEAM

MASTER DEVELOPMENT, LLC      Applicant

MACKENZIE      Architecture | Interiors | Structural | Civil | Landscape | Planning | Traffic

SAZAN GROUP      Mechanical | Electrical | Plumbing

PROJECT SUMMARY

Address	701 + 777 NE 7th Avenue Portland, OR 97232
Property Tax IDs	R182216 (701 NE 7th Ave) + R182217 (777 NE 7th Ave)
Tax Lots	1N1E35BC2200 (701 NE 7th Ave) + 1N1E35BC2100 (777 NE 7th Ave)
Site Size	20,000 SF

PROJECT NARRATIVE

The proposed development is for a 15-story multi-family apartment building located at the southwest corner of NE 7th Avenue and NE Oregon Street in the Lloyd District. Tax lot 1N1E35BC2200 is currently occupied by an office building. Tax lot 1N1E35BC2100 is vacant.

The site is located in the Central Commercial (CX) zone, with a d (design) overlay, and is within the Central City Plan District (Lloyd District design subdistrict).

The proposed building use includes 14 stories of apartment units with levels 2-6 having 17 units each, levels 7-13 having 20 units each, level 14 having 10 units, and level 15 having 5 units, for 240 total units, of which 35 are Inclusionary Housing units. The ground floor will provide resident amenities while a community room, an amenity deck and ecoroof will occupy the penthouse level.

Vehicle access to the proposed below-grade garage will be provided from NE Irving Street. There are 164 parking spaces including 6 ADA spaces.

Pedestrian entrances are provided along NE Oregon Street, NE Irving Street, and NE 7th Avenue with entrances set back and covered to provide weather protection.

The Portland Streetcar (A Loop) runs along the site’s NE Oregon Street frontage.

With the site located along the Portland Streetcar and Green Loop, careful consideration has been given to the pedestrian friendly streetscape.

The new/redeveloped impervious area behind the existing curb on NE Irving Street, NE 7th Avenue, and NE Oregon Street will trigger the Storm Water Management Manual (SWMM) requirements. The project owner elects to pursue the offsite stormwater management fee through the staff review special circumstances (SRSC) process in lieu of building public stormwater facilities.





ZONING SUMMARY

Base Zone	Central Commercial (CX)
Overlay	d (Design)
District	Central City (CC)
Subdistrict	Lloyd District
Base Zone FAR	4:1
Base Zone Height	75 feet
Central City FAR	9:1
Central City Height	250 feet
Inclusionary Housing FAR Bonus	3:1
Inclusionary Housing Height Bonus	75 feet
FAR Total with bonus	12:1
Height Total with bonus	325 feet
Minimum Setbacks	0 feet
Maximum Setbacks	Building must extend to within 12 feet of street lot line for 75% of lot line
Maximum Lot Coverage	100% of Site Area
Minimum Landscape Area	0%

PARKING SUMMARY

Central City Parking Sector	Lloyd District Subdistrict, 2
Minimum Parking	None
Maximum Parking	1.2 spaces per dwelling unit
Distance from Transit Stop	Approximately 415 feet - Streetcar Approximately 800 feet - Bus Approximately 750 feet - MAX
Loading	Two Standard B spaces

ZONING CODE REQUIREMENTS

Ecoroof	Required
Outdoor Area	Not Required
Building Length + Facade Articulation	Not Required
Ground Floor Active Use	Not Required
Required Building Lines:	Building must extend to street lot line along 75% of street lot line, or to within 12 feet of street lot line within intervening space designed as an extension of the sidewalk and committed to active uses
Ground Floor Window Standard	40% of wall area facing streets, measured from 2 feet to 10 feet above the finished grade
Upper Floor Window Standard	15% of wall area facing streets, measured from 10 feet above the finished grade
Pedestrian Standards	Connections to abutting streets apply on all frontages unless at least 50% of facade is within 10 feet of street
Transit Street Main Entrance	Transit street standards apply on NE Oregon Street Need entrance facing the street, or at up to 45 degree angle, or face courtyard within 60 feet of transit street
Bird-Safe Exterior Glazing	Required
Low-Carbon Building	Required
Inclusionary Zoning	Required
Design Review	Required





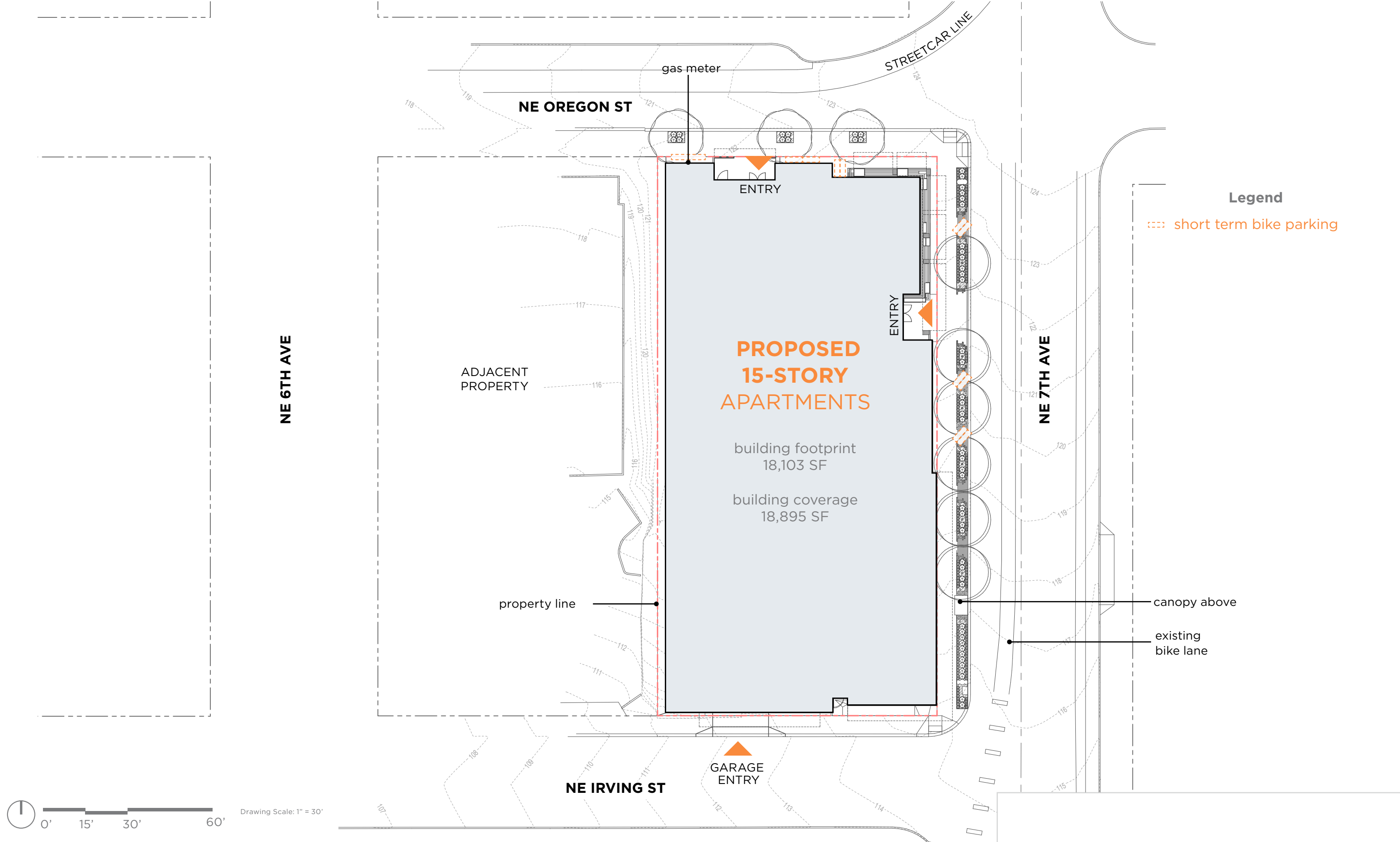
EXISTING SITE



EXISTING SITE CONTEXT

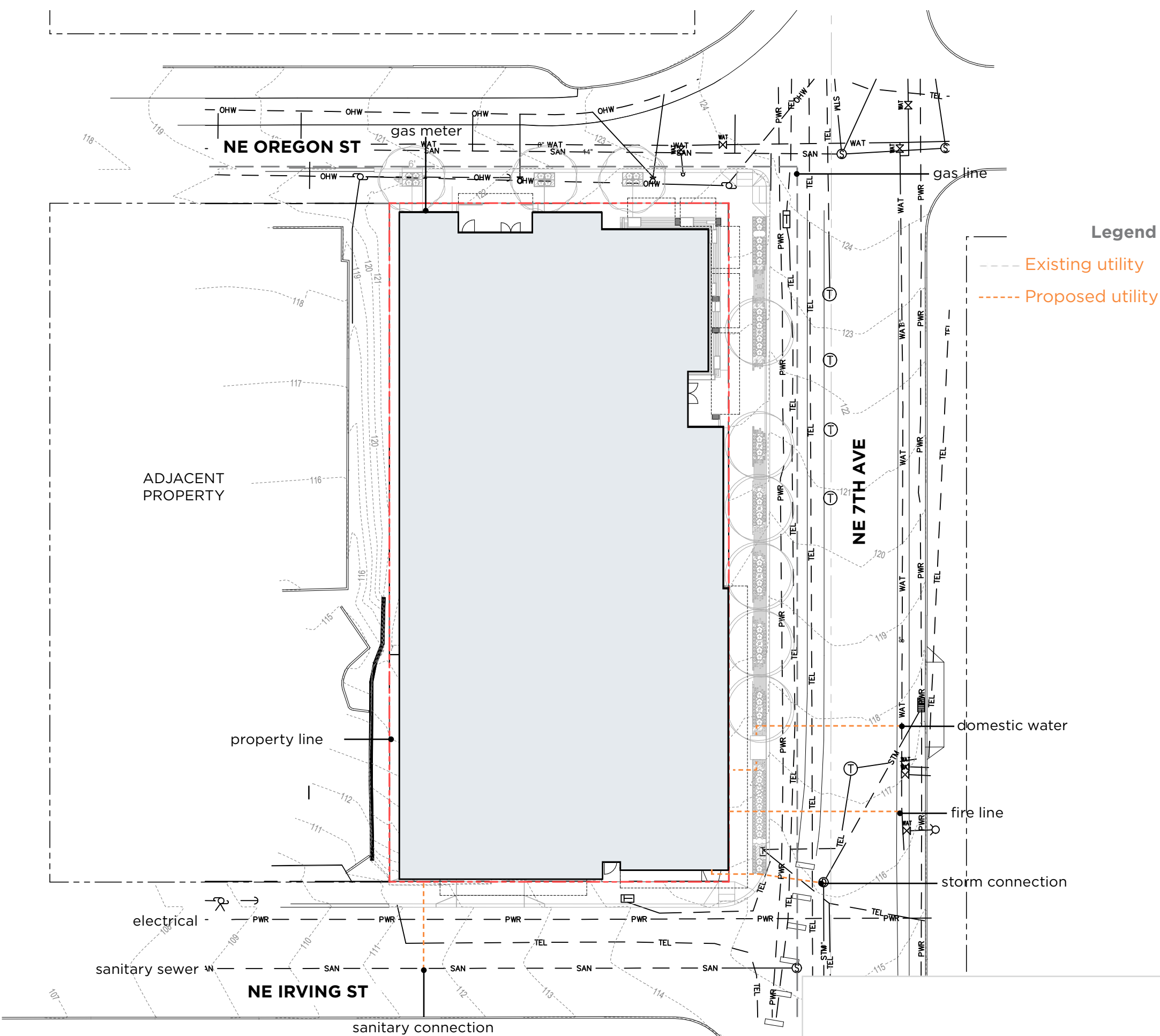








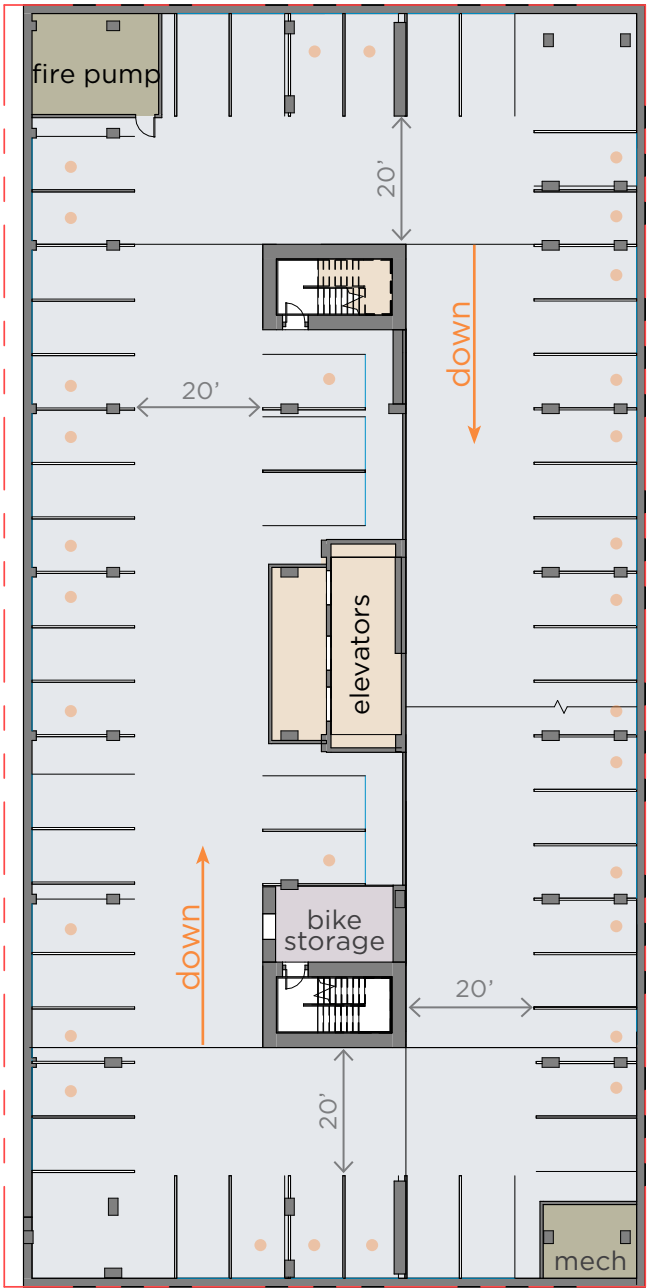
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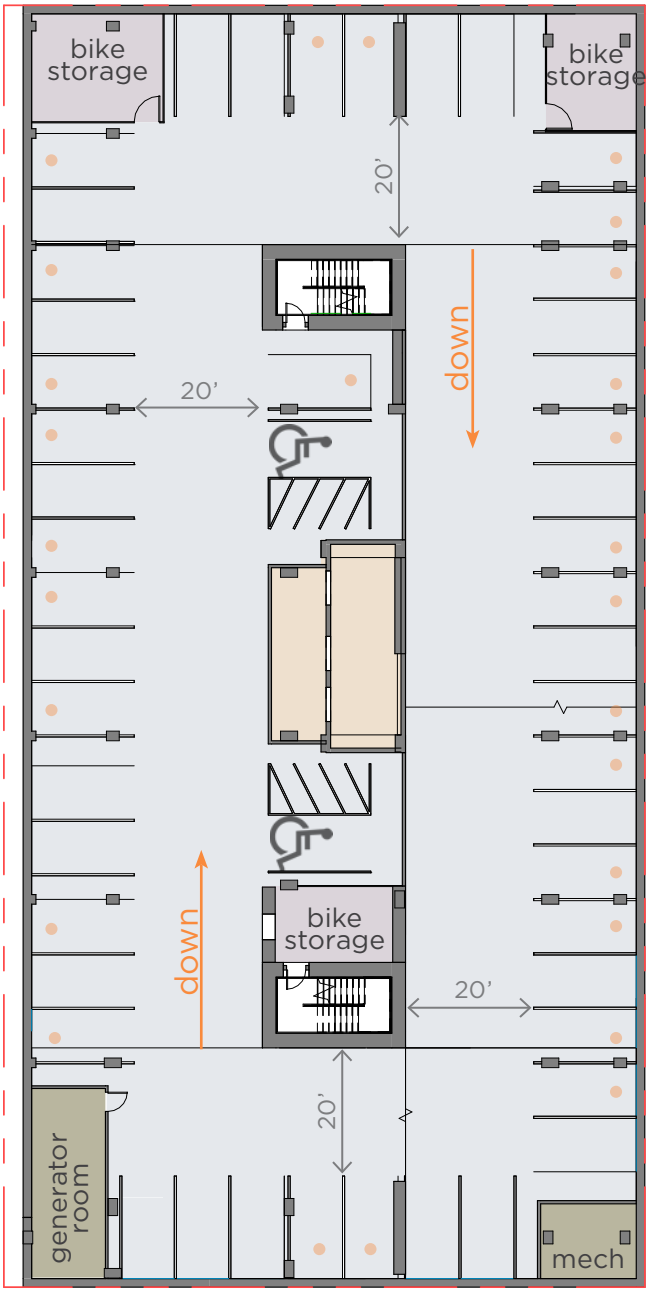




Floor Plan Level P4



Floor Plan Level P3



Floor Plan Level P2

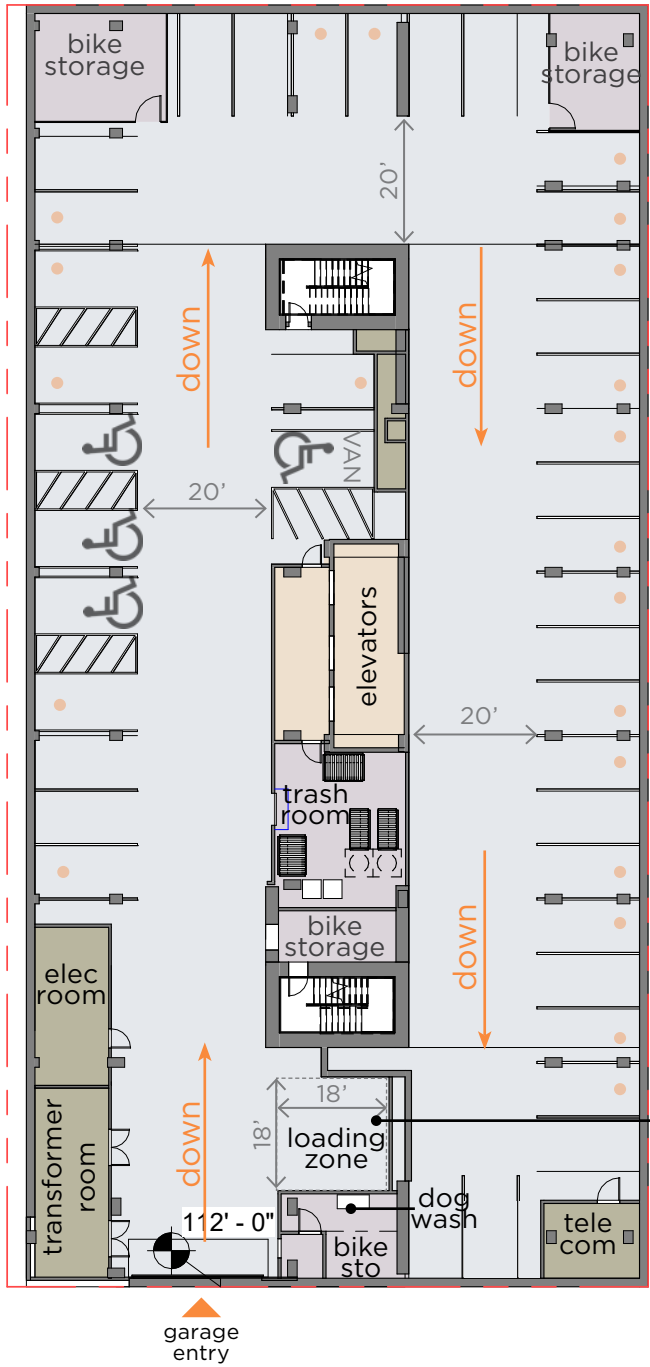
### Parking Schedule

Level	Type	Total Count
P1	Parking Space - ADA: 9' x 16' (6' Aisle)	6
P1	Parking Space - ADA: 9' x 16' (8' Aisle) - VAN	7
P1	Parking Space	17
		24
P2	Parking Space - ADA: 9' x 16' (8' Aisle) - VAN	2
P2	Parking Space	49
		51
P3	Parking Space	51
P4	Parking Space	38
Grand total: 164 spaces		

### Legend

- Modified Parking Space  
see sheet APP.13 for modification
  - P4 12
  - P3 28
  - P2 24
  - P1 20
- Total modified parking stalls = 84

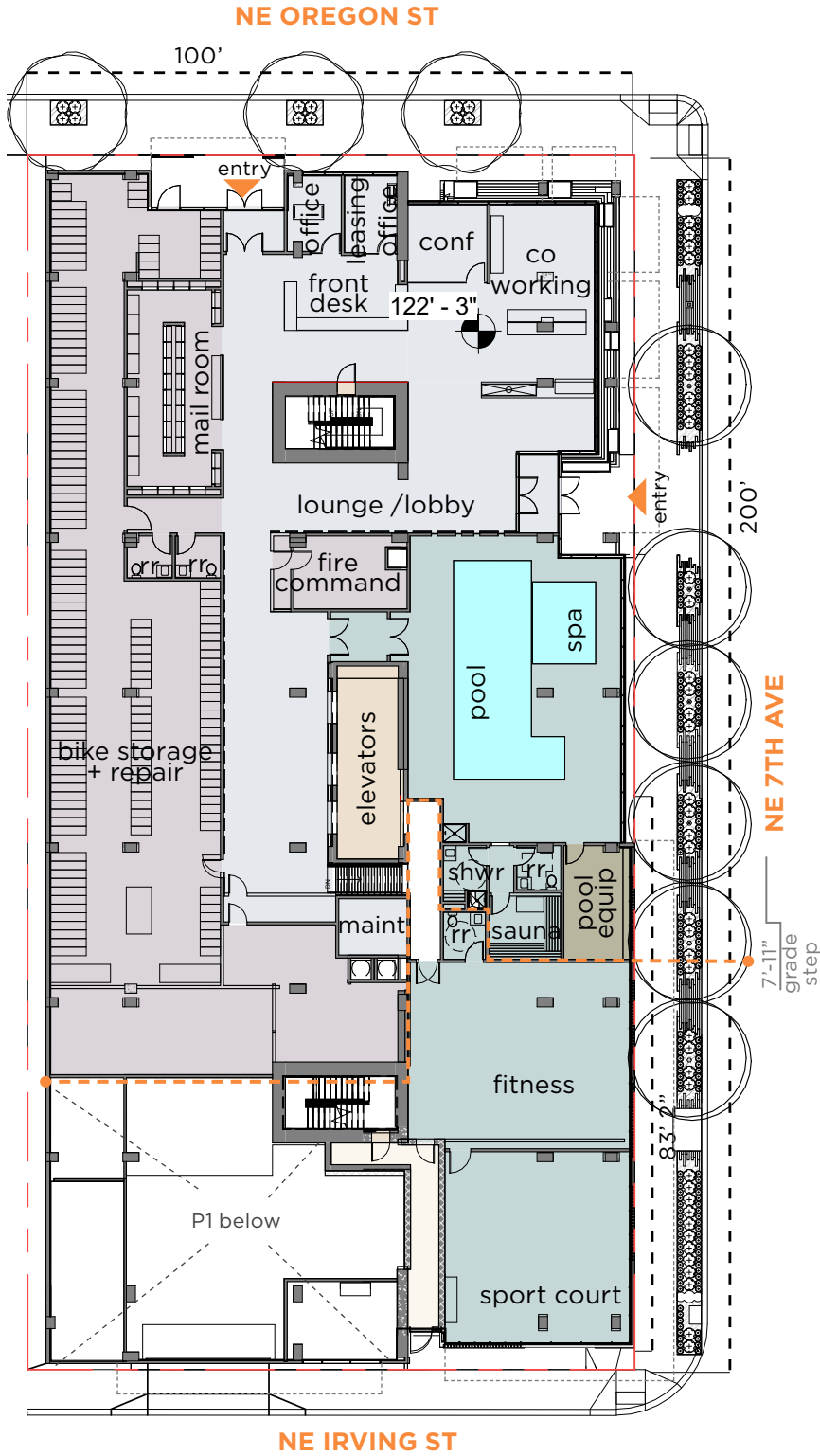




Floor Plan Level P1

2 Standard Type B Loading Spaces at 9'x18' each

\*Minimum 10' clear vertical clearance provided from garage entry to loading zone and in loading zone maneuvering space

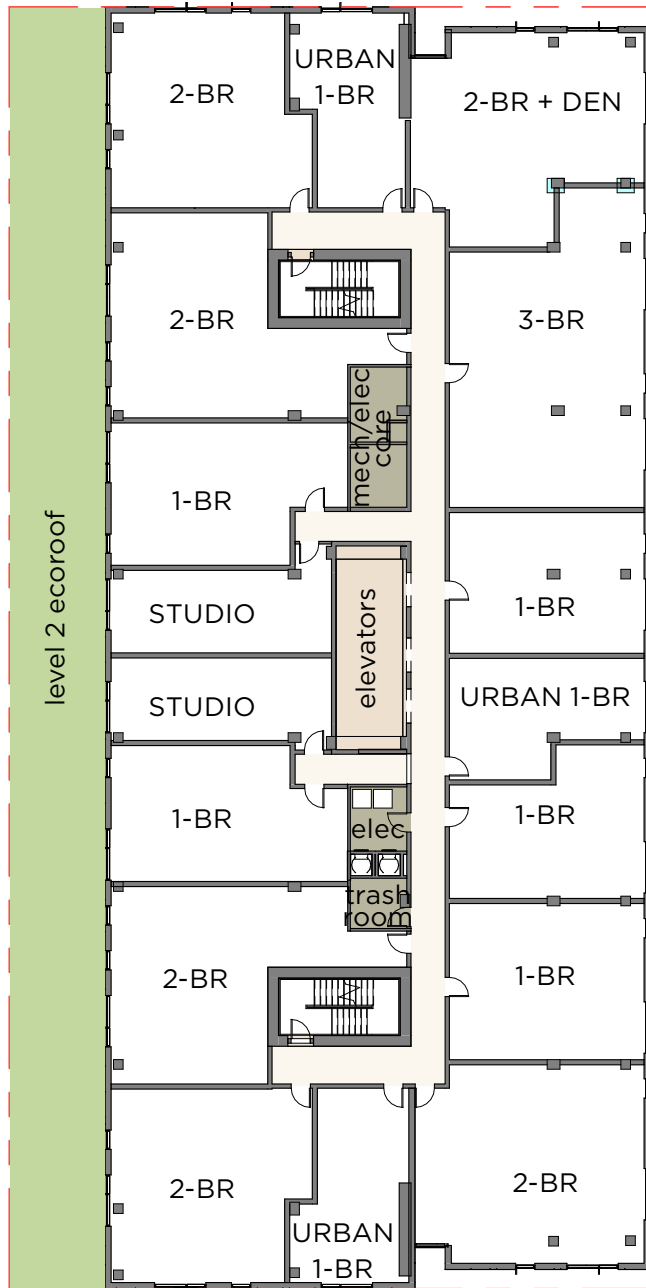


Floor Plan Level 1

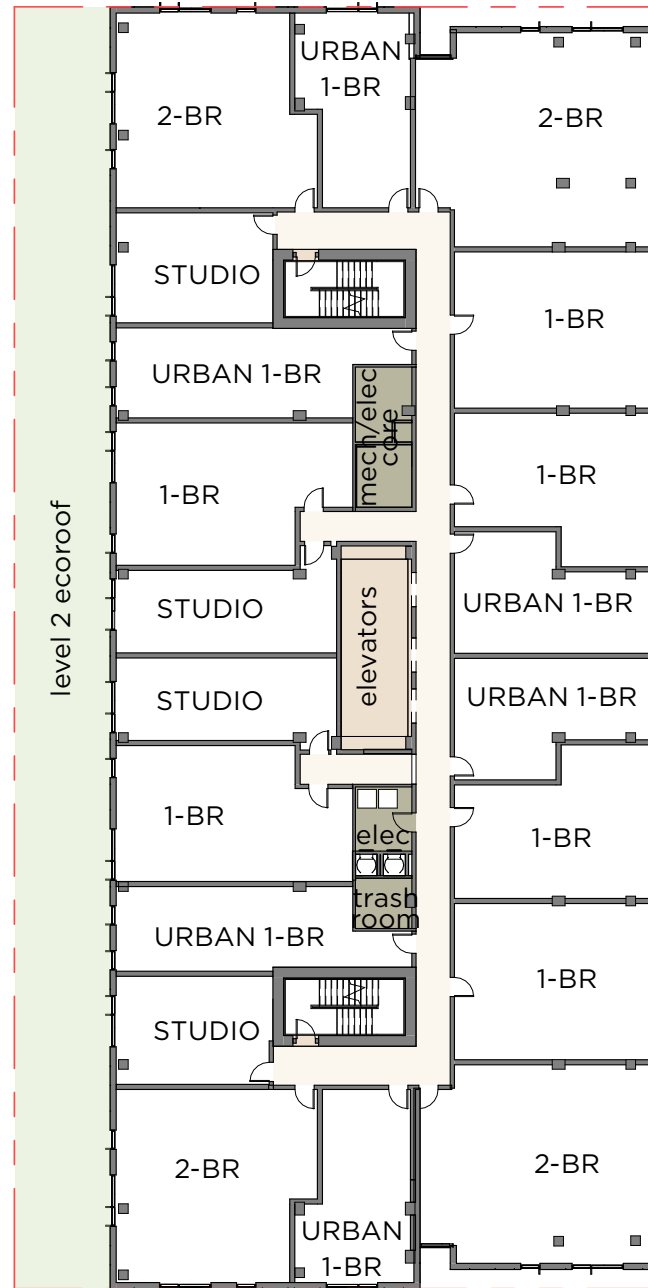
Pedestrian Level Building line Standards

Street Amenity	Lot Line Length	Length on Lot Line	Percentage of lot line
<b>NE OREGON ST</b>			
Building on lot line	100'	0	0%
Active use: bike parking (C.6)		30'	30%
Stopping/Gathering:			
covered entry (-8'6" deep)		22'	22%
Combined use:		33'	33%
Seating (2)4' lengths			
Pedestrian Movement (+4' 2" width)			
Landscaping (3' 4" deep)			
Combined amenity + Building		85'	85% prov > 75% req
<b>NE 7TH AVE</b>			
Building on lot line	200'	83' 2"	
Active use:			
covered entry (12')		16' 6"	8%
Combined use:		49' 3"	25%
Ped. Movement (+2' 6" width)			
Landscaping (3'4" deep)			
Ped. movement (+1' 6" width)		47' 6"	24%
Combined amenity + building		196' 5"	98% prov > 75% req
<b>NE IRVING ST</b>			
NE Irving St.	100'		0%
Building on lot line		0	0%
Ped. movement (+3' 7" width)		37' 4"	37%
Ped. movement (+1' 0" width)		59' 7"	60%
Combined amenity + building		97' 3"	97% prov > 75% req

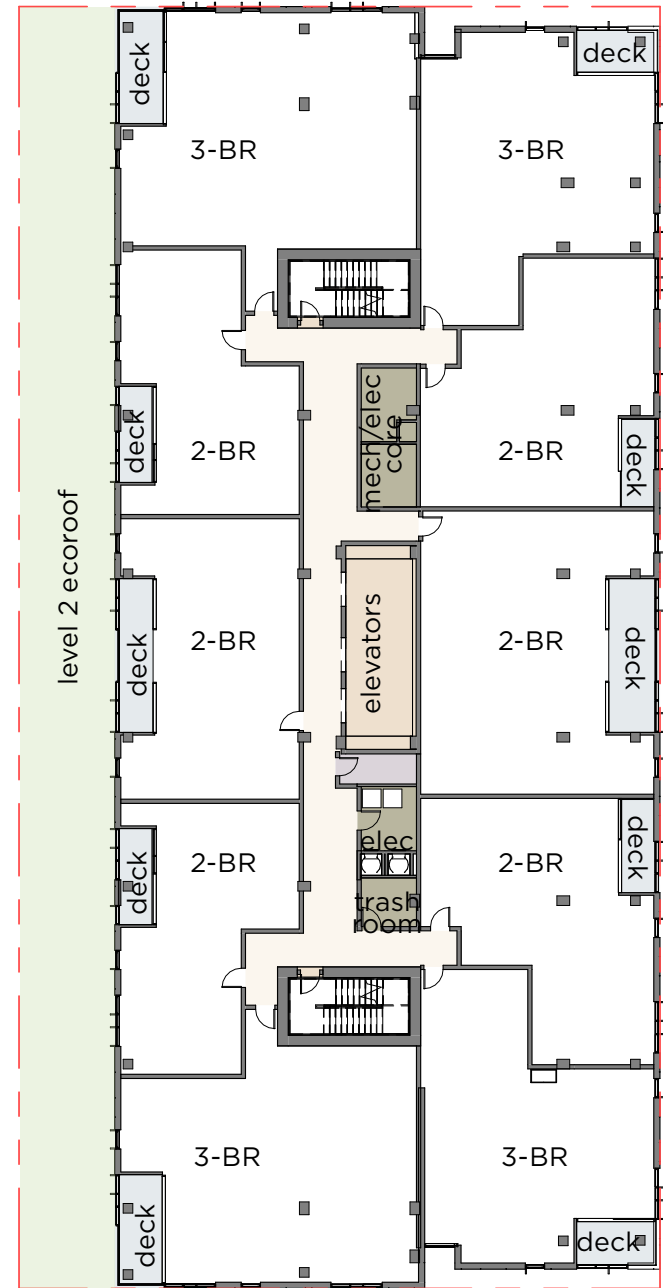




Floor Plan Type 1 Levels 2-6



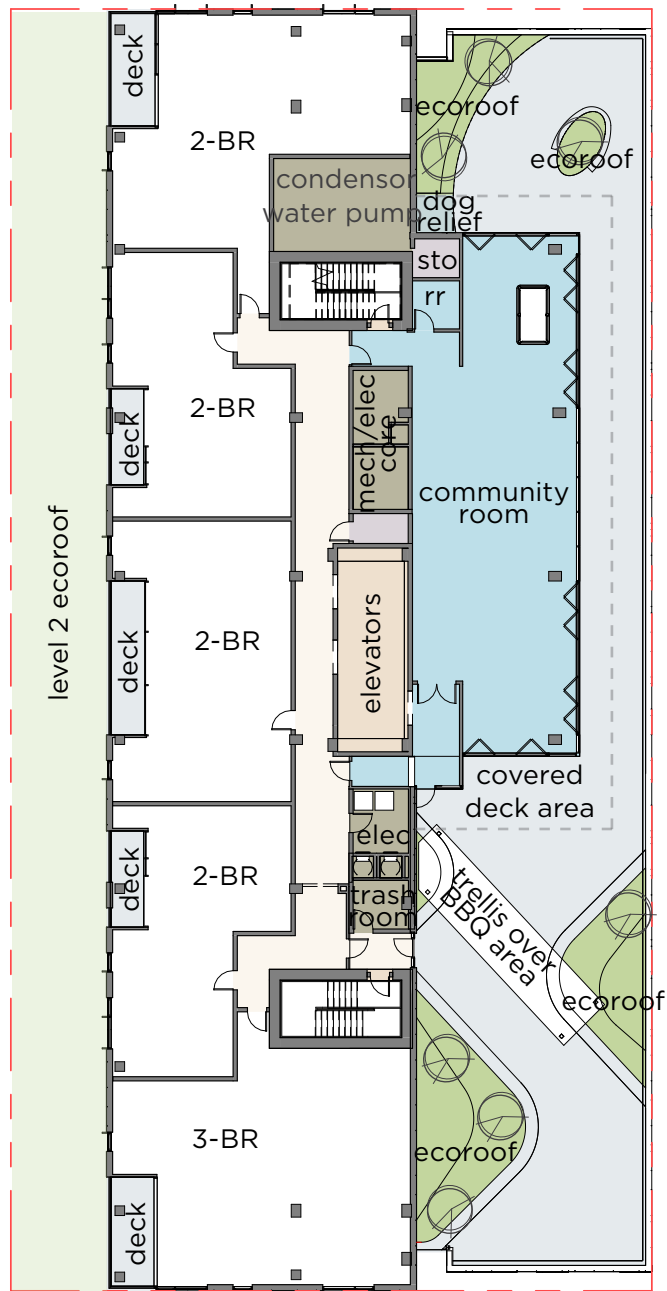
Floor Plan Type 2 Level 7-13



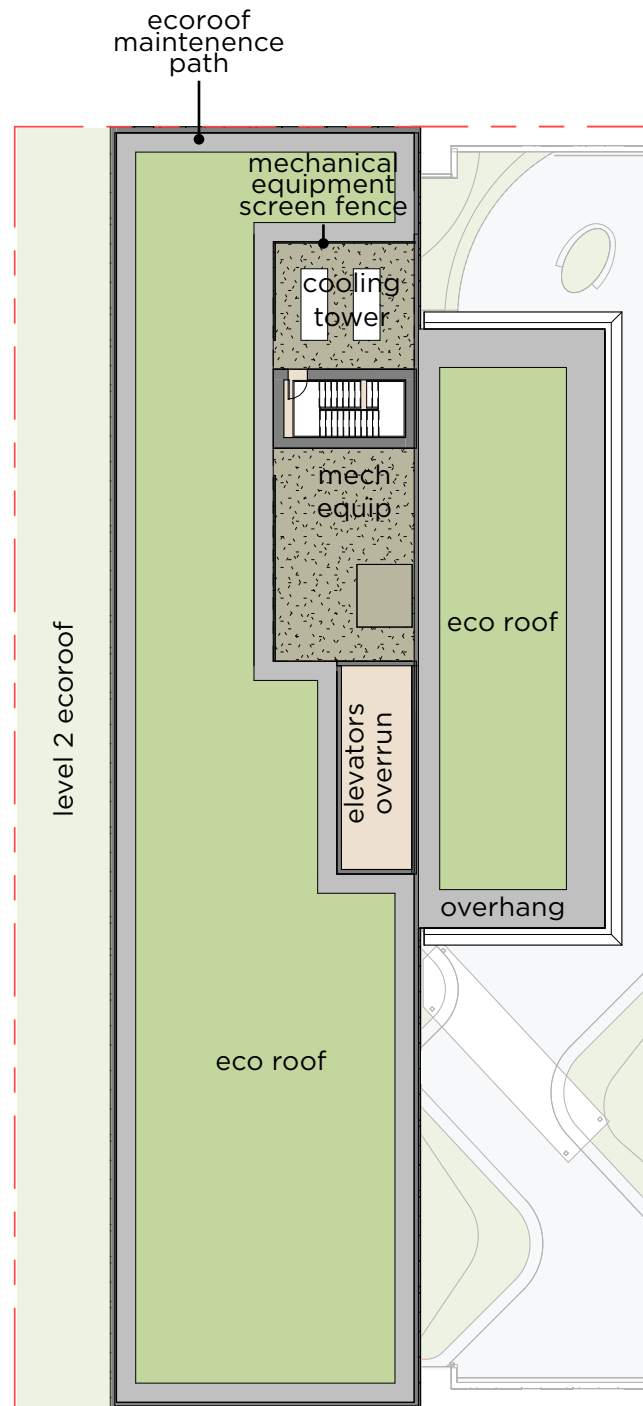
Penthouse Type 1 Level 14







Penthouse Type 2 Level 15



Floor Plan Roof

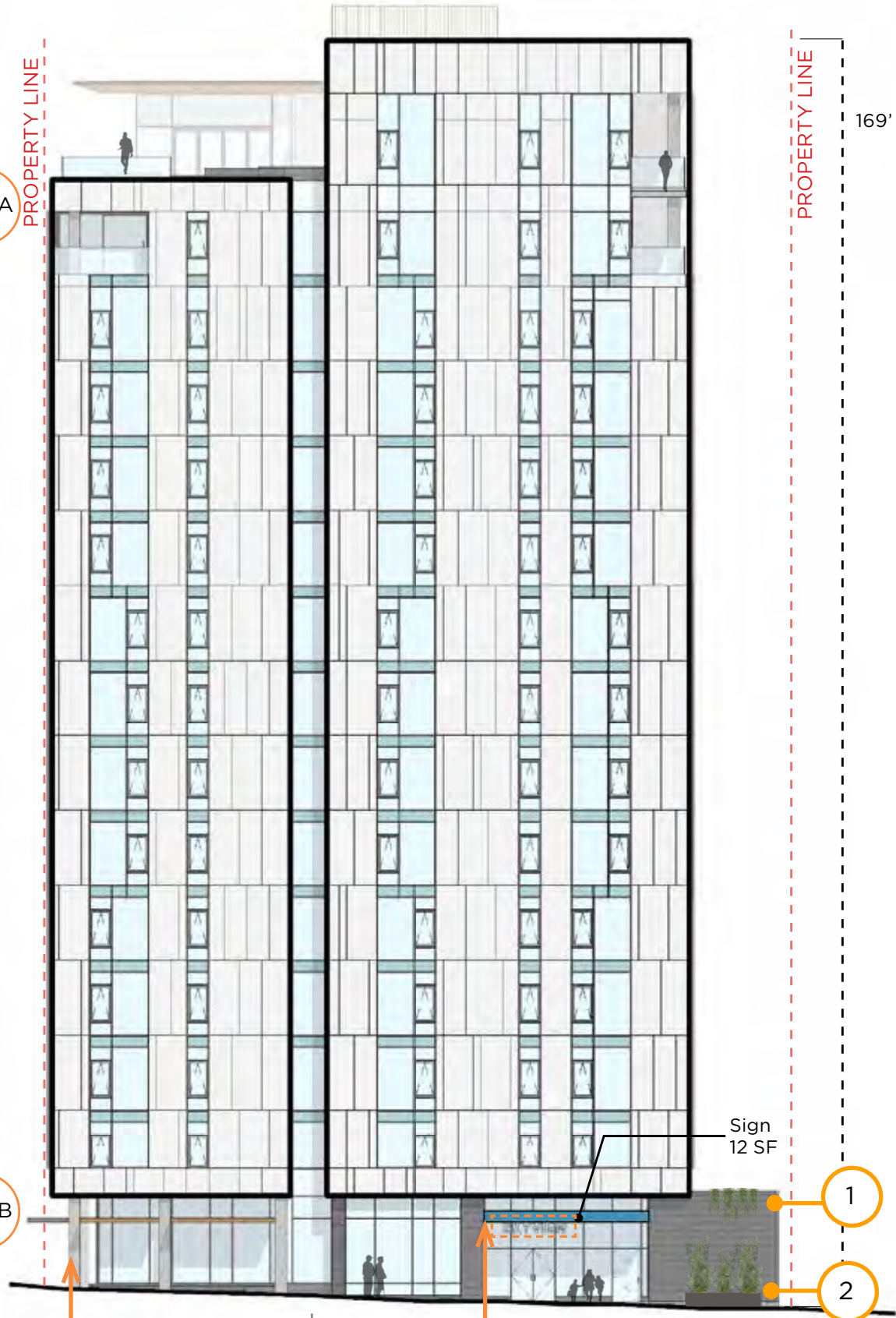
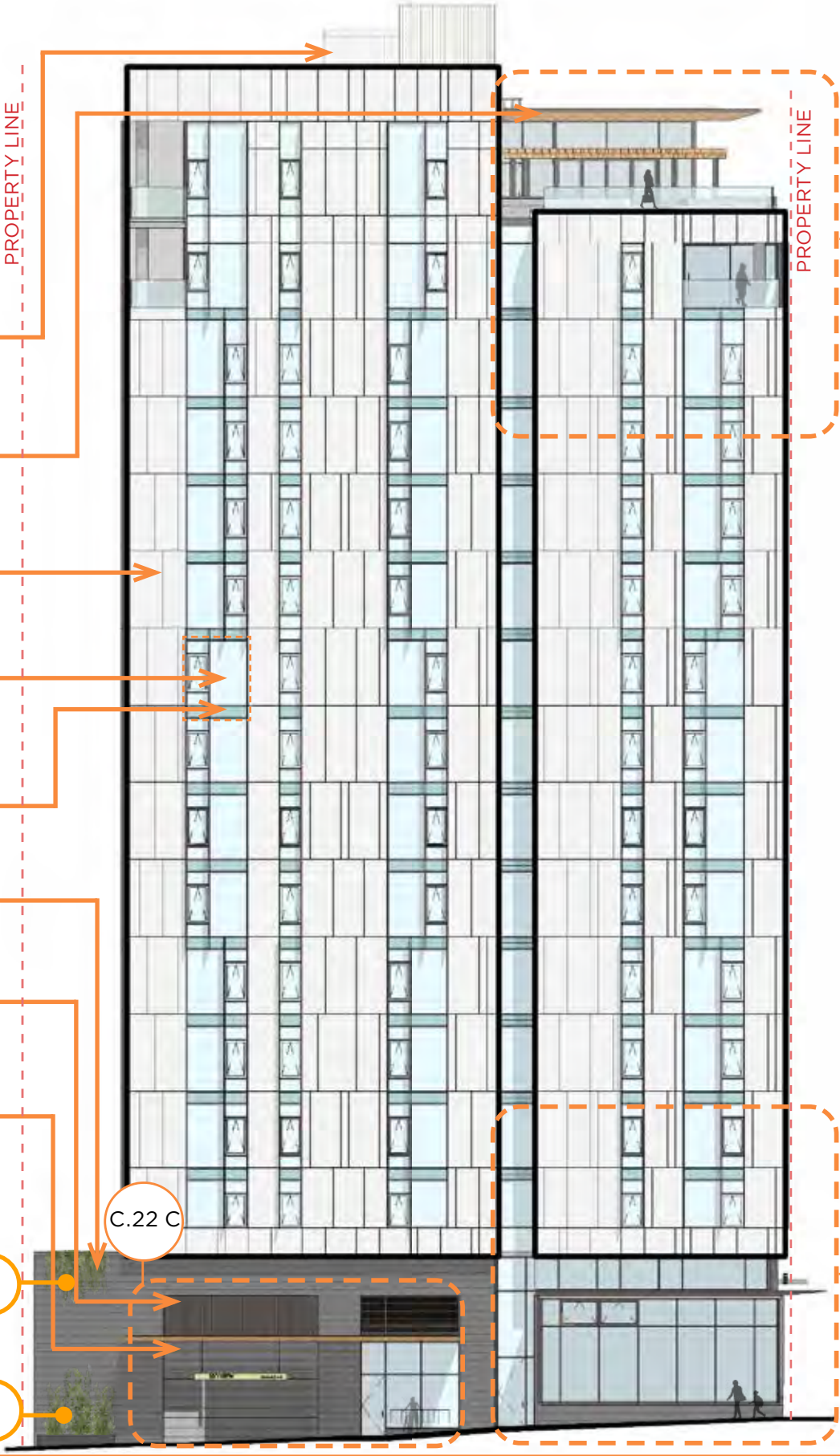


Keynotes

- 1 trailing plants
- 2 planter with vertical vines

Material Key

- Morin Matrix MX-2 corrugated aluminum wall panel in Bone White
- Geolam Aluminum Cladding with wood veneer in Teak
- Equitone [tectiva] fiber cement panels - integral color TE90
- clear vision glass - bird safe finish applied as shown on APP.20-APP.21
- spandrel glass occuring at floor lines as part of the Intus window system
- Roda Linear Walling split stone veneer
- Morin Matrix MX-2 corrugated aluminum wall panel in Zinc
- garage door aluminum frame and grill, powder coated in dark bronze
- exposed concrete
- distinctly colored entrance canopies



0' 10' 20' 40'



## Material Key

- Morin Matrix MX-2 corrugated aluminum wall panel in Bone White
- Geolam Aluminum Cladding with wood veneer in Teak
- Equitone [tectiva] fiber cement panels - integral color TE90
- clear vision glass - bird safe finish applied as shown on APP.20-APP.21
- spandrel glass occurring at floor lines as part of the Intus window system
- water-themed art/privacy glazing
- distinctly colored entrance canopies
- exposed concrete
- Roda Linear Walling split stone veneer

Sign  
19 SF

East Elevation | scale 1"=20'

C.22 A

C.20 A

C.22 B

167'

0' 10' 20' 40'



# Material Key

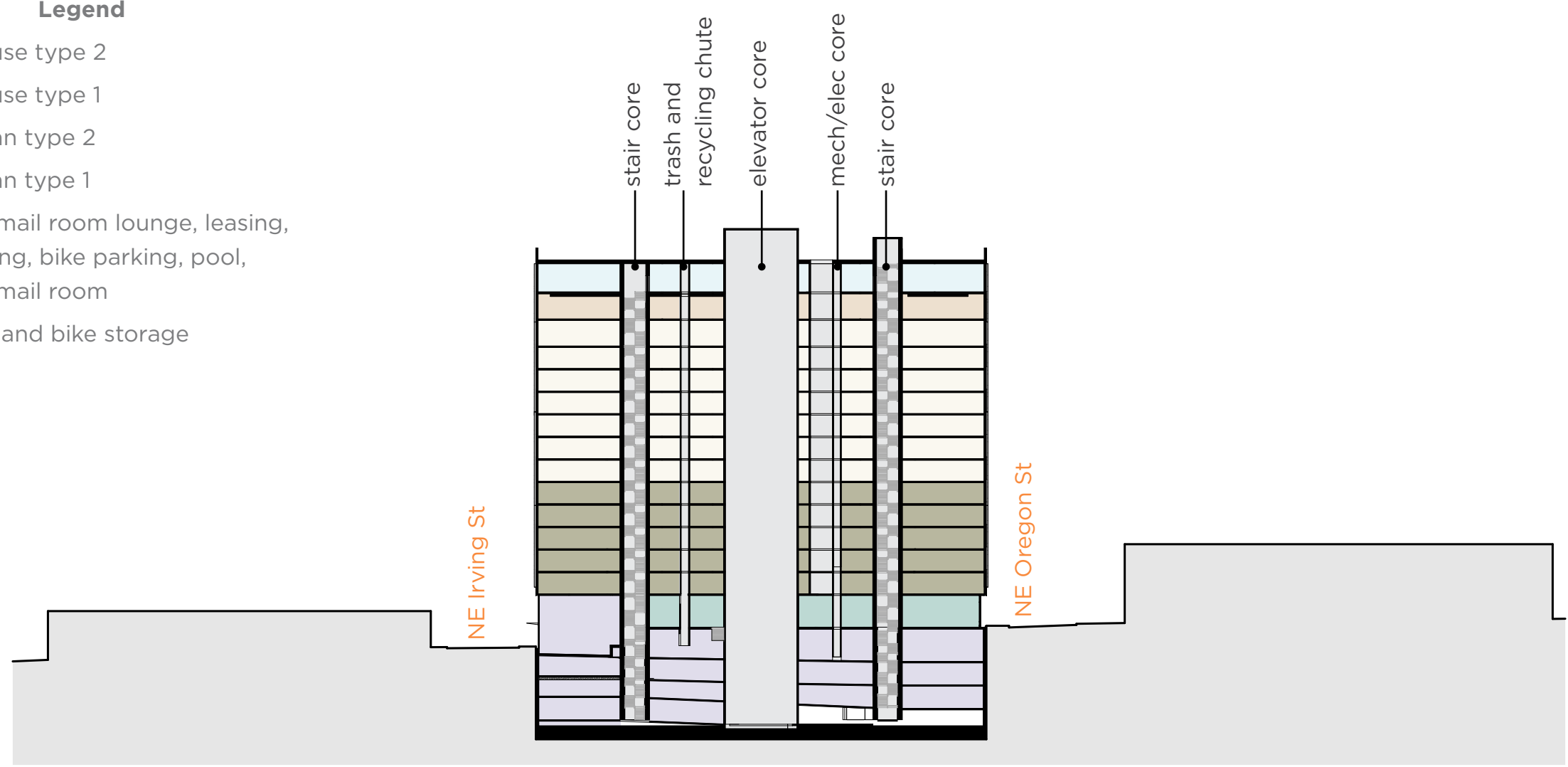
- Morin Matrix MX-2 corrugated aluminum wall panel in Bone White
- Equitone [tectiva] fiber cement panels - integral color TE90
- clear vision glass - bird safe finish applied as shown on APP.20-APP.21
- spandrel glass occurring at floor lines as part of the Intus window system
- Roda Linear Walling split stone veneer
- cmu



West Elevation | scale 1"=20'

Legend

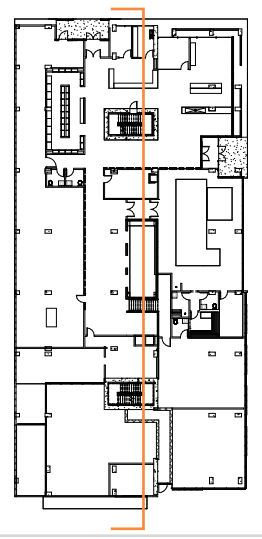
- penthouse type 2
- penthouse type 1
- floor plan type 2
- floor plan type 1
- fitness, mail room lounge, leasing,
- coworking, bike parking, pool, fitness, mail room
- parking and bike storage



Metro Regional Center Parking Structure

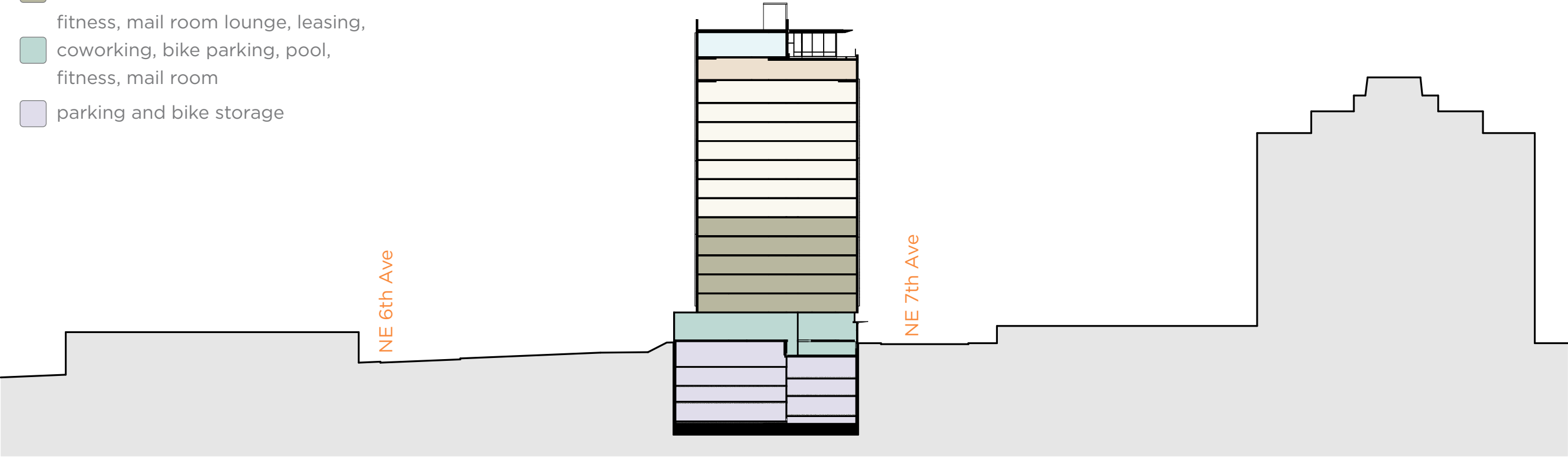
Skyview on 7th

Liberty Centre Parking Structure



Legend

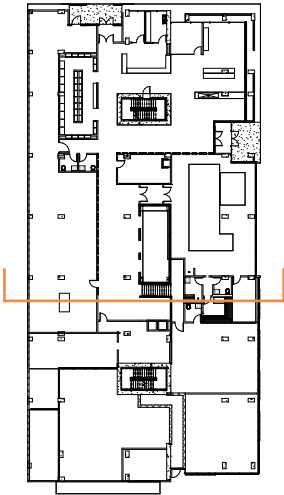
- penthouse type 2
- penthouse type 1
- floor plan type 2
- floor plan type 1
- fitness, mail room lounge, leasing,
- coworking, bike parking, pool,  
fitness, mail room
- parking and bike storage



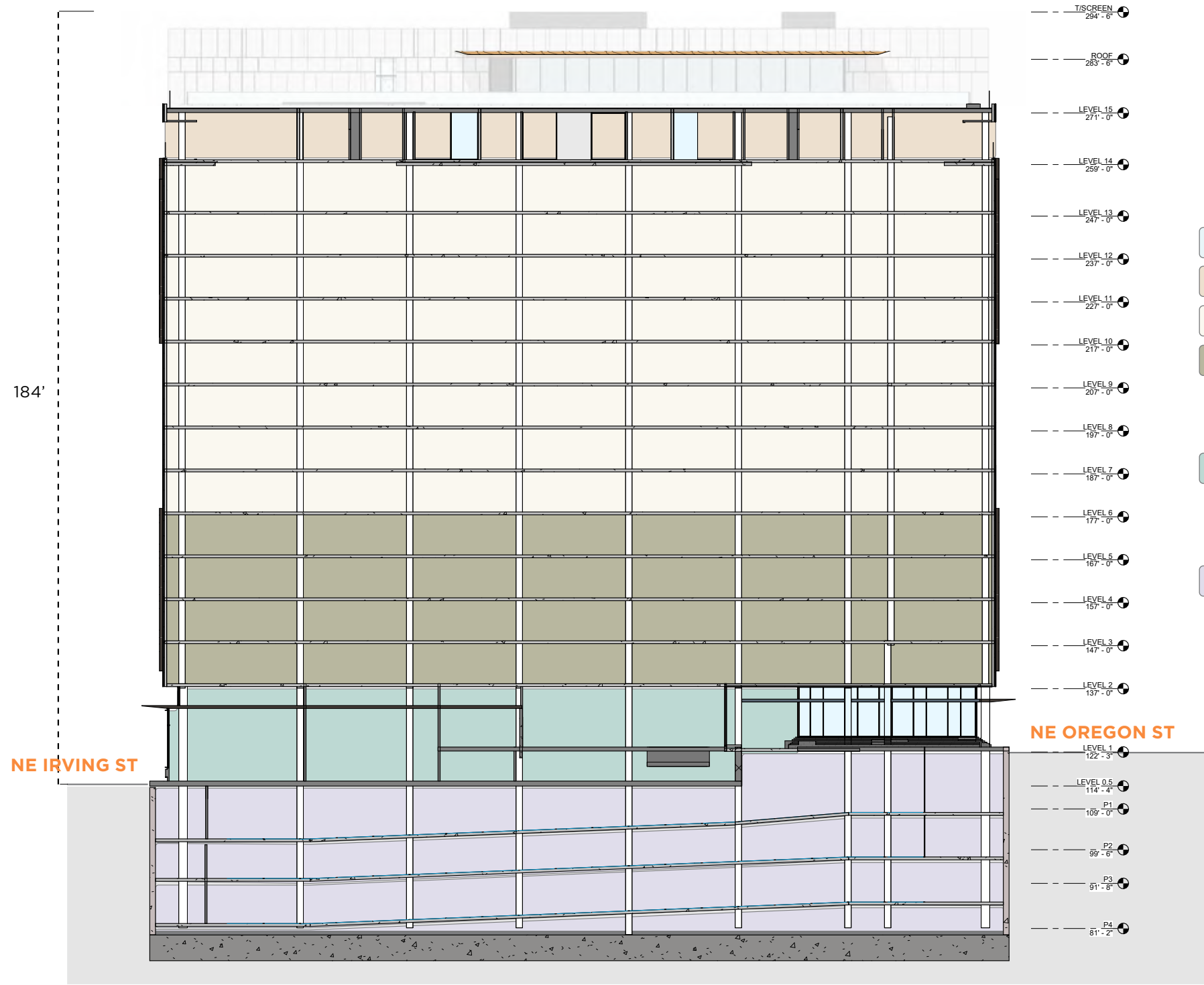
Land Rover, Range Rover Vehicle Service

Skyview on 7th

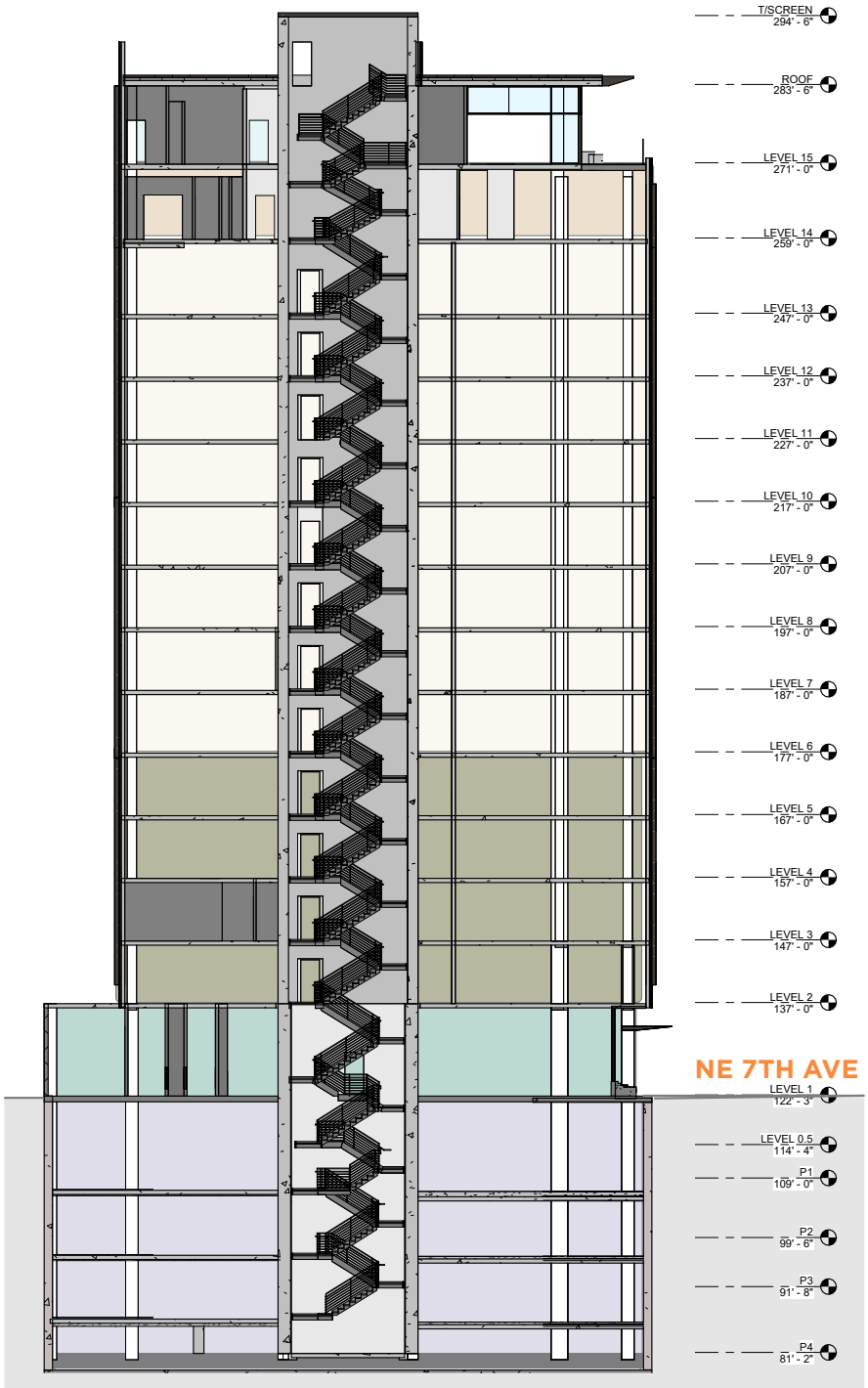
Oregon State Office Building







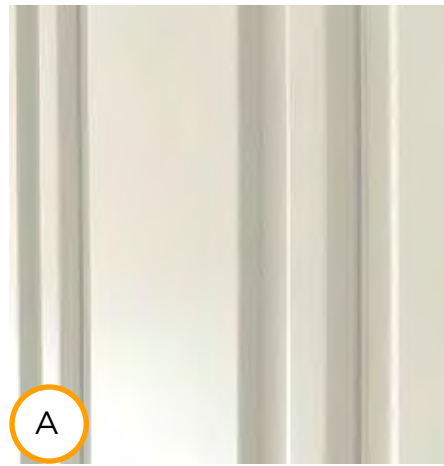
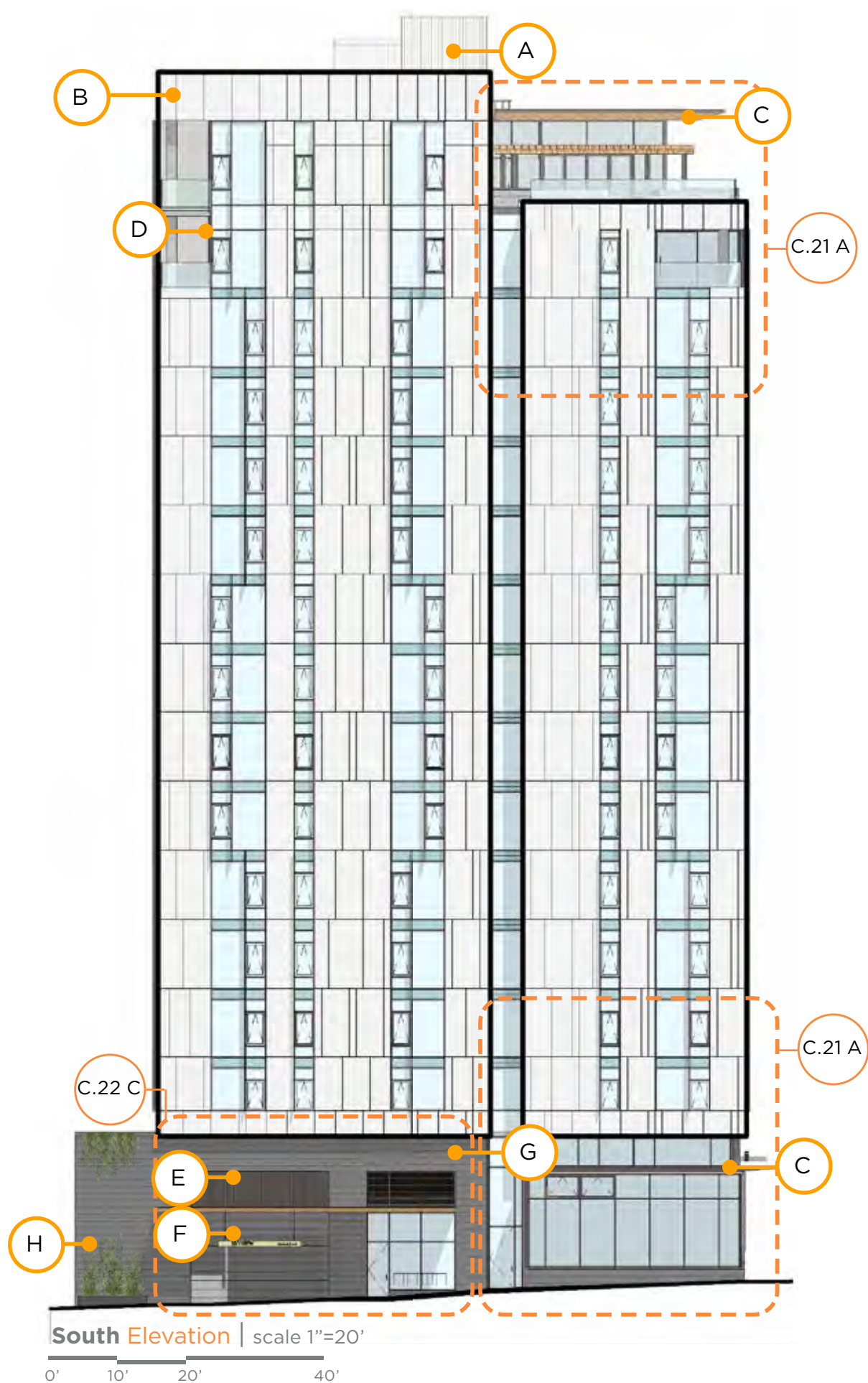
- Legend**
- penthouse type 2
  - penthouse type 1
  - floor plan type 2
  - floor plan type 1
  - fitness, mail room
  - lounge, leasing,
  - coworking, bike
  - parking, pool, lobby, fitness, mail room
  - parking and bike storage



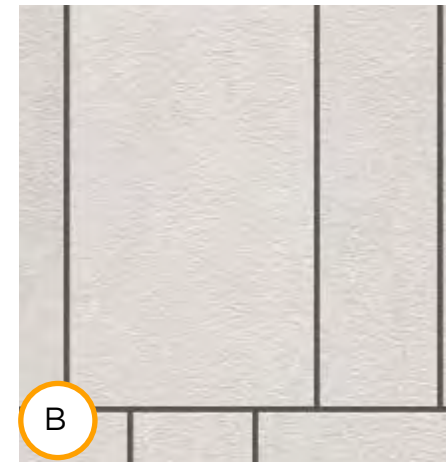
Section South-North | scale 1"=20'

Section West-East | scale 1"=20'

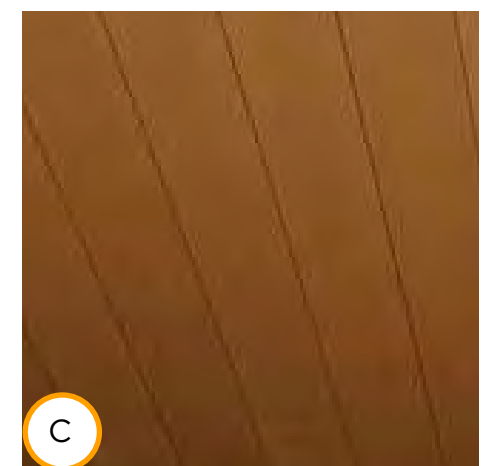




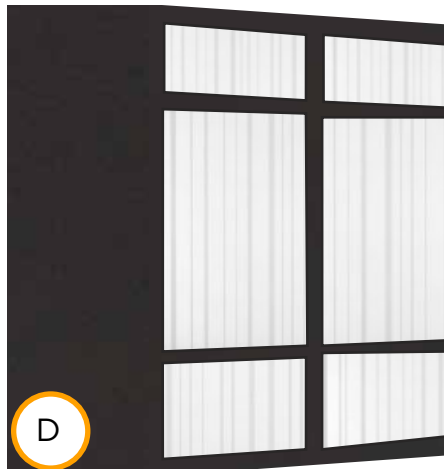
**A**  
Morin Matrix MX-2 corrugated aluminum wall panels in Bone White used in mechanical screens, elevator overrun, and stair core



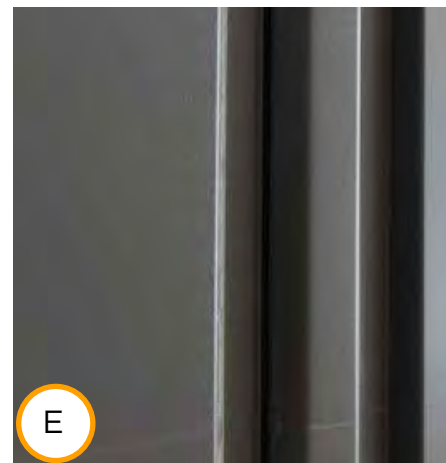
**B**  
Equitone [tectiva] fiber cement panel. integral color: TE90, textured finish



**C**  
Geolam Aluminum Cladding with wood veneer in Teak



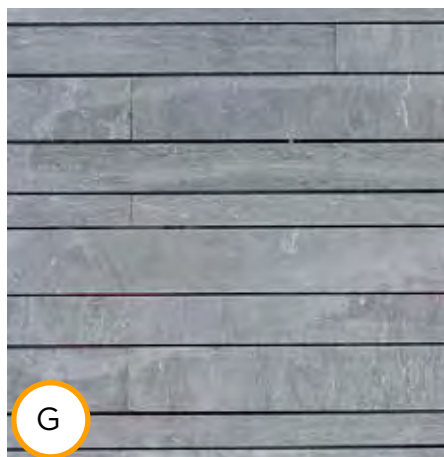
**D**  
Dark Bronze Metal Accents + Window Mullions + Fins. Spandrel part of Lintus Window System (bird safe finish applied to vision glass)



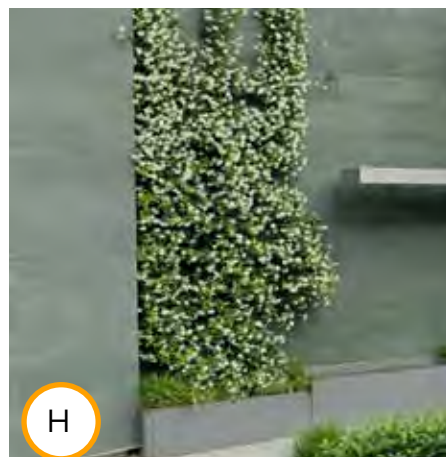
**E**  
Morin Matrix MX-2 corrugated aluminum wall panels in Dark Bronze



**F**  
Aluminum frame and grill, powder coated in "dark bronze"



**G**  
Roda Linear Walling split stone limestone cladding



**H**  
Metal planter with climbing vines





**East Elevation** | scale 1"=20'

0' 10' 20' 40'



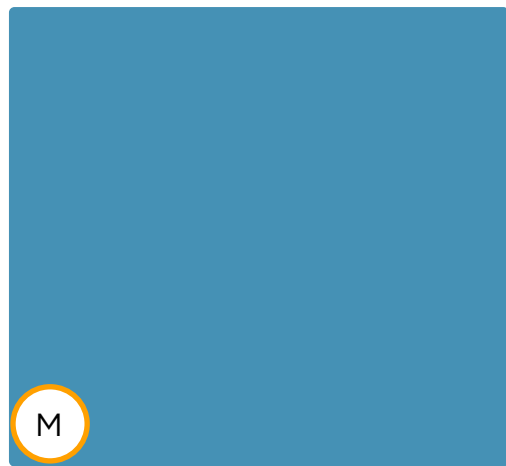
Folding glass windows with dark bronze color frames



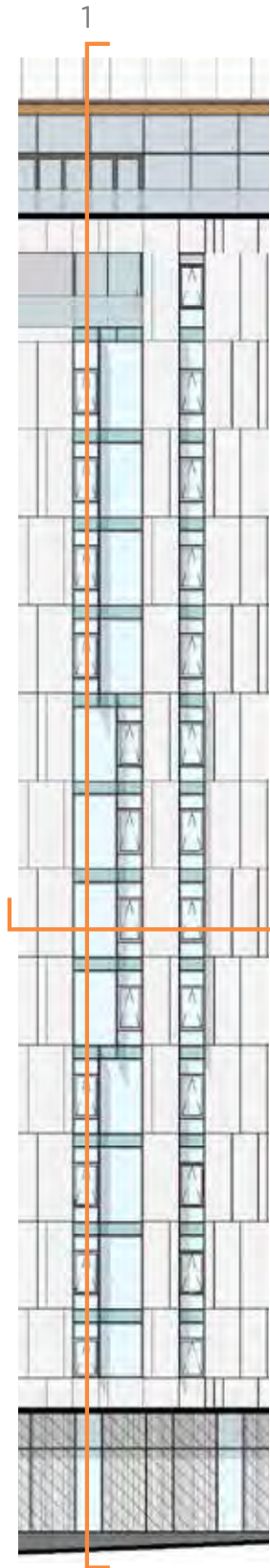
Water themed Art/privacy glazing



Exposed Concrete



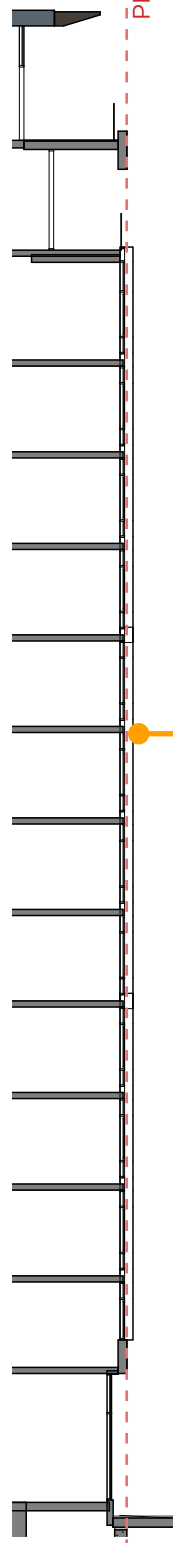
Entrances are highlighted by enhanced lighting, deep recesses, and distinctly colored canopies with a more pronounced profile



A

East Elevation | scale 1"=20'

0' 10' 20' 40'



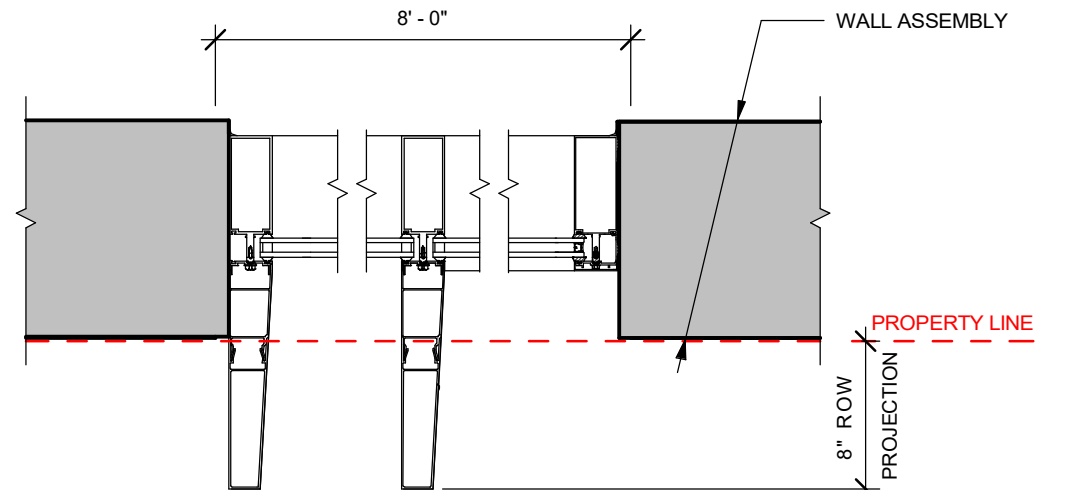
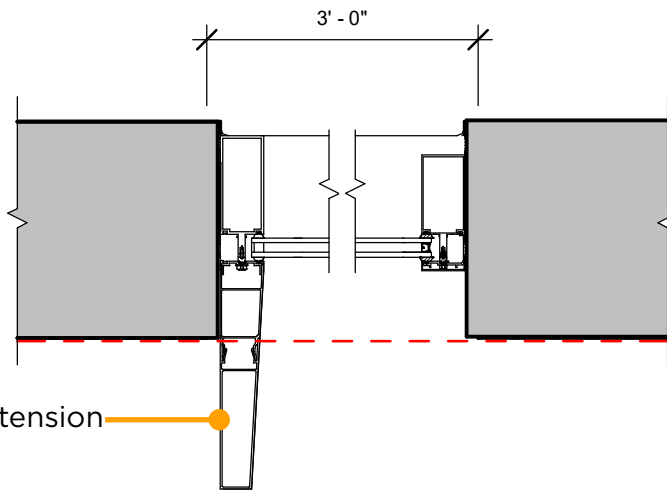
1

Wall Section

mullion cap extension

2

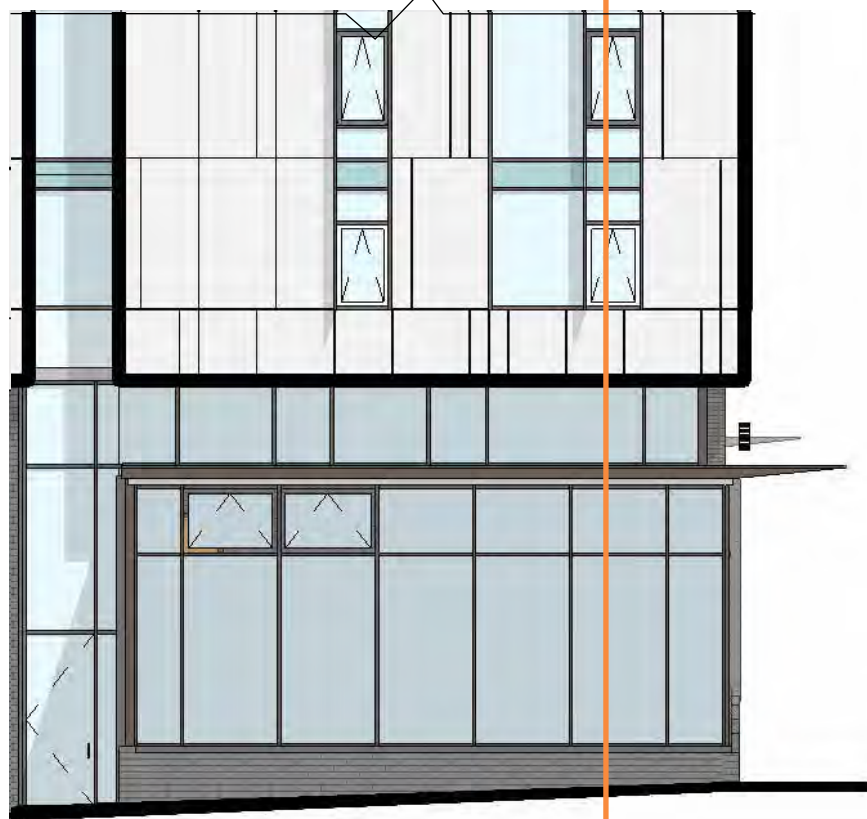
Typical Window Detail | nts





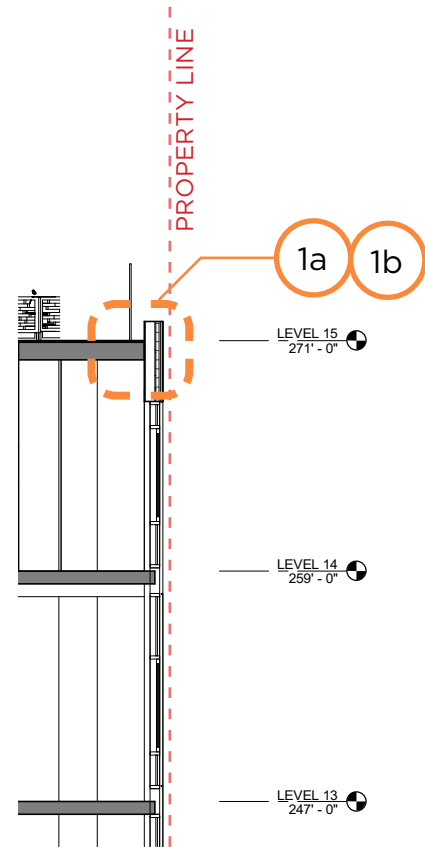


**A** South Elevation (upper) | scale 1"=10'

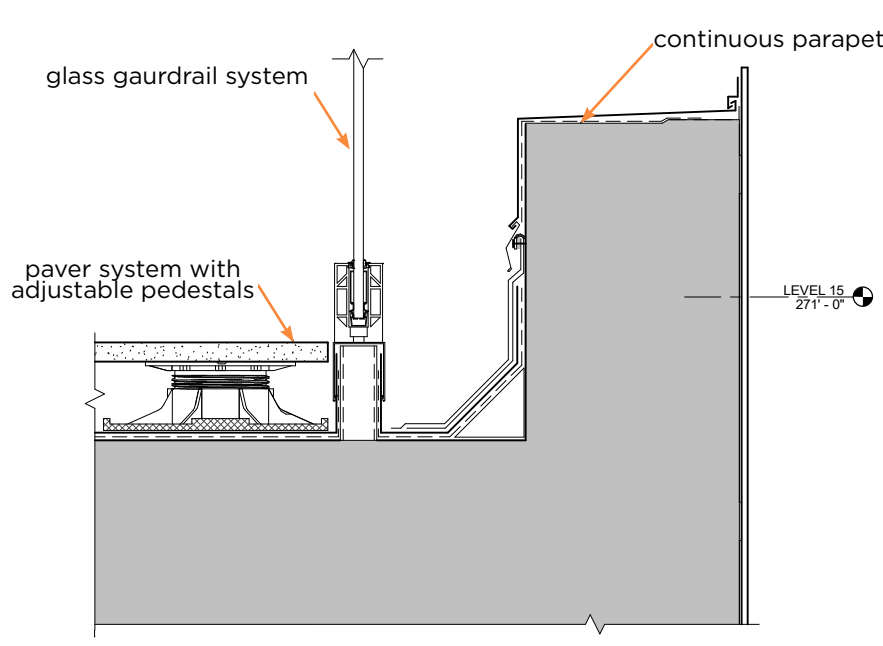


**B** South Elevation (lower) | scale 1"=10'

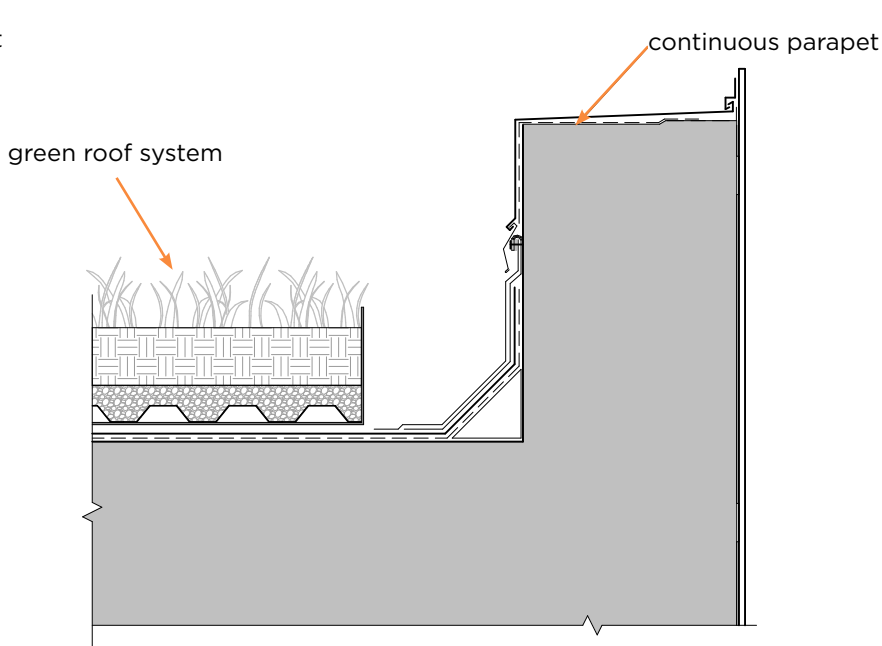
Not to scale



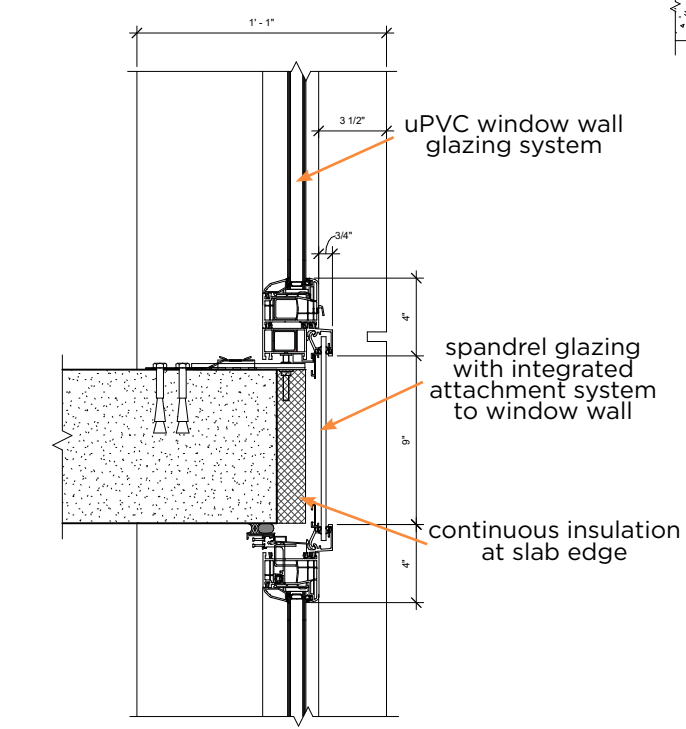
Wall Section 1



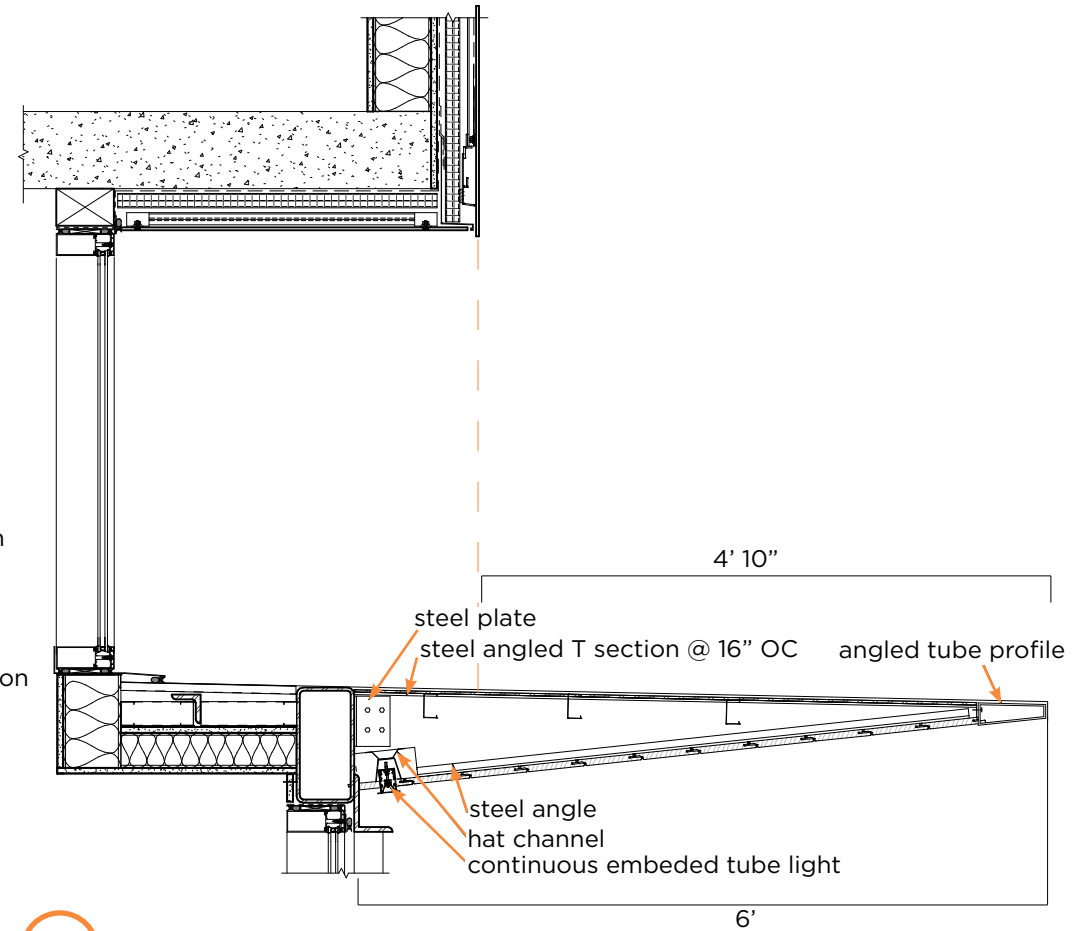
**1a** Parapet and Guardrail | nts



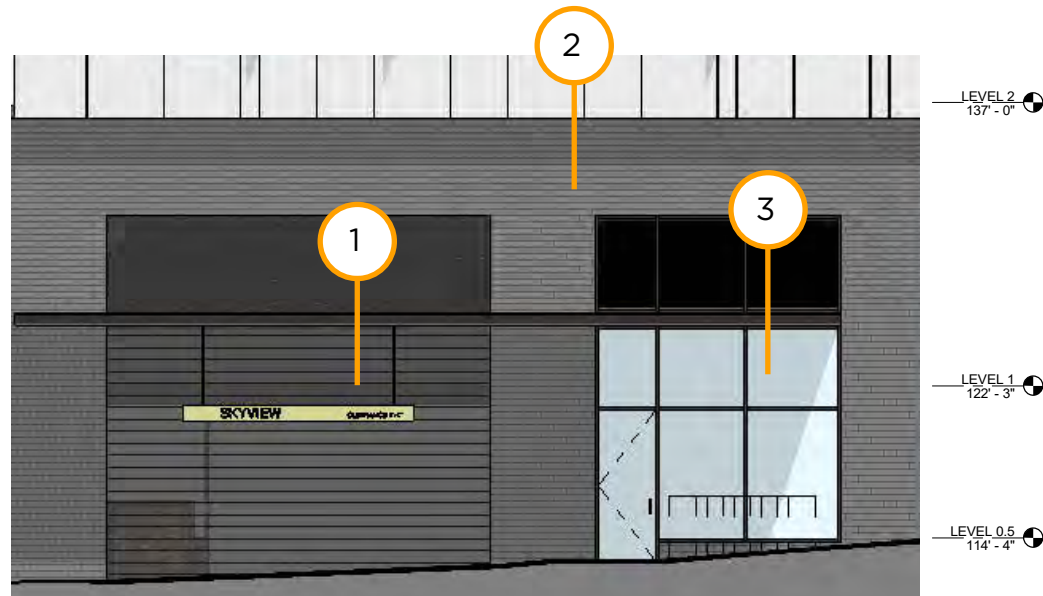
**1b** Green Roof Parapet | nts



**2** Floor Plate Spandrel | nts



**3** Canopy Section with Clerestory | nts



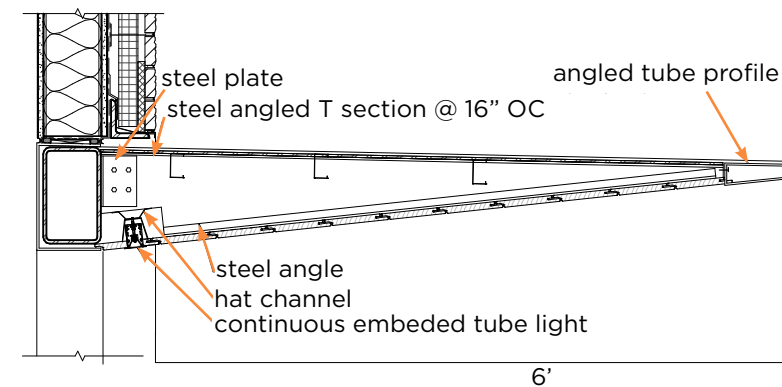
**C** South Elevation | Garage | scale 1"=10'



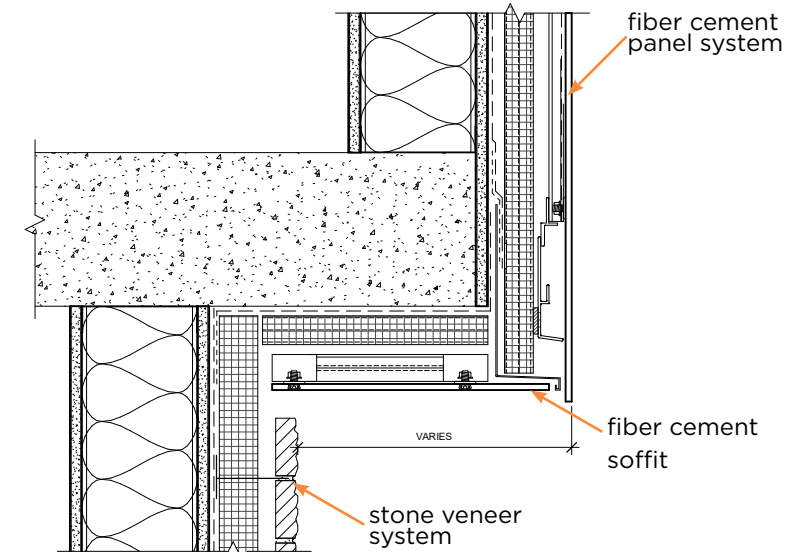
**A** East Elevation | Plane Change | scale 1"=10'



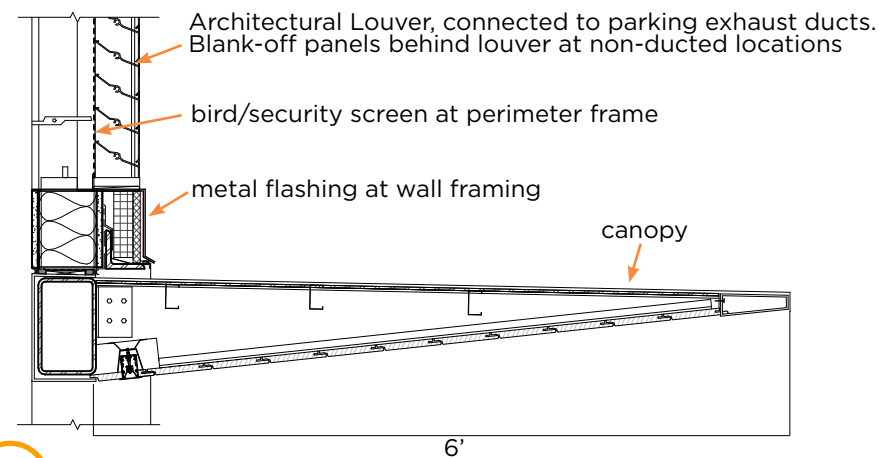
**B** East Elevation | Entry | scale 1"=10'



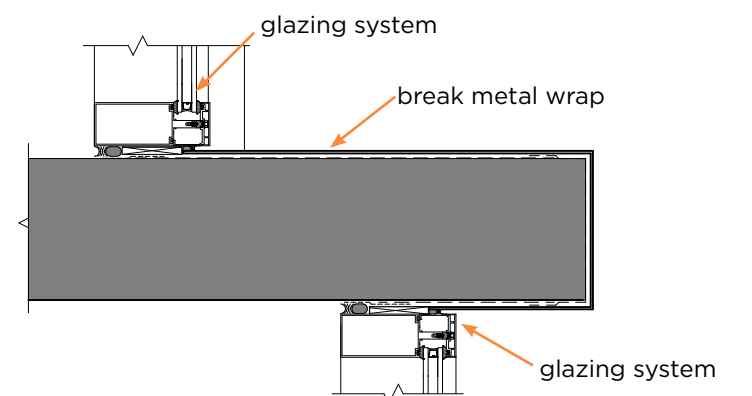
**1** Garage Entry Canopy | nts



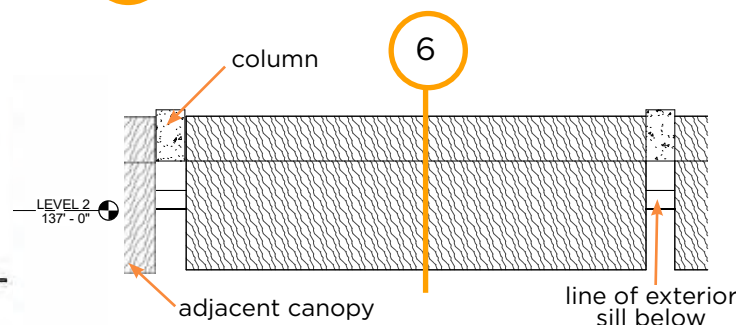
**2** Fiber Cement Panel to Stone Transition | nts



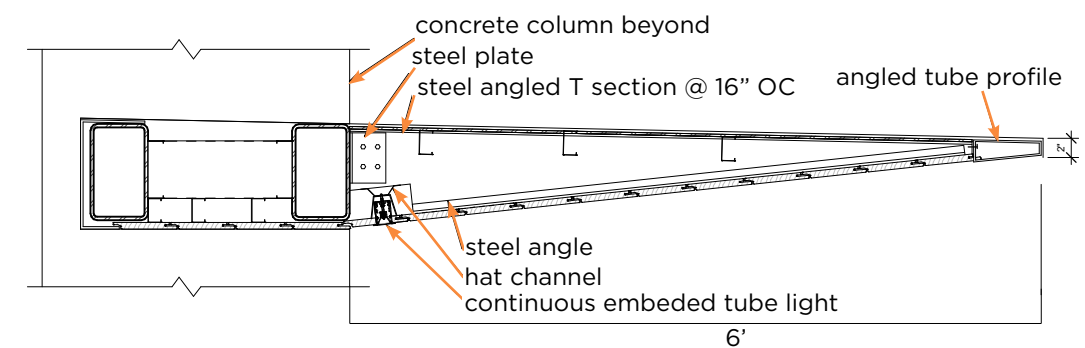
**3** Mechanical Exhaust Louvers | nts



**4** Curtain Wall Plane Change | nts



**5** Canopy Plan at Ground Floor | nts



**6** Canopy Detail | nts

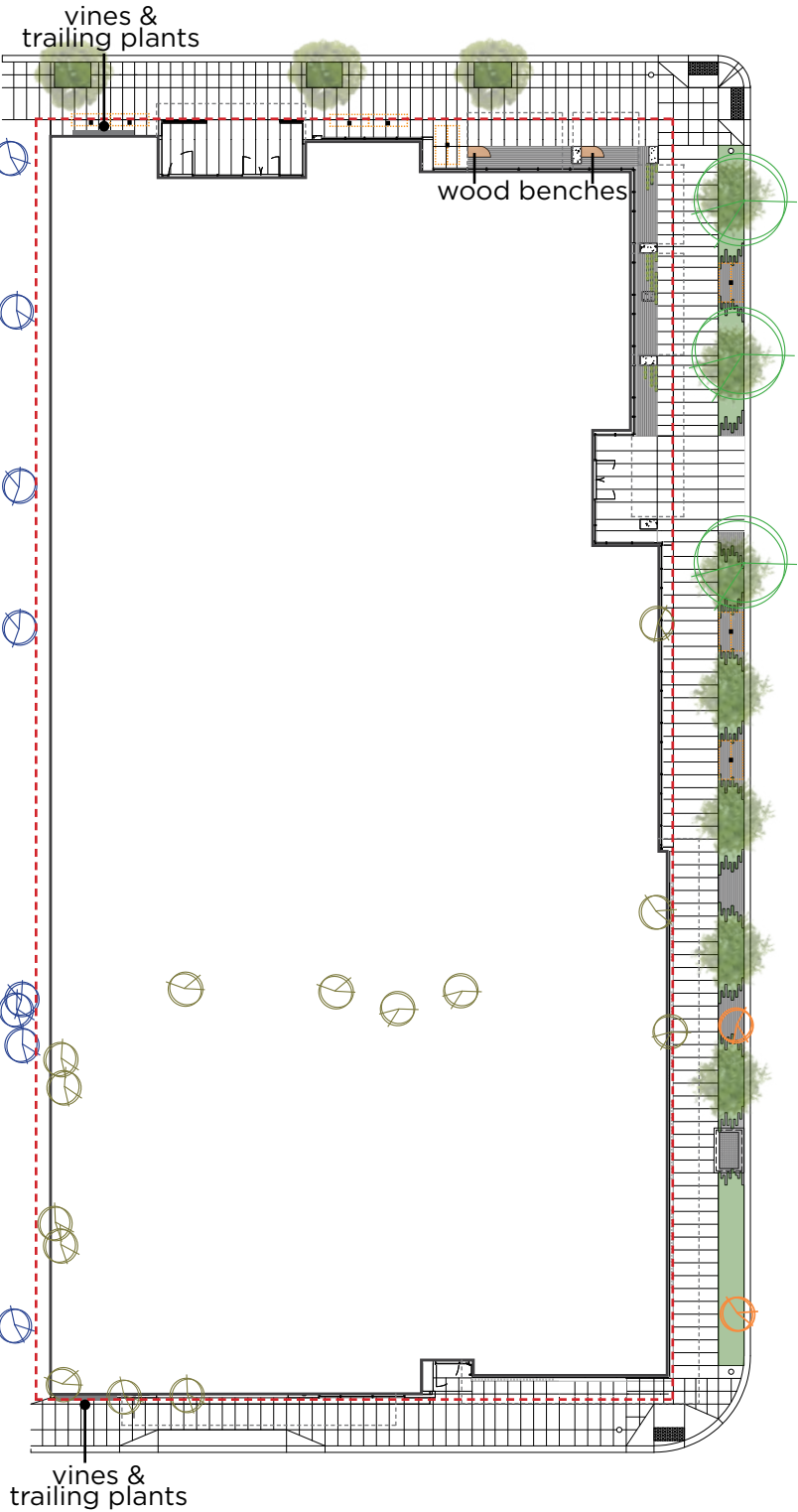


Urban Forestry Information

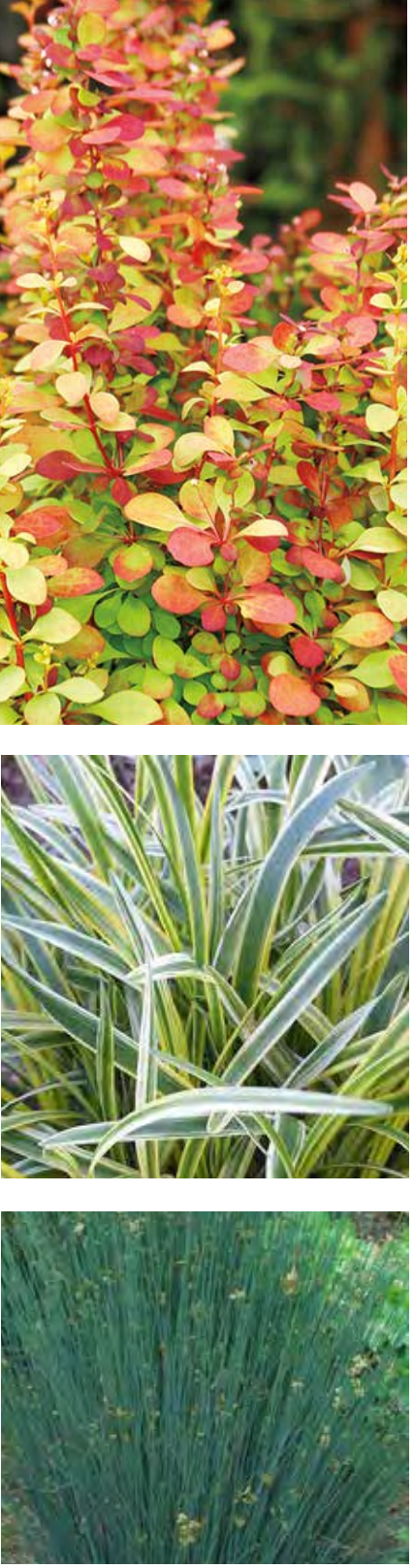
- Site is exempt from Tree Preservation Standards per PCC 11.050.040.B.3. Existing site trees proposed for removal
- Three red maples to be removed from NE 7th Avenue to enable construction activities, open up view to corner, and allow space for canopies
- Two Norway Maples to be removed from NE 7th Avenue to enable construction activities. Trees are classified as nuisance trees and are of poor form.
- Six new *Muashino Zelkova* trees proposed along 7th Avenue at 20' intervals. Mature height = 45'.
- Three new *Venus Dogwood* trees proposed along NE Oregon St. Mature height = 25'.

Legend

-  short term bike parking (12 spots provided)
-  Existing Red Maple / street tree to be removed
-  Existing Norway Maple / street tree to be preserved
-  Existing site trees to be removed
-  Offsite trees on adjacent property to be retained if possible. If the trees are not possible to retain, a tree removal permit will be obtained for the trees that are over 12-inches in trunk diameter.
-  New proposed *Muashino Zelkova* street trees
-  New proposed *Venus Dogwood* street trees



Landscape and Tree Plan Ground Level

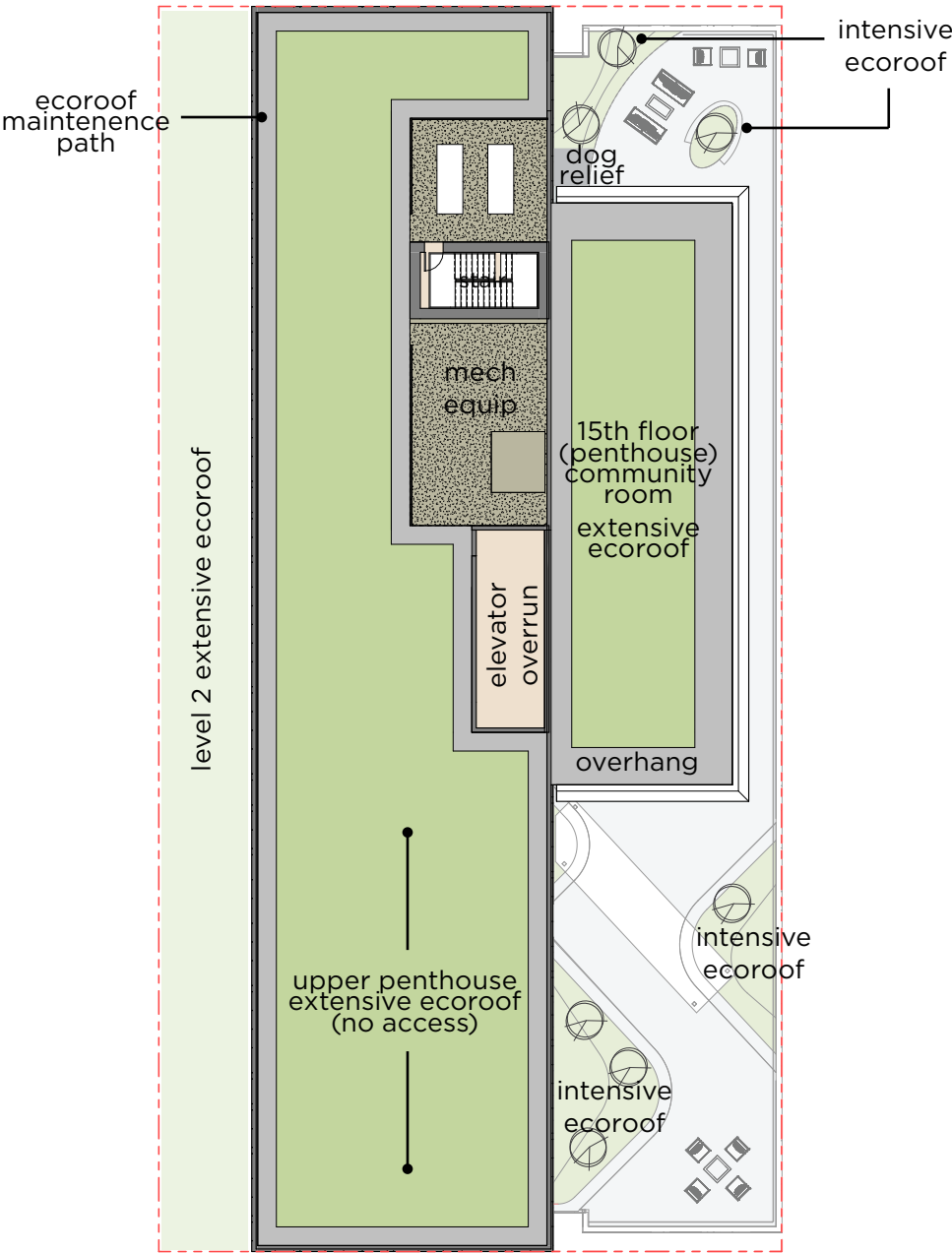


Plantings Ground Level



Legend

“small” Acer palmatum trees



Landscape Plan Roof



Plantings extensive ecoroof (4" depth)

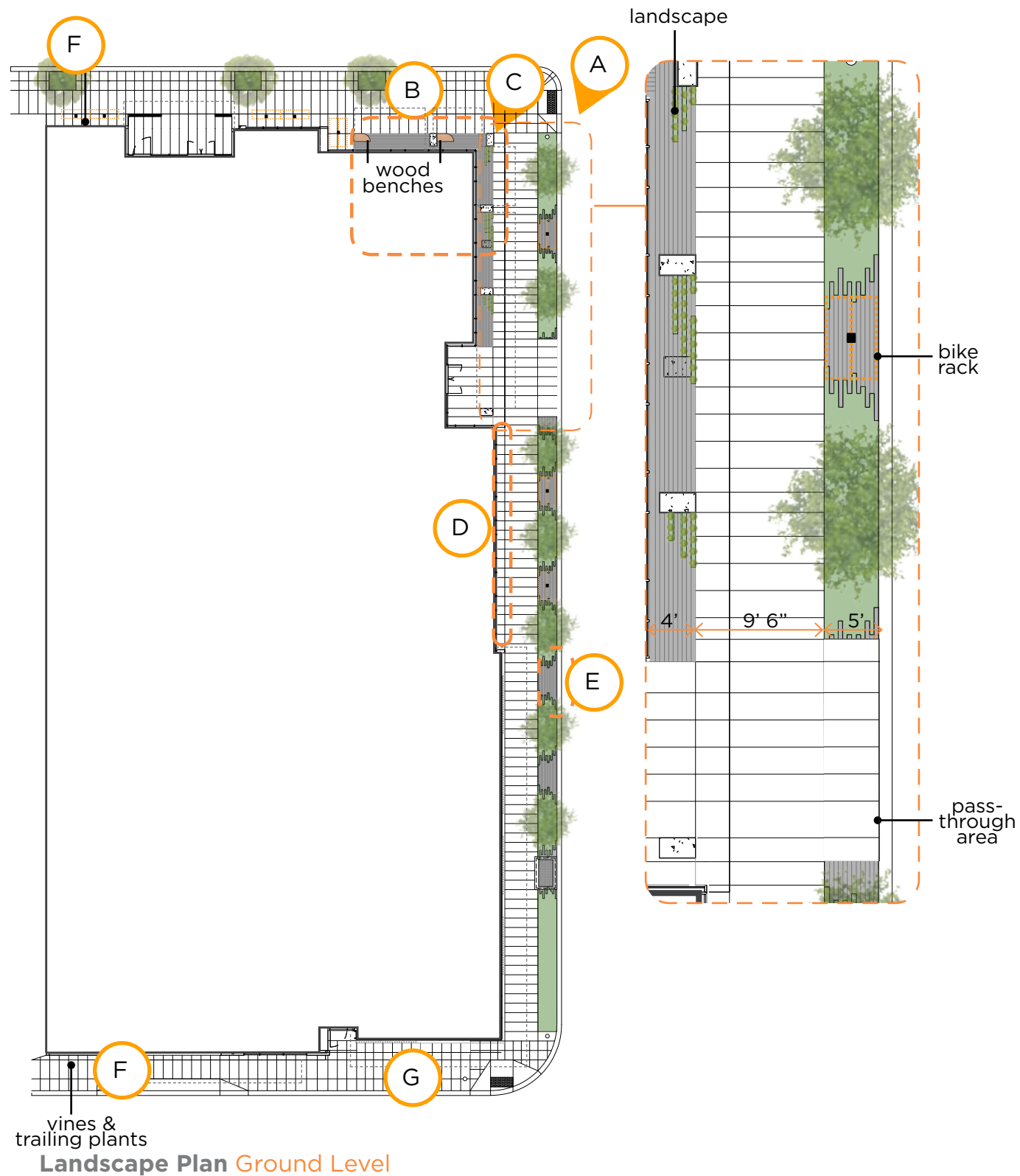


Plantings intensive ecoroof (12"-36" depth)

Ecoroof

Level	Area
L2	2,342 SF
PENTHOUSE	993 SF
ROOF	10,046 SF
<hr/>	
TOTAL PROPOSED ECOROOF	13,381 SF
TOTAL ROOF AREA	19,675 SF
PERCENTAGE ECOROOF	68%

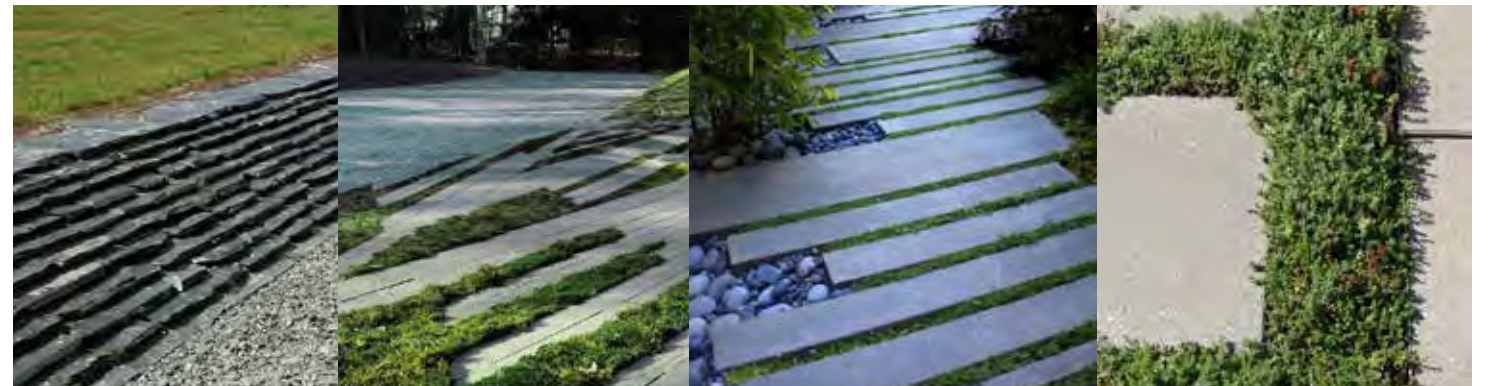




- A** Continuous landscape strip that connects street tree wells to provide more landscaping to further separate pedestrian from vehicle traffic
- B** Integrated Bench/Landscape Design at NE corner that incorporates rainwater under building canopies



**Rendering** NE Corner



**Precedent Images** Landscape

\*Plants at NE corner will be hardy sedum species. The plants will be irrigated and health will be monitored so replacements can be installed if dieback occurs.



**Concept sketch** NE corner



**Custom Bench** Concrete Base with Hardwood

- D** Water-themed art/privacy glazing



- E** Landscape edge treatment at furnishing zone

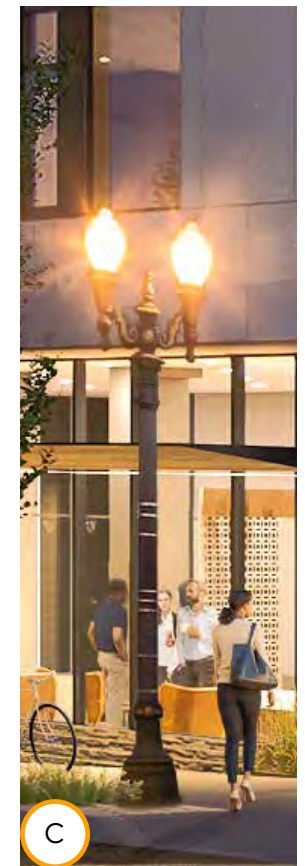
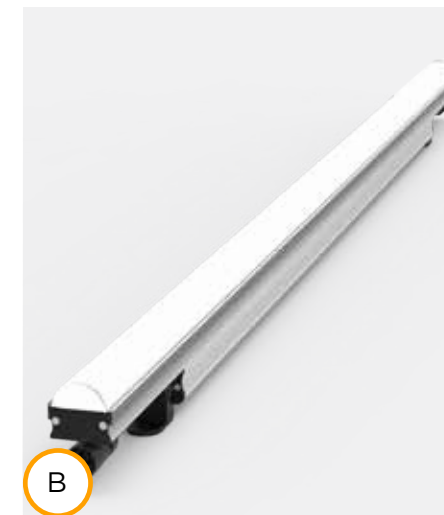
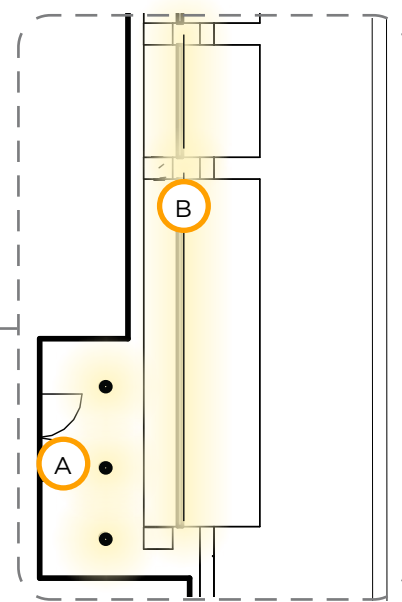
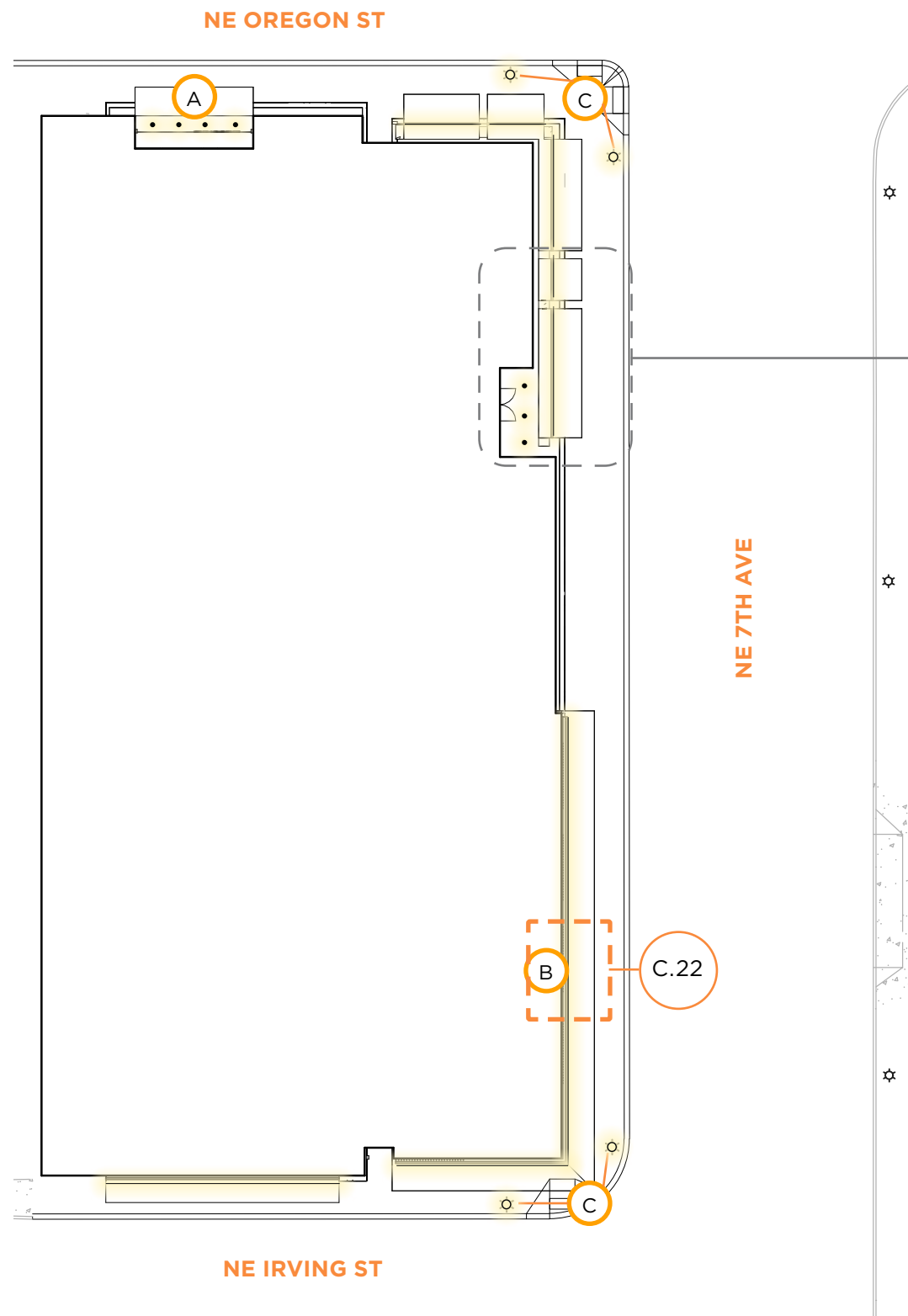


**Paving** material

- F** Vines and trailing plants (C.12)

- G** Extensive Glazing (C.12 & APP.4)





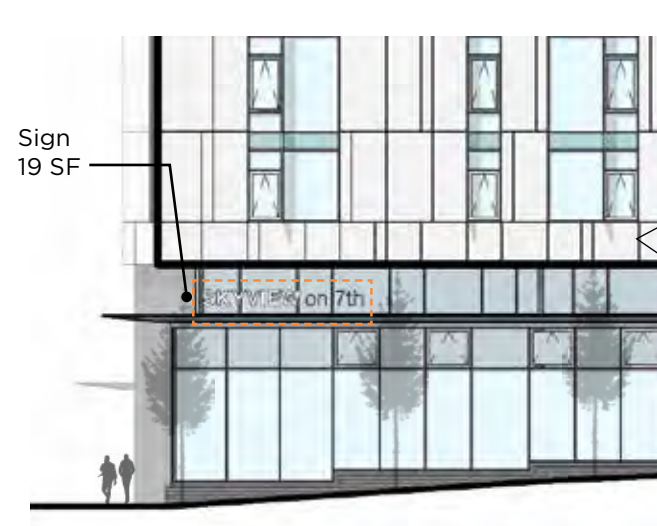
**Legend**

- A • square flush mount fixture - mounted within soffit
- B — recessed linear ceiling light embedded in full length canopy
- C ◉ ornamental street light and pole per Lloyd District standards

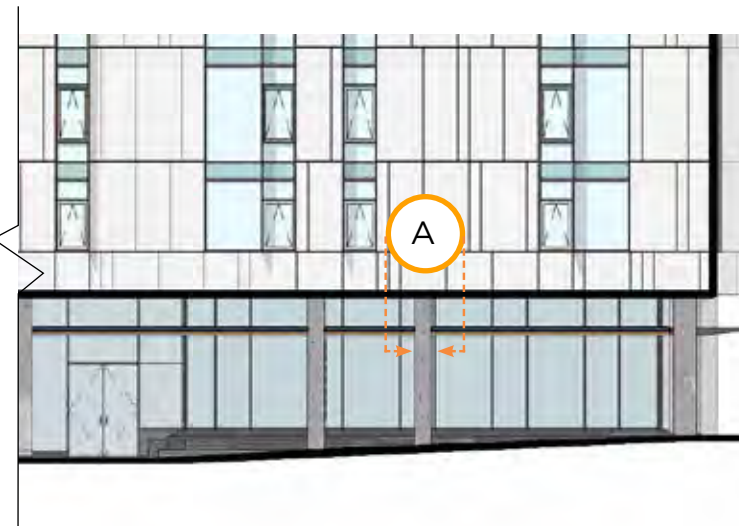
**Lighting Plan** Level 1







**East Elevation** | scale 1"=20'

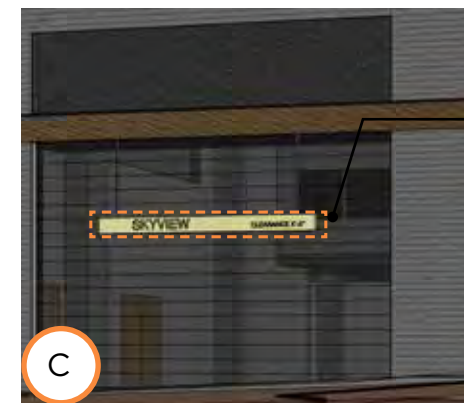


NE corner signage

Sign 8 SF  
(identical signage on  
North and South  
faces of column as shown)



**South Elevation** | scale 1"=20'



signage at garage "crash bar"

Sign  
10 SF



**North Elevation** | scale 1"=20'

## CODE

### Permanent Signs

- At this site, base zone allows up to 450 SF (total) of sign area, which can be allocated among different building facades
- Maximum sign area is 100 SF per sign
- Signs over 32 SF must go through Design Review

### Applicable Lloyd District Design Guidelines:

- 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

### Applicable Central City Fundamental Design Guidelines:

- 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









Northeast Perspective



Northwest Perspective





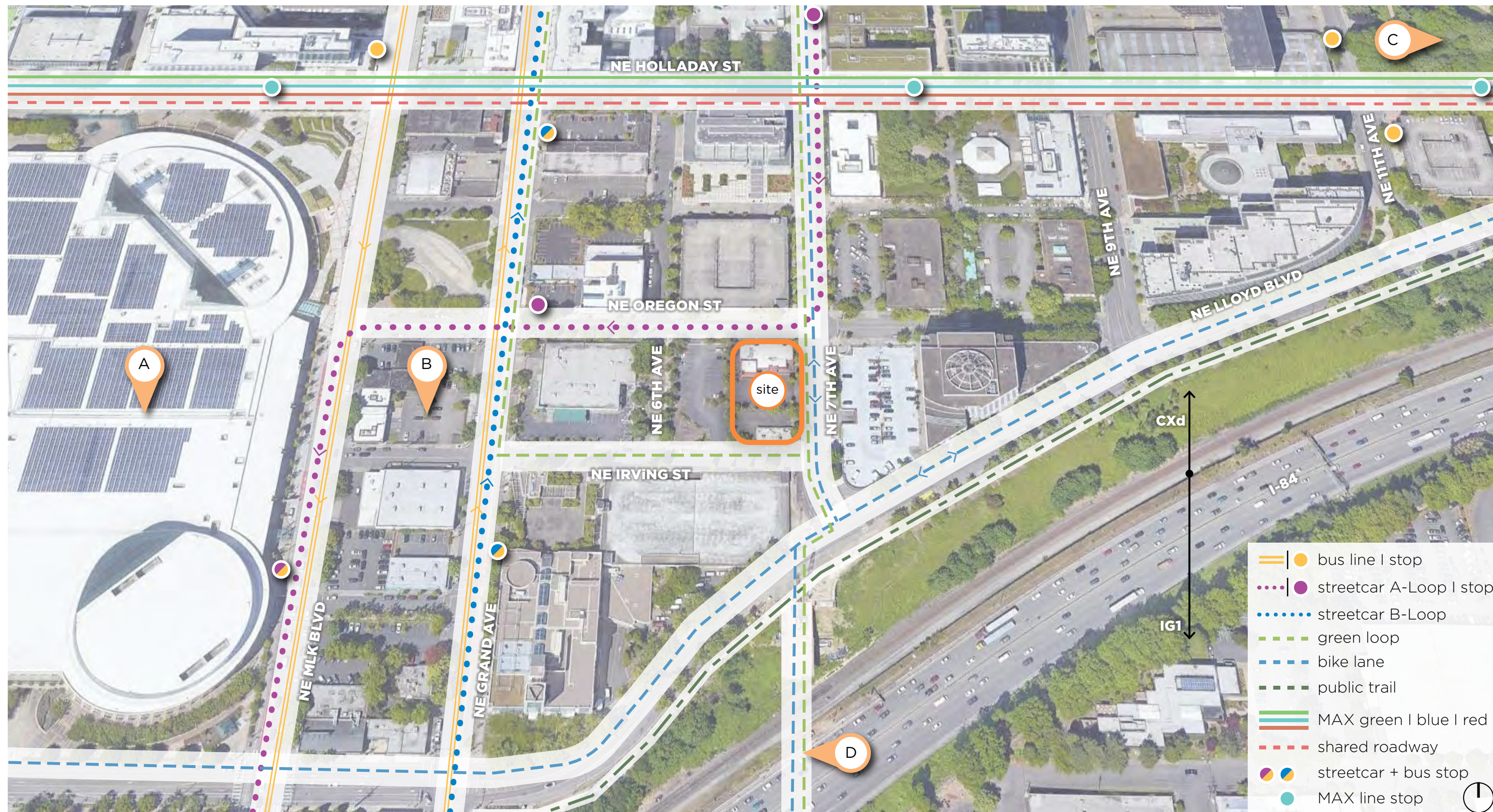












- A convention center
- B convention center plaza
- C holladay park
- D Congressman Earl Blumenauer bicycle and pedestrian bridge





block 103 - as rendered



block 90 - as rendered



aster tower



velomor



elwood



5 MLK (as rendered)





**Initial Concept Sketch**



**Basic Massing**



**Preliminary Detailed Massing**



**Refined Massing/Character - DAR**

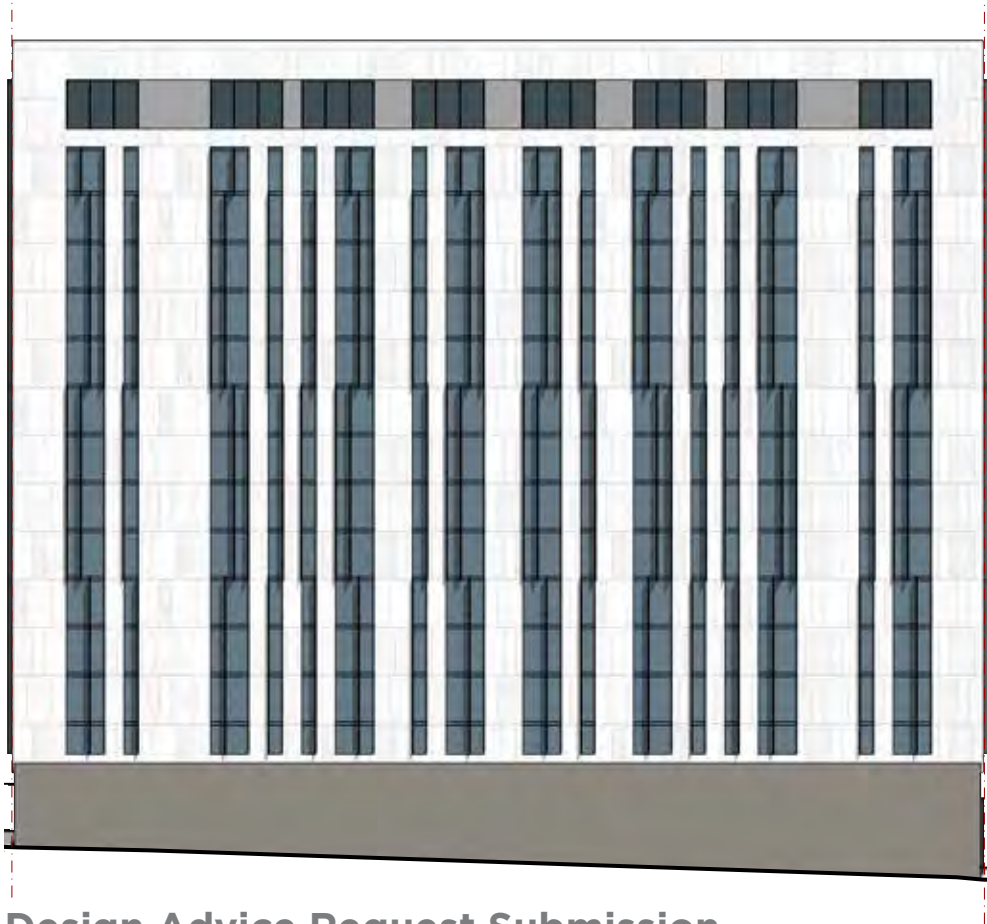


**Proposed Design**



DAR comment		Design response	Reference
Context	1. Create a more residential character to the building to differentiate from office buildings. Consider recessed balconies.	1. All sides of the building have balconies added to the upper levels (levels 14 and 15). The added balconies are visible from a distance, making the building stand out from adjacent buildings as a residential building, Additionally, the operable windows at each unit create a dynamic changing face as residents open their windows.	1. See elevations (C.12-C.14), Renderings (APP.1-APP.5) and design progression (APP.10-APP.11)
	2. Engage the Green Loop through visual connection of the active uses on the ground floor.	2. The program along the full length of the NE 7th Avenue elevation at the ground floor is comprised of active uses that will be visibly connected to the pedestrian right-of-way. These uses, from north to south include: co-working at the NE corner, the main lobby entrance, pool and spa, fitness room, and a sport court at the SE corner. Additionally, the program on Irving Street is visible through windows, including a fitness space and a bike storage room with large windows.	2. See ground level floor plan (C9) enlarged details (C20-C22), ground floor glazing areas (APP.17), and design progression (APP.10-APP.13)
Public Realm	3. Integrate greenery along the Green Loop.	3. Connected landscape strips with integrated street tree placement, drawing from principles within the PBOT Pedestrian Design Guide, are proposed along NE 7th Avenue to frame pedestrian circulation and buffer from vehicular traffic. Trailing plantings have been added at the stone walls on NE Oregon Street and NE Irving Street. The integration of glazing and water-themed art/privacy glazing was planned to enable the flexibility of the ground level for future possible retail use.	3. See landscape plan and Green Loop Design (C.23-25)
	1. Canopies should be extended further over sidewalk. Design of canopies should be consistent. Entry canopies should be prominent.	1. All canopies have been updated so that the projected edges are aligned with the minimum projection from the face of the building exterior set at 5 ft to still allow room for street tree canopies. Additional depth is provided at the recessed entrances at NE 7th Avenue and NE Oregon Street, measuring 15 feet and 8 6 inches feet respectively from the face of door to edge of canopy. An additional canopy has been added at NE Irving Street over the parking garage entrance and bicycle storage/dog washing room. Canopies at the main entries on NE 7th Avenue and NE Oregon Street are seperated from the rest of the canopies, are 1.5x thicker, and blue to clearly indicate entries/exits.	1. See enlarged details (C.20-C.22)
Quality and Permanence	2. Active use should be proposed on at least one side of the garage entry.	2. Glazing at the bicycle storage and dog wash room has been expanded horizontally and vertically on the right-hand side of the garage entry. Additionally, on the left side of the garage door, a dynamic vertical planting has been added.	2. See elevations (C.12-C.14)
	3. Incorporate art into the translucent windows at the pool area.	3. This location will be preserved for artwork that will be incorporated into the glazing. This concept has been further developed based on Staff feedback and DAR comments, but has yet to be finalized in order to allow for engagement with a consulting designer (i.e. glass and/or lighting artist and glazing manufacture(s))	3. See public art concept (APP.14)
Modifications	4. The canopy height at the northeast corner should be appropriate. Consider 10’ above sidewalk and 5’ horizontally over sidewalk.	4. The canopy line between the NE corner of the building and the main entrance on NE 7th Avenue starts with just over 9’ clear and increases with the grade change to 10 feet - 6 inches at the entry. The same canopy line that wraps the NE corner along NE Oregon starts with a minimum clearance of just under 9 feet 6 inches and increases to 10 feet clear. The clear height at the NE Oregon Street entry is 14 feet because of the grade.	4. See enlarged details (C.20-C.22)
	1. Provide a birdseye view of the roof that shows the canopy feature.	1. A Rendering has been provided that shows the roof garden and the community room from an aerial perspective.	1. See renderings (APP.1-APP.5)
	2. Materials: use concealed fasteners at the fiber cement board, at least at lower levels; the brick color should be integrated to the design; address how fins provide sun shading, wood materials should be protected from weather.	2. Materiality has been addressed as follows: •The installation will be per manufacturer’s standard specification for concealed fasteners for at least the lower stories of the residential floors. •The basis of design for the dark accenting masonry at the building base has been specified in the “materials board”. •The vertical fins integrated into the rhythm of the exterior glazing are not intended to provide solar shading, but are meant to accentuate the building’s verticality and provide a dynamic rhythm of alternating shadow and depth along the exterior massing of the residential levels. •Natural resilient hardwood is utilized judiciously in protected conditions to provide warmth on the underside of canopies, soffits of recessed roof decks, and at the projected roofline at the community room.	2. See materials (C.18-C.19)
	3. Stem walls and canopies should use the same language throughout in how they step or slope with grade.	3. The stem walls at the SE corner canopy element have been eliminated in order to extend the canopy edge further over the sidewalk for weather protection. The sill of the glazing is stepped to follow the grade. Canopies that wrap the corner of NE 7th Avenue are at a consistent height for continuity. A continuous height was set for canopies closer to the sidewalk at the SE Corner to respond to grade. The new canopy over the garage entry/bicycle storage matches the SE corner height. Not every canopy has been stepped to reduce noise and maintain a refined look.	3. See enlarged details (C.20-C.22)
	1. The proposed parking width modification was discussed at the DAR meeting.	1. This proposal seeks a modification to the 8 feet 6 inches x 16 feet parking space requirement in those spaces with structural columns, to allow encroachment of columns into the parking space width.	1. See modification (APP.19)





# Design Advice Request Submission

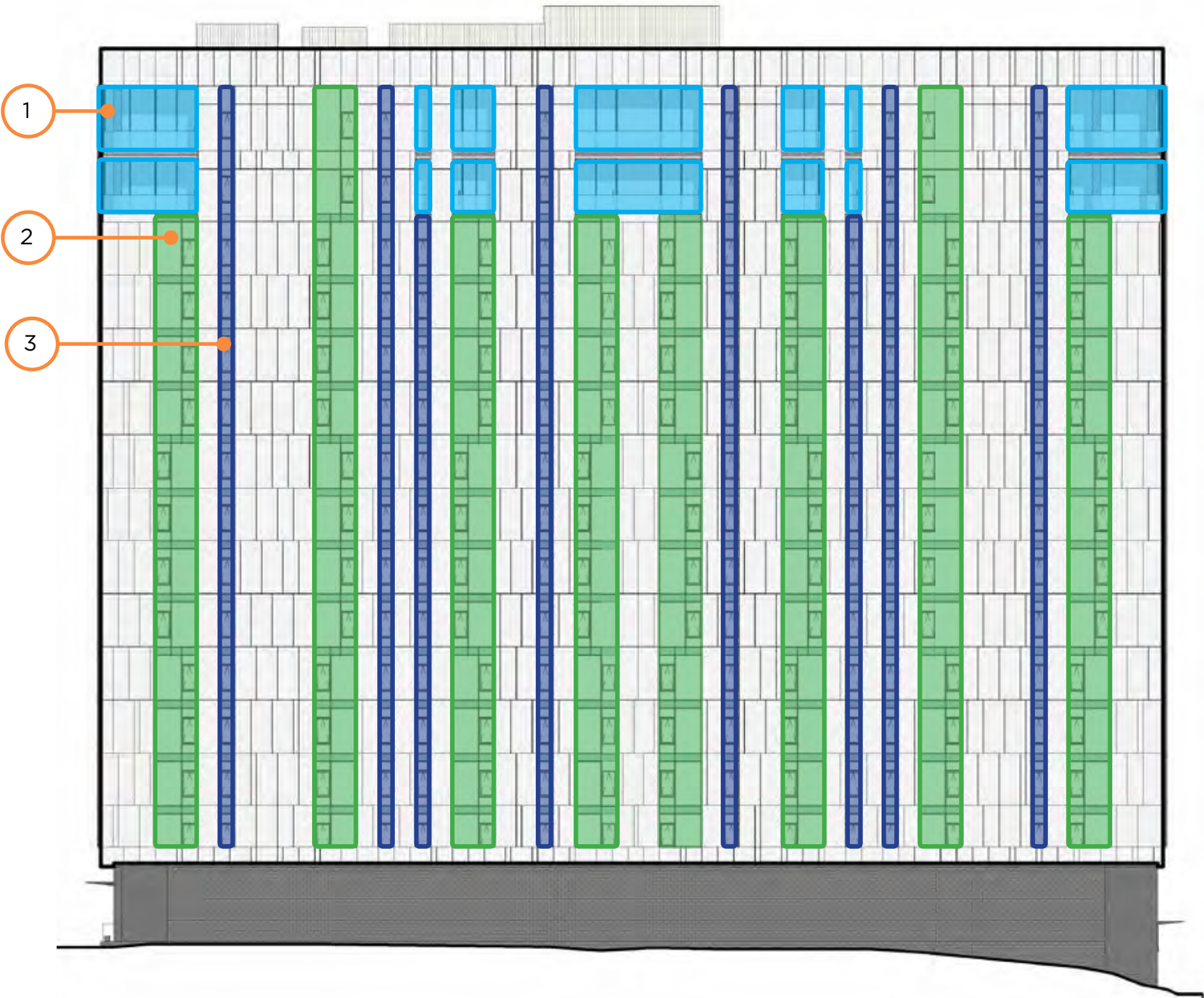
## Legend: Window Pattern Organization

- Living Windows
- Bedroom Windows
- Recessed Balconies

## Keynotes:

- Recessed balconies are incorporated at the larger units on the upper levels to provide a clear and distinctive character for the buildings top floors where views are meaningful and noise from I-84 less impactful.
- Living spaces are consistently articulated by large 8ft-wide, floor-to-ceiling windows that are vertically aligned at the exterior elevations to provide natural light and views
- Bedrooms are consistently articulated by large 3ft-wide, floor-to-ceiling windows that are vertically aligned at the exterior elevations to allow for a balance of daylight and privacy.

The window pattern accentuates the verticality of the design, further emphasizing the tower's height and elegance. All windows are operable,



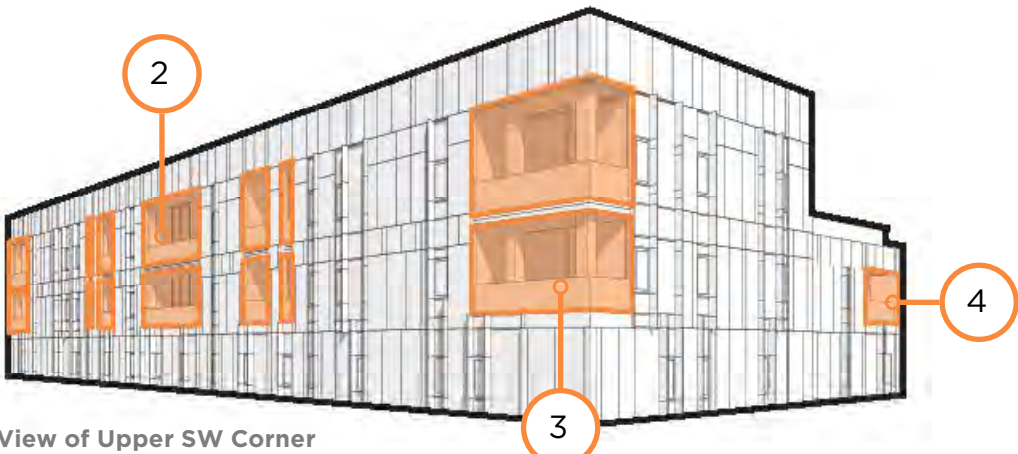
# Proposed Design



Design Advice Request Submission



Proposed Design



Keynotes:

- 1 Continuous recessed balcony proposed at time of DAR
- 2 Multiple recessed balconies have been utilized to reinforce the vertical expression on the top floors of all elevations and intentionally separated to provide privacy
- 3 Balconies have been added to the 14th floor to create a clear “top” for the building on all elevations to enhance the tripartite approach to the design (base, middle and top)
- 4 Positioning balconies on the corners has created a more dynamic expression of the building’s massing that will be







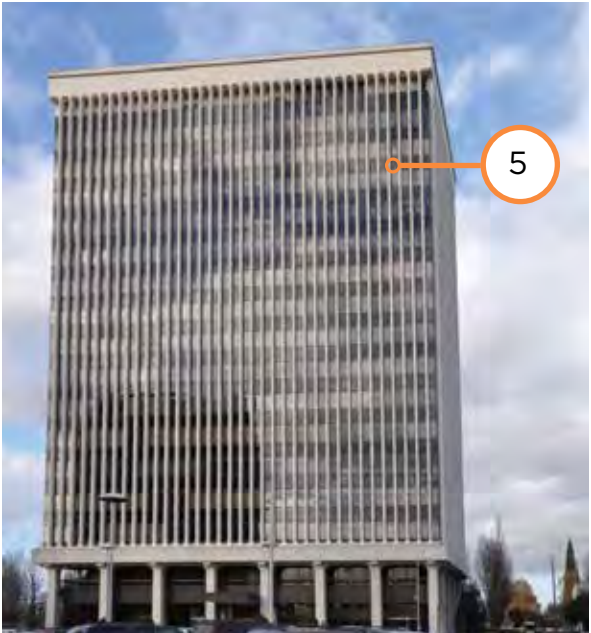
**Keynotes:**

- ① Vertical Glazing balanced with Solid Exterior (Residential)
- ② Use of Balconies (Residential)
- ③ Occupied Roof Gardens/Terraces (Residential)
- ④ Expansive Glazing (Commercial Office or Residential)
- ⑤ Expansive Glazing (Commercial Office or Residential)

**Office Precedents**



Lloyd Center Tower



Lloyd 700



Residential Precedents



5 MLK





South Elevation DAR | scale 1" = 15'

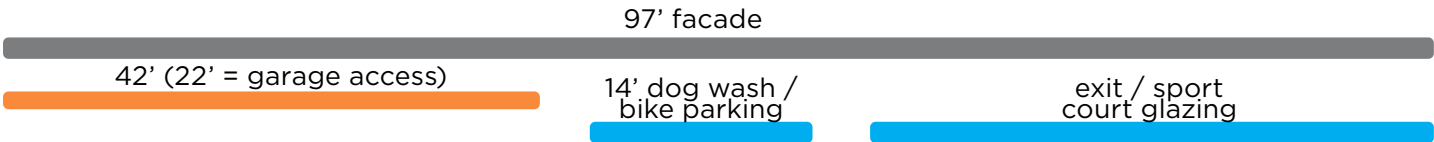
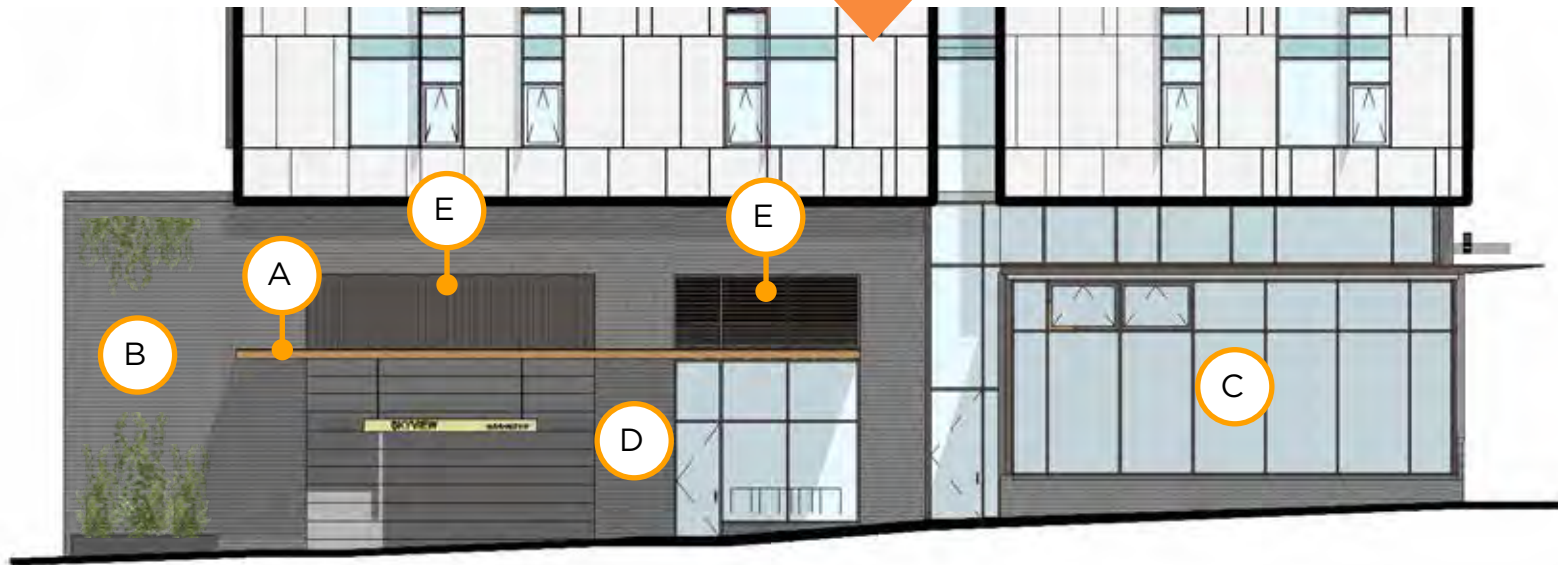


Diagram Activated vs Functional | 50% activated



South Elevation | scale 1" = 15'

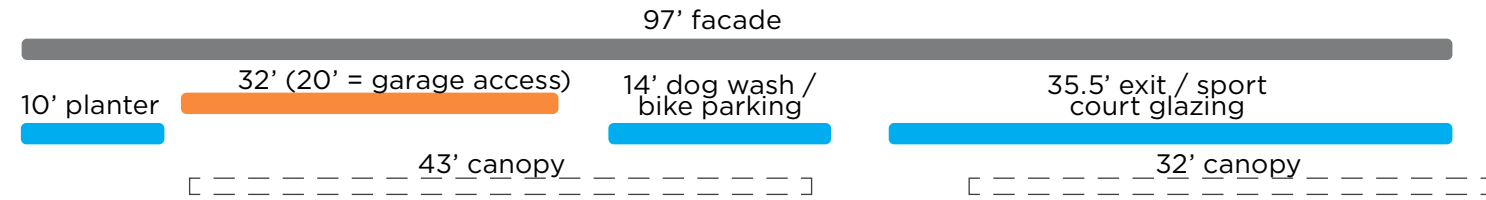


Diagram Activated vs Functional | 65% activated



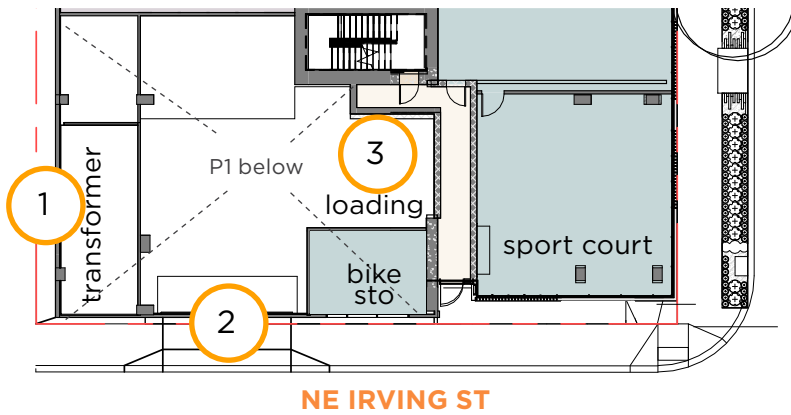
Functional Elements on South Elevation

- 1 Transformer Room - Located within the building, out of public ROW, requires rated enclosure. Oriented with minimum width facing public way and coordinated as preferred location with PBOT. South facing exterior wall featuring planters with trailing vines.
- 2 Parking Garage Access - Limited to a 20ft access at the only viable access, avoiding conflict with street car on Oregon and future Implementation of Green Loop on 7th.
- 3 Loading - located off street and out of public ROW
- 4 Necessary utilities and functional elements have been logically located to respond to existing grade and utilities and configured to occupy as little of the exterior elevation as possible. Street frontage reduced from potential 89' linear feet to 32' linear feet.
- 5 Exhaust Venting - placed high and above canopy to protect pedestrians

Active/Enhanced Elements on South Elevation

Active elements balance the grade variation and utilizes the 26' vertical space from Level 0.5 to Level 2 to bring continuity to the base of the building through canopy lines & material changes

- A Canopy at 16' above side walk at entry point (added in response to DAR feedback)
- B 12" deep steel vine planter. Covers non-active zone of concern (added in response to DAR feedback)
- C Transparent glazing at 2'-10', activates street - Sport Court, exit, & dog wash/ bike room
- D Masonry has been more accurately represented to reflect design intent
- E Texture panel & venting to provide scale for openings & alignment with datum of canopy (added in response to DAR feedback)



Usage Key



Floor Plan Level 1

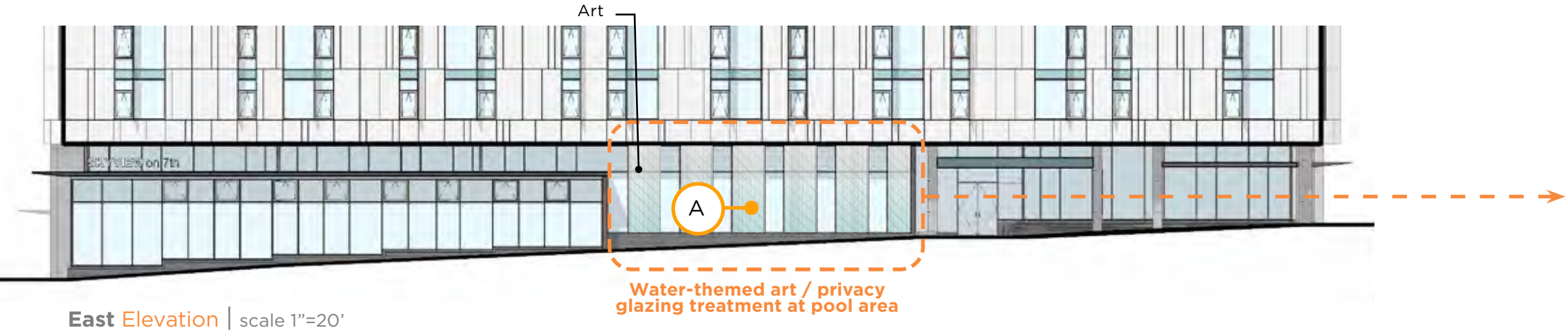




Precedent Elks Children's Eye Clinic - OHSU

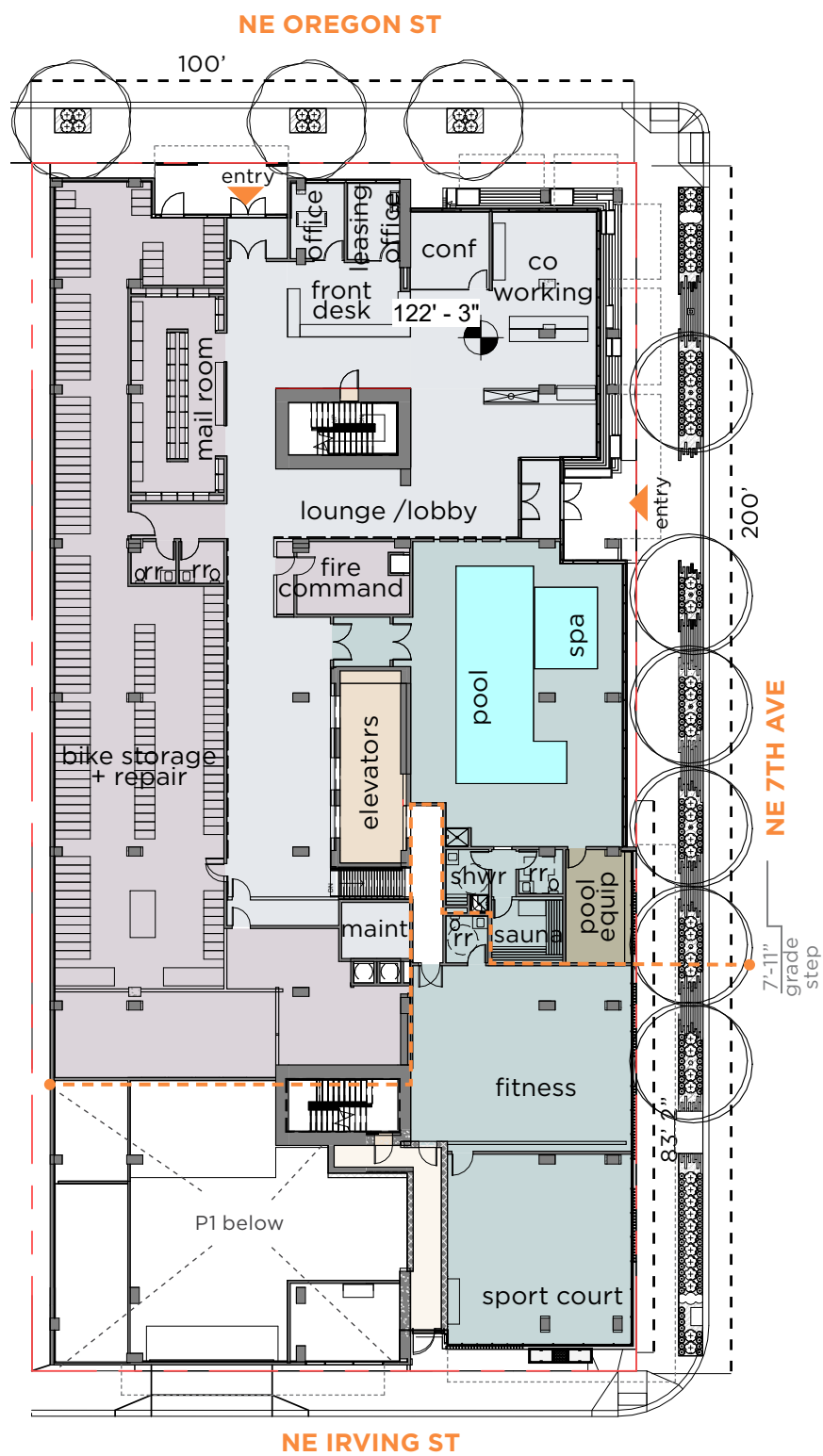


Design Intent Artistic Glass Installation | Channel Glass Pattern that Dynamically Utilizes Texture, Color and Lighting to Engage Pedestrians and Emulate Water

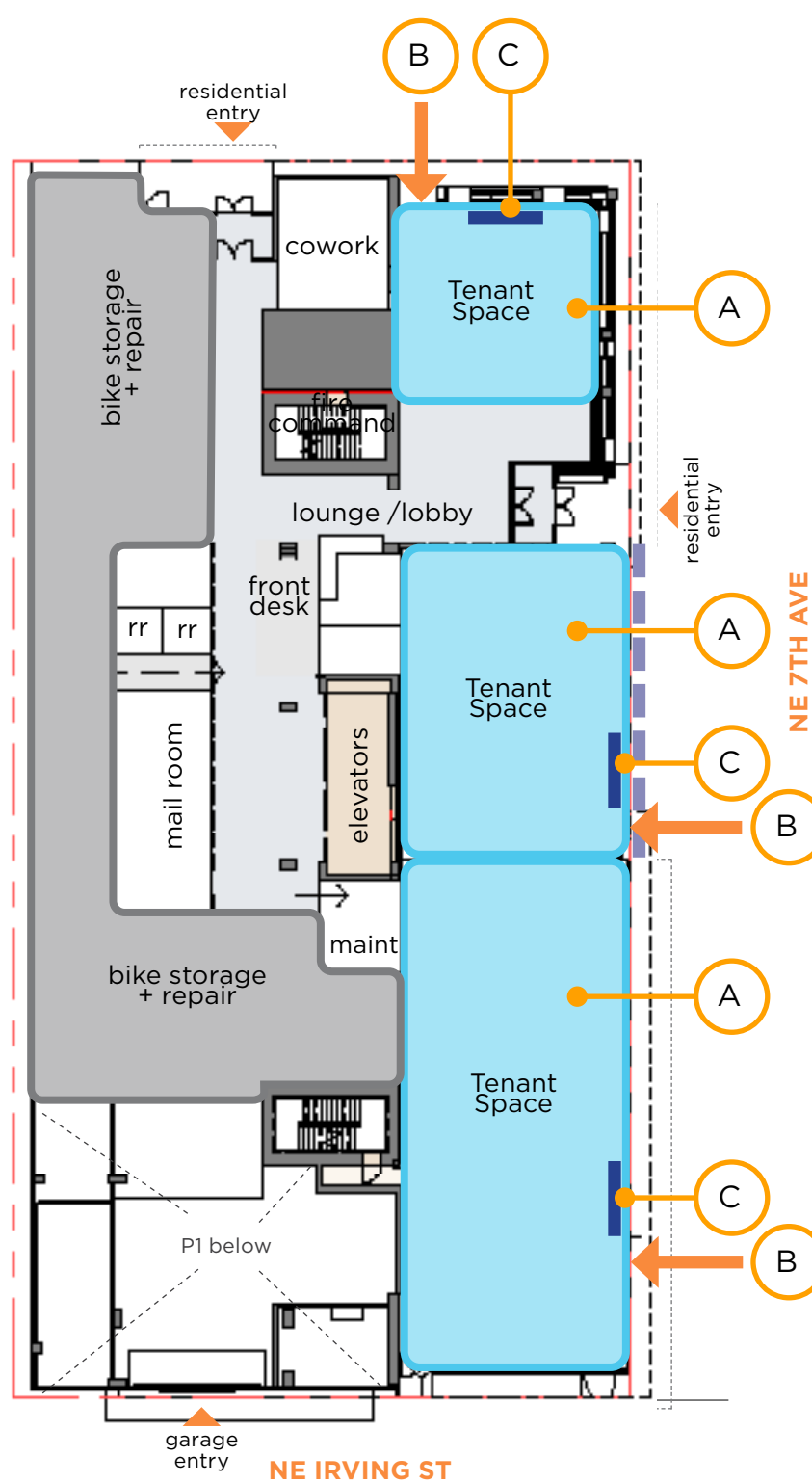


Material water-themed art/privacy glazing





Floor Plan Level 1



Floor Plan (Hypthetical) Level 1

#### Legend

- A The tenant amenities that serve as Active Uses on the ground floor can be adapted to different program or other uses (i.e. separate retail tenant spaces).
- B Separate tenant entrances could be accommodated with adaptation of the exterior glazing system.
- C Proposed Art/Water glass feature can be redistributed along the ground floor, adjacent to tenant entrances to highlight ingress







\*Basement is not included in FAR calculation. A basement is the portion of a building that is partly or completely below grade, with a minimum of 50% of total combined basement wall area below grade. FAR also excludes areas where the elevation of the floor is 4 feet or more below the adjacent right-of-way

\*\*FAR excludes long-term bike parking and structured parking and vehicle access to a max of 0.5 FAR.  
Long-term bike parking area = 4,142 SF  
+ Drive aisle 1,406 SF  
5,548 SF (0.27 FAR) < 10,000 SF (0.5 FAR)

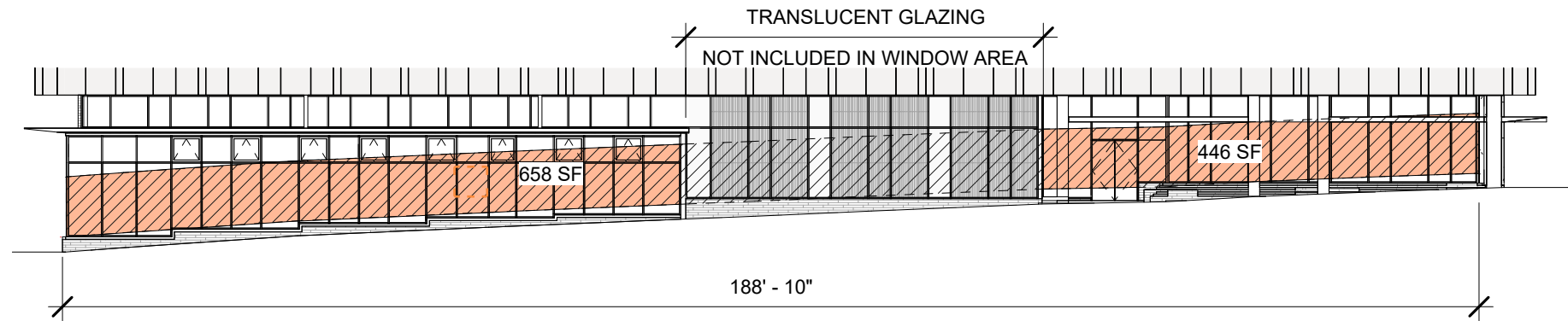
Legend

- Contributes to FAR
- Areas 4' below grade, bike parking, and vehicle circulation
- Does not Contribute to FAR

Grand Total Floor Area	239,959 SF
Site Area	20,000 SF
FAR	12
MAX FAR	12

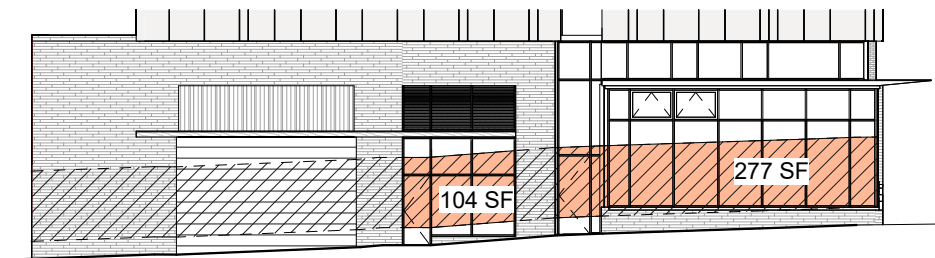
Drawing Scale: 1" = 40'





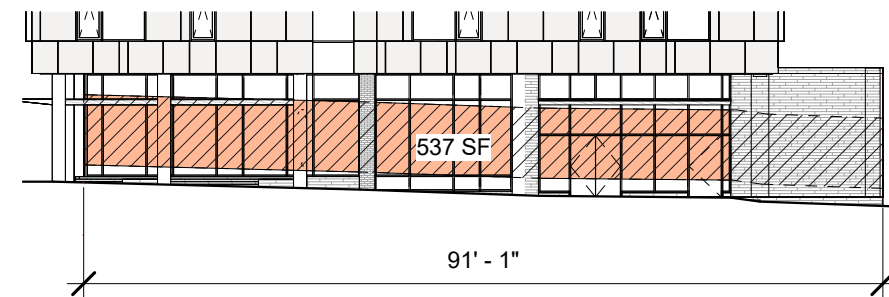
**East Elevation**    2' - 10' Zone = 1,508 SF  
 Glazing Area = 1,104 SF

Required Area = 40%  
 Window Area = 73%



**South Elevation**    2' - 10' Zone = 773 SF  
 Glazing Area = 381 SF

Required Area = 40%  
 Window Area = 49%



**North Elevation**    2' - 10' Zone = 729 SF  
 Glazing Area = 537 SF

Required Area = 40%  
 Window Area = 74%

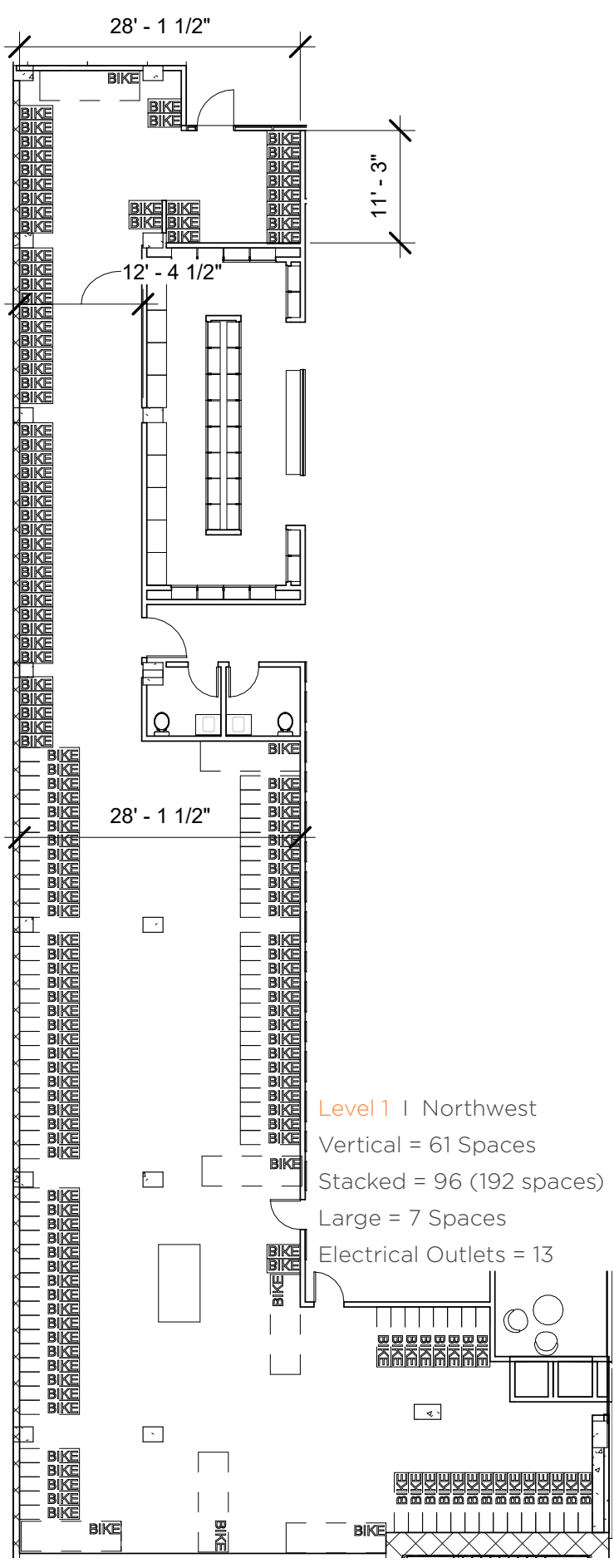
**Legend**

Window Area

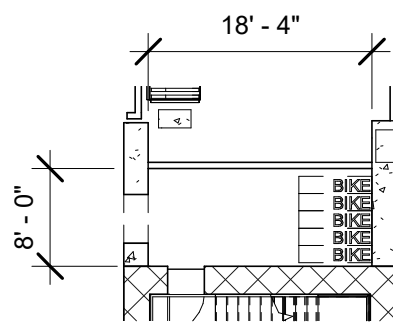
2' - 10' Zone

0' 10' 20' 40' Drawing Scale: 1" = 20'

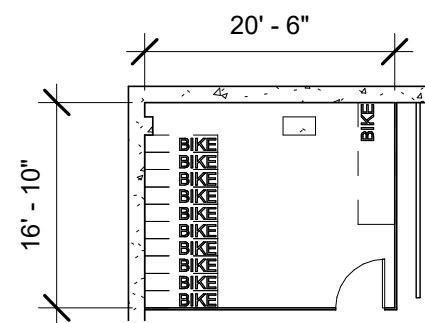




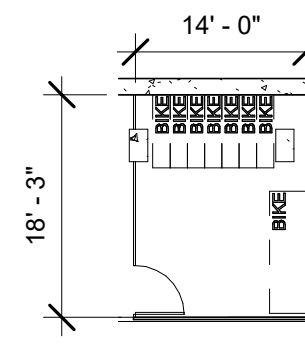
**Level 1 | Northwest**  
 Vertical = 61 Spaces  
 Stacked = 96 (192 spaces)  
 Large = 7 Spaces  
 Electrical Outlets = 13



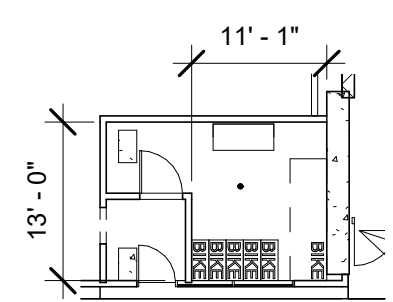
**Level P1 | Stair Core**  
 Stacked = 5 (10 Spaces)  
 Electrical Outlet = 1



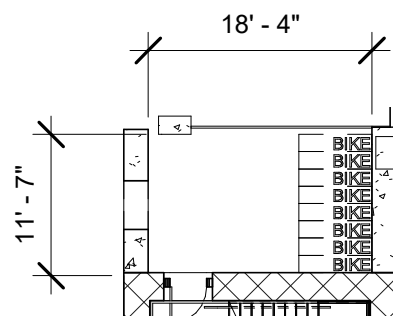
**Level P1 + P2 | Northwest**  
 Stacked = 10 (20 Spaces)  
 Large = 1 Space  
 Electrical Outlet = 1



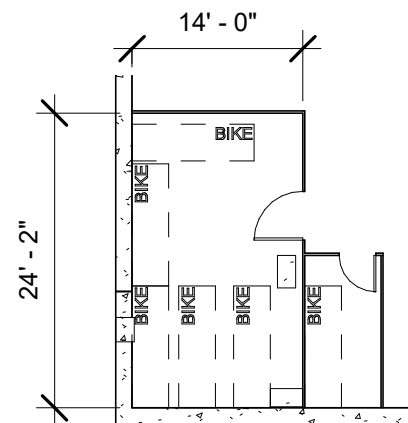
**Level P1 + P2 | Northeast**  
 Stacked = 7 (14 Spaces)  
 Large = 1 Space  
 Electrical Outlet = 1



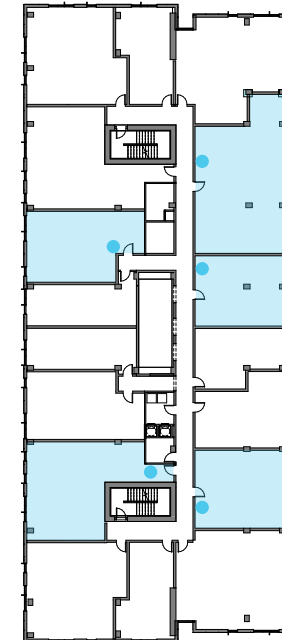
**Level 1/P1 | South**  
 Vertical = 5 Spaces  
 Large = 1 Space  
 Electrical Outlet = 1



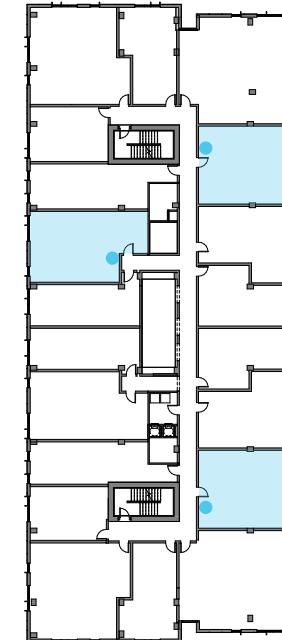
**Level P2 | Stair Core**  
 Stacked = 8 (16 Spaces)  
 Electrical Outlet = 1



**Level P2 | Southwest**  
 Large = 6 Spaces  
 Electrical Outlet = 1



**Level 2-6**  
 Vertical = 5 Spaces  
 (25 total spaces)



**Level 7-13**  
 Vertical = 3 Spaces  
 (21 total spaces)

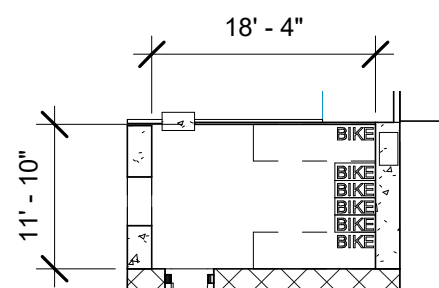
### Long Term Bike Counts

#### Required

1.5 Spaces/unit  
 398 Spaces Provided  
 41% Horizontal at floor level (165 spaces)  
 5% Large spaces (20 spaces)  
 5% Electrical Outlets (20 Total)

#### Provided = 396 Spaces

Vertical = 78 Spaces  
 Stacked = 126 (252 Spaces)  
 Large = 20 Spaces  
 In Units = 46 Spaces  
 Electrical Outlets = 20



**Level P3 | Stair Core**  
 Vertical = 4 Spaces  
 Large = 2 Spaces  
 Electrical Outlet = 1



**Timberline**  
 Long-term, horizontal spaces/  
 stacked



**Capitol**  
 Exterior short-term bike spaces



**Morrison**  
 Vertical - unit bike spaces



**Tilikum**  
 Vertical - Interior long-term  
 Horizontal - Interior long-term  
 for large bikes

Not to scale



MODIFICATION I PARKING SPACE DIMENSION

Proposed modification:

Proposal seeks a modification to the 8’-6” x 16’-0” parking space requirement in those spaces with structural columns and shear walls, to allow encroachment into the parking space width.

Parking columns and shear walls occur at 91 spaces, which is 55% of parking spaces.

All parking spaces will meet the 16’-0” minimum length requirement, and all parking spaces will have stripes located at an 8’-6” spacing width.

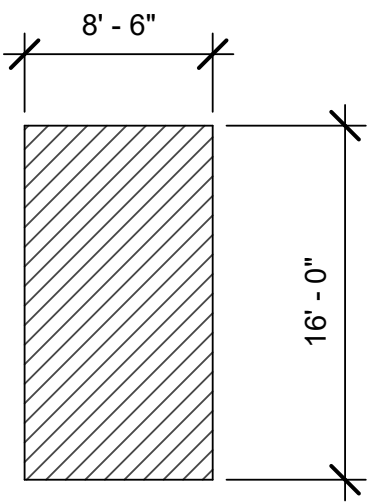
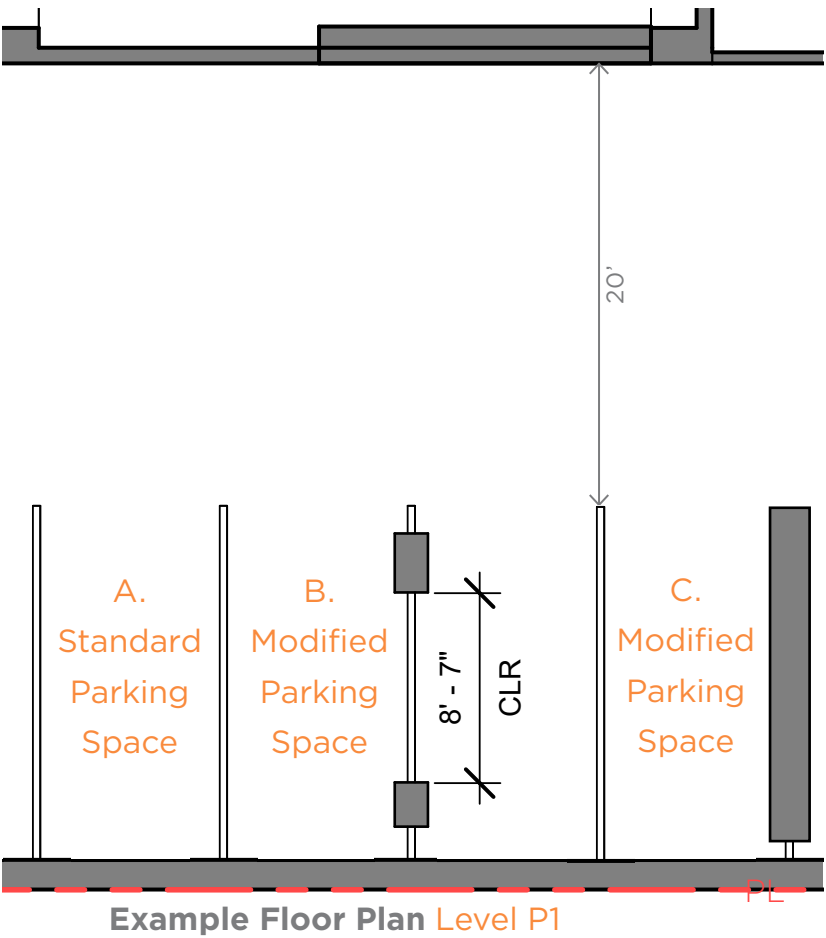
Certain parking spaces will have one-half of a column width encroaching into one side of the space. As the columns are 1’-6” wide, that results in a 9” reduction of the parking space width where the column occurs.

Other parking spaces will have a shear wall that is 2’ wide and result in an 8” reduction in abutting parking spaces.

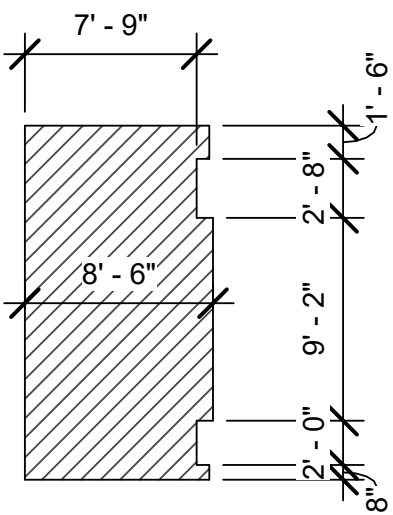
(See pages C.8 and C.9 for locations of modified parking spaces)

Meeting the Design Guidelines:

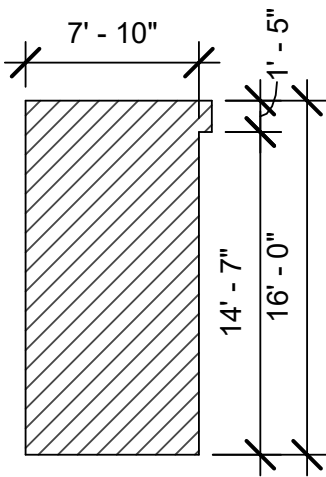
- 1. Arranging the structural columns requires attention to how it will impact the plan layouts of the many levels of the building: residential units, parking levels, ground floor, and the associated exterior walls of the ground floor. The columns have been arranged to the greatest benefit of the ground floor to have an inset of the exterior wall on the ground floor. This results in having a column inset into the parking space stripe by that same distance. This provides more area between the building and the NE 7th Avenue Right of Way. This meets Design Guideline A8, Contribute to a Vibrant Streetscape, by integrating building setbacks with adjacent sidewalks.
- 2. This modification meets the purpose of the parking space standards, as it accommodates structured parking that provides the required 8’-6” width at the central portion of the parking space where there are car door swings“create[s] an environment inviting to pedestrians and transit users,” “limit[s] the prominence of vehicle areas along street frontages and create[s] a strong relationship between buildings and the sidewalk,” and “promote[s] safe circulation with the parking area” as specified in PZC 33.266.130.A
- 3. The impact resulting from this modification has been mitigated as much as possible by locating the columns to be clear of the car door opening area, and by ensuring that shear walls are located only along one side of parking spaces so doors can open freely on the other side.



A. Standard parking space

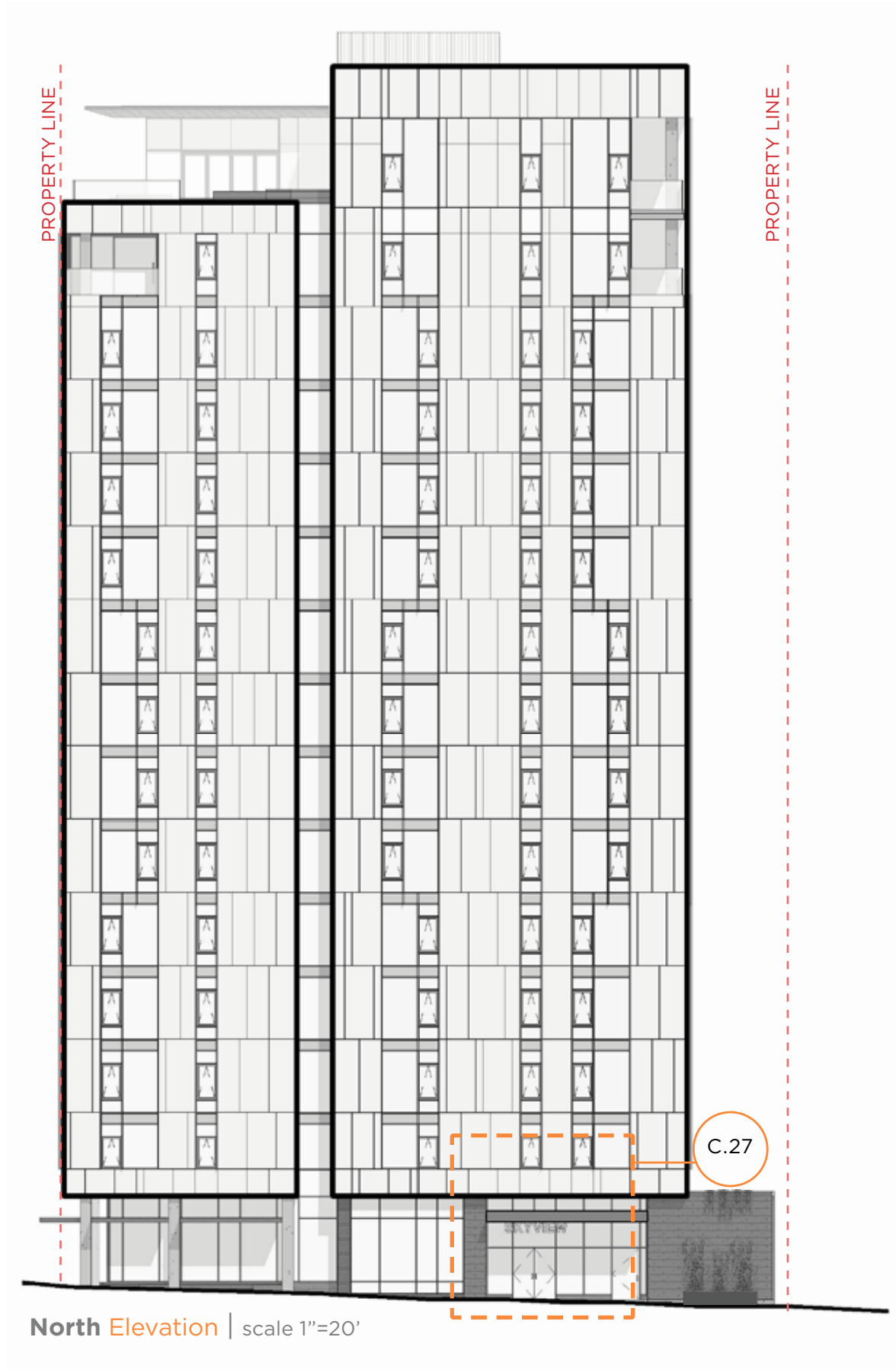


B. Modified parking space (columns)



C. Modified parking space (shear wall)





0' 10' 20' 40'





0' 10' 20' 40'

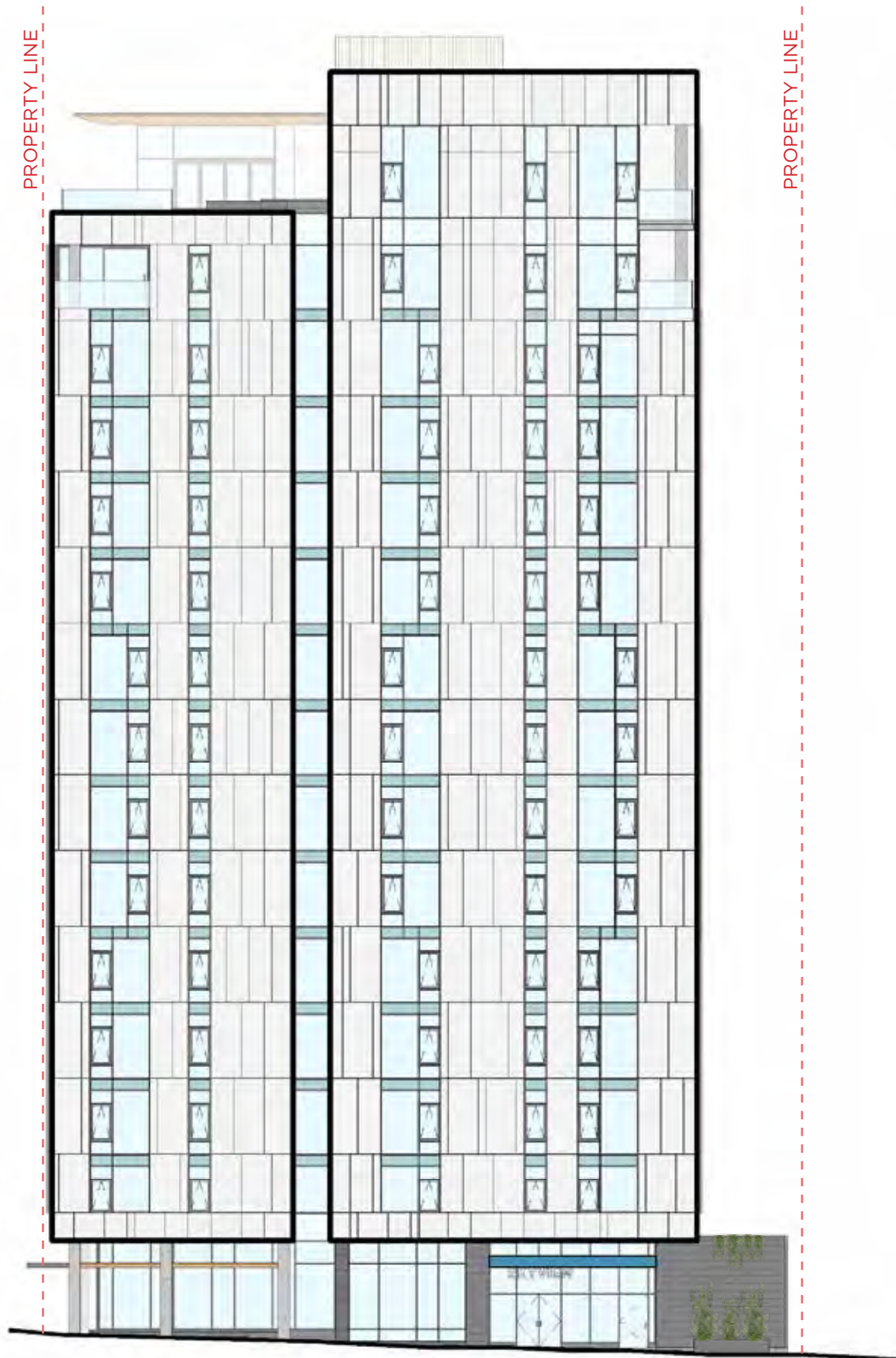




West Elevation | scale 1"=20'

0' 10' 20' 40'





North Elevation | scale 1"=20'

0' 10' 20' 40'



South Elevation | scale 1"=20'





0' 10' 20' 40'

Master Development | SKYVIEW on 7th  
01.27.2023

Color without Shadows | East Elevation  
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LU 22-163863 APP.24

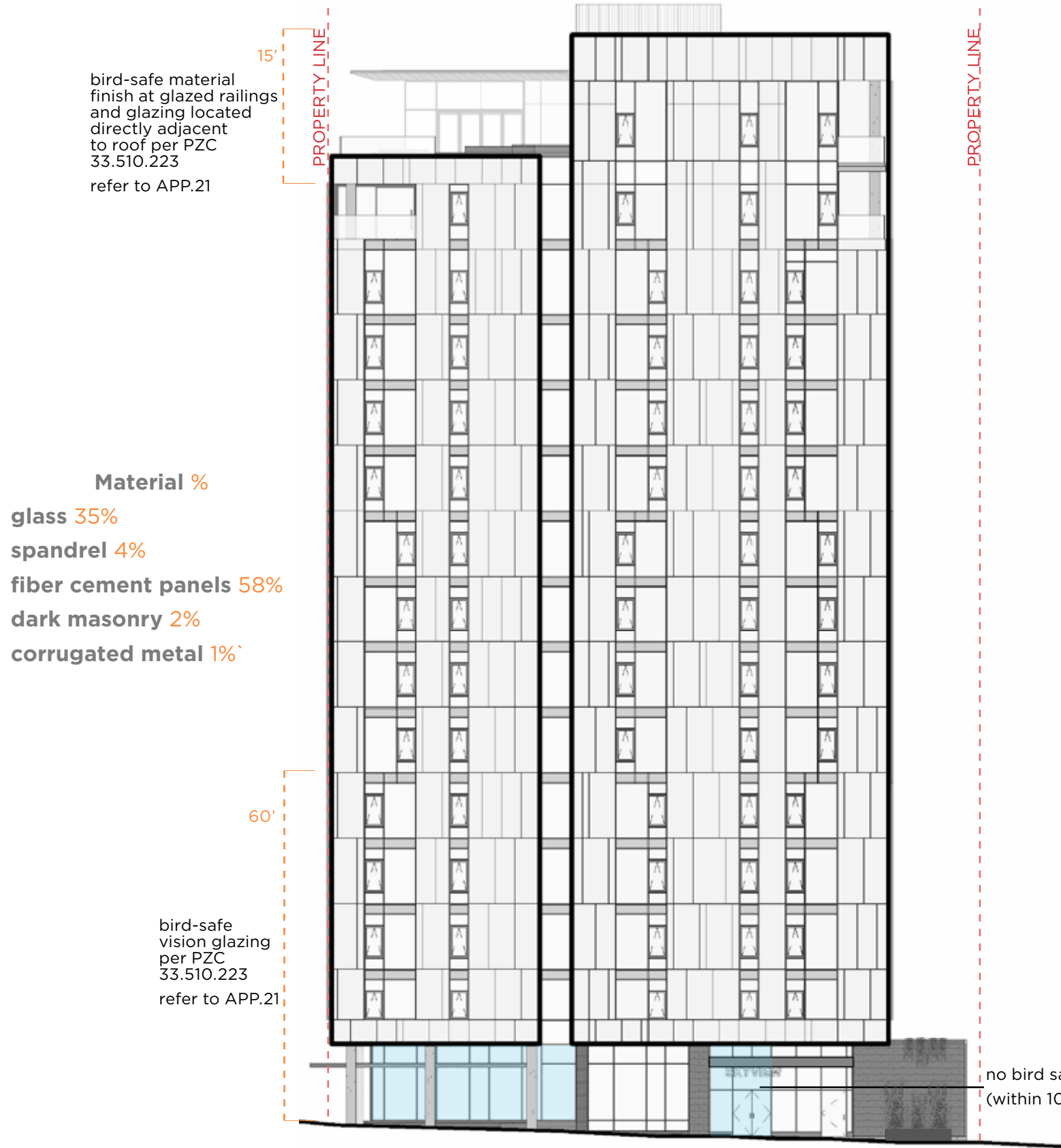




West Elevation | scale 1"=20'

0' 10' 20' 40'





North Elevation | scale 1"=20'

0' 10' 20' 40'



South Elevation | scale 1"=20'





Material %

Glass 37%  
spandrel 7%  
Fiber cement panels 53%  
dark masonry 1%  
exposed concrete 1%  
corrugated metal 2%

East Elevation | scale 1"=20'

0' 10' 20' 40'

Master Development | SKYVIEW on 7th

01.27.2023

B&W without Shadows | East Elevation

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LU 22-163863 APP.27





15'

bird-safe material finish  
at glazed railings and  
glazing located directly  
adjacent to roof per PZC  
33.510.223

60'

bird-safe  
material  
finish per PZC  
33.510.223

**Material %**

- glass 35%
- spandrel 4%
- fiber cement panels 51%
- cmu 8%
- dark masonry 1%
- corrugated metal 2%

**West Elevation** | scale 1"=20'

0' 10' 20' 40'



Central City Fundamental Design Guidelines

Guideline Topic	Guideline	Response
<b>A. Portland Personality</b> <i>A1. Integrate the River.</i>	<i>Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway.</i>  <i>Develop accessways for pedestrians that provide connections to the Willamette River and greenway.</i>	The site is located over a half-mile from the Willamette River and greenway; however, improvements to all of the site's frontages enhance direct pedestrian connection to the sidewalks and crosswalks leading to the river. The rooftop amenity space and the western, northern, and southern units offer views of the Willamette River, as do the western-facing decks on levels 14 and 15.
<i>A2. Emphasize Portland Themes.</i>	<i>When provided, integrate Portland-related themes with the development's overall design concept.</i>	The applicant has not proposed to incorporate Portland-related themes into the development proposal.
<i>A3. Respect the Portland Block Structures.</i>	<i>Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space.</i>  <i>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.</i>	The proposed development does not alter the existing block pattern (the traditional 200' block pattern found in the Central City plan district). The proposed development is not part of a superblock. The proposed improvements will enhance the pedestrian experience along the NE 7th Avenue 200' block face and along the NE Oregon Street and NE Irving Street half-block faces.
<i>A4. Use Unifying Elements.</i>	<i>Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.</i>	The entire site will be redeveloped as part of the proposed development. The newbuilding uses the Lloyd District's building material and color typology to unify the area. The overall design draws on the Tripartite approach with a base, middle, and top that is consistent with other vertical structures in the Lloyd District. The design also incorporates materiality specified in the Lloyd District Special Design Guidelines to contribute to the unified character of the district. Additionally, the project is situated on the newly adopted Green Loop and the right-of-way improvements will incorporate PBOT design principles to enhance the pedestrian experience. Finally, the building will utilize street trees, canopies, and benches to improve the streetscape in a manner consistent with other Central City designs.
<i>A5. Enhance, Embellish, and Identify Areas.</i>	<i>Enhance an area by reflecting the local character within the right-of-way.</i> <i>Embellish an area by integrating elements in new development that build on the area's character.</i>  <i>Identify an area's special features or qualities by integrating them into new development.</i>	The overall design has focused strongly on the abutting Green Loop to the east and the Streetcar to the north. The ground floor of the building offers extensive windows and glazing to enhance the pedestrian realm with added visual emphasis on the southeast corner that will be visible from the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge. Furthermore, the building utilizes masonry to be consistent with the materials of other buildings in the Lloyd District and employs canopies at building entries and along the public sidewalks to enliven the streetscape.
<i>A6. Re-use/Rehabilitate/Restore Buildings.</i>	<i>Where practical, reuse, rehabilitate, and restore buildings and/or building elements.</i>	The previous single-story buildings on-site were not amenable to reuse due to the proposed multifamily use and the scale of the development. This guideline does not apply.
<i>A7. Establish and Maintain a Sense of Urban Enclosure.</i>	<i>Define public rights-of-way by creating and maintaining a sense of urban enclosure.</i>	The proposed building's massing reinforces the pedestrian streetscape by building to the street edge. The building is built up to the right-of-way, except where it's stepped back to create wider sidewalks for pedestrian circulation and to make room for accessible sidewalk transitions at street corners. The proposed canopies help establish a human scale for pedestrians, while the proposed seating areas provide amenities for passersby.
<i>A8. Contribute to a Vibrant Streetscape.</i>	<i>Integrate building setbacks with adjacent sidewalks to increase the space for potential public use.</i>  <i>Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks.</i>  <i>Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.</i>	Entries and windows are oriented to the street-facing façades. The proposed canopies provide weather protection for pedestrians, while the majority of the ground floor is glazed to promote visual connection to active uses at the sidewalk frontages (starting on NE Oregon Street and moving clockwise around NE 7th Avenue and to NE Oregon Street lobby, leasing office, co-working, main lobby entrance, pool/spa, fitness, sport court, and bicycle storage/dog washing station).
<i>A9.Strengthen Gateways.</i>	<i>Develop and/or strengthen gateway locations.</i>	The proposed development is not located at a designated gateway location; however, with the opening of the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge and the site's location along the Green Loop, the abutting portion of NE 7th Avenue will function similarly to a gateway. As such, the applicant proposes prominent sport and fitness activity spaces oriented toward NE 7th Avenue to complement and strengthen this future gateway. The building's massing and verticality will further contribute to a sense of arrival for



Guideline Topic	Guideline	Response
<b>B. Pedestrian Emphasis</b> <i>B1. Reinforce and Enhance the Pedestrian System.</i>	<i>Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed.</i> <i>Develop and define the different zones of a sidewalk; building frontage zone, street furniture zone, movement zone, and the curb.</i> <i>Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.</i>	Existing sidewalks will be improved along NE Oregon Street, NE Irving Street, and NE 7th Avenue. Additionally, the sidewalk design has been developed to fit within PBOT’s Pedestrian Design Guidelines to include defined building frontage, movement, furnishing, and curb zones.
<i>B2. Protect the Pedestrian.</i>	<i>Protect the pedestrian environment from vehicular movement.</i> <i>Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest and diversity to the pedestrian.</i> <i>Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.</i>	The proposed improvements to the NE 7th Avenue sidewalk include distinctive paving, street trees, low plantings, and bicycle racks, while the on-street parking and existing bicycle lane further define an edge to the pedestrian space and buffer the sidewalk from traffic. Lighting will be incorporated into the exterior canopies and at building entrances to illuminate pedestrian space. The glazing at the ground floor continues vertically on the elevations along NE Oregon Street and NE Irving Street in recesses that divide the massing of the residential levels into two distinct elements. This continuous element highlights the active uses and creates a unique character for the building that will provide a glowing ambience at the right-of-way to light abutting portions of the sidewalk. All venting from the building will be at the roof, with the exception of parking garage ventilation, which will be high on the ground floor on NE Irving Street so as to not detract from the pedestrian environment.
<i>B3. Bridge Pedestrian Obstacles.</i>	<i>Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.</i>	Innovative sidewalk design is demonstrated through: the crossings at the northeast and southeast corners, which meet PBOT’s design criteria for the Lloyd District; the sidewalks on NE Oregon Street and NE Irving Street, which meet PBOT’s criteria for Lloyd District; and the sidewalk design along NE 7th Avenue, which is intended to be differentiated and contribute to the Green Loop character. Consolidating all vehicle access to a single location on the lowest classification street (NE Irving Street) minimizes pedestrian/vehicle conflict points while hiding vehicle parking/circulation areas from view.
<i>B4. Provide Stopping and Viewing Places.</i>	<i>Provide safe, comfortable places where people can stop, view, socialize, and rest.</i> <i>Ensure that these places do not conflict with other sidewalk uses.</i>	Seating is proposed under canopies on a portion of NE Oregon Street, near the northeast corner of the building, for people to stop and view the streetcar. Architectural seating is also proposed in the furnishing/landscape zone along NE 7th Avenue to create a unique Green Loop character. Large display windows are provided to let light into the lobby and sport areas on the ground floor, and to allow pedestrians to view ongoing activities within the building. This transparency offers a comfortable, safe, and attractive experience with natural daylight for residents and an appealing exterior appearance.
<i>B5. Make Plazas, Parks and Open Space Successful.</i>	<i>Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces.</i> <i>Where provided, integrate water features and/or public art to enhance the public open space.</i> <i>Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.</i>	Views of public parks, plazas, and open spaces are provided from upper-story units on both the east and west sides of the building (e.g., Mt. Tabor Park and Governor Tom McCall Waterfront Park). Western-facing units will have views to the Oregon Convention Center Plaza. View access to Holladay Park is restricted by other buildings for eastern-facing units. The rooftop open space provides mountain views (including Mt. Hood) and a limited view of the west hills. The site is not adjacent to public open space. While no public art is proposed, art elements will be incorporated into the exterior glazing at the pool area at the street level along the NE 7th Avenue sidewalk to add interest to otherwise mundane features and contributes to a vibrant and varied visual environment.
<i>B6. Develop Weather Protection.</i>	<i>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.</i>	Canopies are provided along NE Oregon Street from the north building entry and wrap around the corner along NE 7th Avenue to the NE 7th Avenue entry. The canopies facing NE Oregon Street provide weather protection for streetcar riders either standing or seated at the integrated benches. A continuous canopy frames the fitness and sport court along NE 7th Avenue and wrapping around the southeast corner onto NE Irving Street. There is also a canopy that provides weather protection at the south bicycle storage and parking garage entrance along NE Irving Street Building entries are recessed under these canopies to allow for protected transitions from indoor space to outdoor space.
<i>B7. Integrate Barrier-Free Design.</i>	<i>Integrate access systems for all people with the building’s overall design concept.</i>	Building entrances at NE Oregon Street and NE 7th Avenue provide barrier-free entry for tenants and guests, without the need for ramps or other special accommodations.



Guideline Topic	Guideline	Response
<b>C. Project Design</b> <i>C1. Enhance View Opportunities.</i>	<i>Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity.</i> <i>Size and place new buildings to protect existing views and view corridors.</i> <i>Develop building facades that create visual connections to adjacent public spaces.</i>	<p>The ground level glazing is largely oriented towards the Green Loop to increase pedestrian interaction with the building. The clear glazing promotes views to and from the public right-of-way to allow for visual access along the sidewalk including the northern entrance, leasing office, co-working, lounge/main lobby, pool area, workout space, sport court, and bicycle storage on the south. Residential units on the east side have windows that face the Green Loop and the public right-of-way, with upper units facing towards Mt. Hood. Residential units on the west side have windows that face the Oregon Convention Center and the western skyline of Portland. Corner units on the north side can see the Portland Streetcar and an extent of the Green Loop. Corner units on the south side can view I-84 and an extent of the Green Loop. Level 14 and 15 units have recessed outdoor decks that orient to Mt. Hood on the east and to the Portland skyline to the west, creating visual interest and relief on the façades of the building. The community room and the rooftop garden on the eastern half of level 15 have panoramic views to the north (with a glimpse of Mt. St. Helens), east (Mt. Hood), and south. South-facing views afford the opportunity to admire the architectural form of the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge.</p>
<i>C2. Promote Permanence and Quality in Development.</i>	<i>Use design principles and building materials that promote quality and permanence.</i>	<p>High-quality durable materials are used throughout:</p> <ul style="list-style-type: none"><li>• Fiber-reinforced cement (Equitone) panels that resemble concrete panels.</li><li>• Commercial curtainwall for glazing at ground level, vertical accents, and rooftop community room.</li><li>• Glazing system (Intus window system) for residential units.</li><li>• Artful placement of materials is designed to creates a simple, easily recognizable pattern in the juxtaposition of the fiber-cement materials and mullion extensions.</li><li>• Masonry for opaque exterior walls at ground floor.</li><li>• Natural wood in protected conditions on the underside of canopies, recessed roof deck soffits, and the roof overhang at the community room.</li></ul>
<i>C3. Respect Architectural Integrity.</i>	<i>Respect the original character of an existing building when modifying its exterior.</i> <i>Develop vertical and horizontal additions, that are compatible with the existing building, to enhance the overall proposal's architectural integrity.</i>	<p>The proposal does not involve any existing buildings. This guideline does not apply.</p>
<i>C4. Complement the Context of Existing Buildings.</i>	<i>Complement the context of existing buildings by using and adding to the local design vocabulary.</i>	<p>The approach to the project draws on the principles of Tripartite design (base, middle, top) as most mid and high-rise buildings within the downtown core and Lloyd District have implemented. The 15-story design complements the context by bridging the gap in height between the Portland State Office Building and Aster Tower. Materials were specifically chosen to complement the surrounding context, such as the material tones of Aster Tower and the Metro Regional Center and to satisfy the material palette set forth in the Lloyd District, which include:</p> <ul style="list-style-type: none"><li>• The predominant material for the residential mass is light-colored in fitting with the Lloyd District.</li><li>• Masonry was chosen for the base.</li><li>• Except for the Pool and Spa area on the ground floor and the spandrel glazing at the residential floor slab edges, all glass will be non-reflective with clear vision glazing.</li></ul>
<i>C5. Design for Coherency.</i>	<i>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.</i>	<p>The common amenity spaces for tenants are treated with almost complete transparency to maximize connection to surrounding context and access to views. The base of the building transitions from near-complete transparency along NE 7th Avenue around the corners at NE Oregon Street and NE Irving Street towards opaque stone masonry that houses building utilities, secure parking garage entrance and long-term bicycle storage. Residential floors are treated as two parallel masses of a pristine white to match the character of the Lloyd District and are textured with a rhythm of vertical windows that correspond to living and bedroom spaces within the units. The eastern half of the top floor is home to a community room with panoramic views to a rooftop garden and beyond to views of the north, south, and east, specifically Mt. Hood. The masonry at the ground level and the fiber cement panels at the upper level utilize a cohesive vocabulary of stone-based materials.</p>
<i>C6. Develop Transitions Between Buildings and Public Spaces.</i>	<i>Develop transitions between private development and public open space.</i> <i>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.</i>	<p>The project does not abut dedicated public open space; however, the proposed building does have extensive frontage along the public sidewalk, so the sidewalk serves as a transition by providing the building frontage, movement, furnishing, movement, and curb zones. Recessed entries function as transitions zones as well. Integrated seating is proposed on NE Oregon Street to provide a seating opportunity for people to view the streetcar.</p>



Guideline Topic	Guideline	Response
<i>C7. Design Corners that Build Active Intersections.</i>	<p><i>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.</i></p> <p><i>Locate flexible sidewalk-level retail opportunities at building corners.</i></p> <p><i>Locate stairs, elevators, and other upper floor building access points toward the middle of the block.</i></p>	<p>The primary entries are placed on the north and east facades to provide ready pedestrian and visual access to the Portland Streetcar. The most prominent corners of the building – the northeast and southeast corners – are highlighted by an enhanced pedestrian environment which is created through the use of pedestrian-friendly right-of-way treatment, large windows, wrap-around canopy, and attractive materials. On the north and east frontages, ground-floor activities will be generally visible (save for the pool and spa area) from the rights-of-way to activate the pedestrian experience with distinctive items such as views of the sport court. Stairs, elevators, building equipment, and maintenance facilities are intentionally placed away from the street corners.</p>
<i>C8. Differentiate the Sidewalk-Level of Buildings.</i>	<p><i>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.</i></p>	<p>The building base is differentiated with masonry, extensive clear glazing, recessed entries, and protective canopies with integrated lighting along much of the building, with contrasting materials and glazing style on upper floors.</p>
<i>C9. Develop Flexible Sidewalk-Level Spaces.</i>	<p><i>Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.</i></p>	<p>The applicant proposes for the ground level to be for the use of tenants and guests rather than for separate retail tenants; however, should the need arise, the tall floor-to-floor height provides flexibility for the proposed fitness and sport court spaces, which could be adapted to accommodate different tenant amenities in alignment with this guideline.</p>
<i>C10. Integrate Encroachments.</i>	<p><i>Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment.</i></p> <p><i>Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.</i></p>	<p>Mullion cap extensions protrude into the right-of-way above ground level, so they do not impede the pedestrian space. Canopies are provided along NE Oregon Street from the north building entry and wrap around the corner along NE 7th Avenue to the NE 7th Avenue entry. A continuous canopy frames the fitness and sport court along NE 7th Avenue, wrapping around the southeast corner onto NE Irving Street. There is also a canopy that provides weather protection at the south bicycle storage and parking garage entrance along NE Irving Street.</p>
<i>C11. Integrate Roofs and Use Rooftops.</i>	<p><i>Integrate roof function, shape, surface materials, and colors with the building’s overall design concept.</i></p> <p><i>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.</i></p> <p><i>Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.</i></p>	<p>The roof is low-slope, bounded by parapets that are a continuation of the building’s massing and predominant materiality. This also helps the roof design meet the requirement for stormwater management – ecoroof with the exception of where mechanical rooftop units (screened by fencing) are located. Level 15 is split between penthouse apartments and a community room that is adjacent to an eastern-oriented occupiable roof deck with integrated roof garden design elements that contribute to the stormwater mitigation, and the roof garden provides views to Mt. Hood, Mt. St. Helens, and Mt. Tabor.</p>
<i>C12. Integrate Exterior Lighting.</i>	<p><i>Integrate exterior lighting and its staging or structural components with the building’s overall design concept.</i></p> <p><i>Use exterior lighting to highlight the building’s architecture, being sensitive to its impacts on the skyline at night.</i></p>	<p>Lighting will be incorporated into exterior canopies and at building entrances to illuminate the pedestrian space. The treatment of the glazing at the ground floor and its vertical continuation on the upper residential massing on NE Oregon and NE Irving Streets will provide a glowing element at night that highlights the massing and active uses and creates a unique character for the building. Similarly, to the ground floor, the rooftop community room is fully transparent and will provide a glowing element on the top floor at night.</p>
<i>C13. Integrate Signs.</i>	<p><i>Integrate signs and their associated structural components with the building’s overall design concept.</i></p> <p><i>Size, place, design, and light signs to not dominate the skyline.</i></p> <p><i>Signs should have only a minimal presence in the Portland skyline.</i></p>	<p>Minimal signage locations have been proposed at the north entrance off of NE Oregon Street, at the entrance on NE 7th Avenue, at the SE corner of NE 7th Avenue and NE Irving Street, and at the parking garage entrance on NE Irving Street. Locations and size have been indicated on the elevations. Signs are anticipated to be minimally and tastefully illuminated with internal lighting.</p>



Lloyd District Design Guidelines

Guideline Topic	Guideline	Response
<b>A. Portland Personality (Lloyd District)</b> <i>A1. Integrate the River.</i> <i>A1-1: Connect Public Facilities to the River</i>	<i>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-around enjoyment.</i>	The proposed development is not proximate to the river and no public use facilities are proposed. This guideline is not applicable.
<i>A3. Respect the Portland Block Structures.</i>  <i>A3-1: Support a Convenient Pedestrian Linkage Through the Superblocks Between Convention Center and Lloyd Center</i>	<i>Provide and support a convenient pedestrian linkage through the superblocks between the Oregon Convention Center at N.E. Martin Luther King Blvd. and N.E. Oregon to the Lloyd Center at N.E. Multnomah and 9th.</i>	The proposed development is not located directly between the Convention Center and Lloyd Center. This guideline is not applicable.
<i>A3-2: Make Superblock Plazas Inviting and Easily Accessible from Holladay Street</i>	<i>Make superblock plazas and public spaces in superblocks fronting on Holladay Street inviting and easily accessible from Holladay Street. Public spaces should spaces should be visually connected to Holladay Street. Public/private spaces are also encouraged be visually connected with adjacent public improvements.</i>	The proposed development does not front Holladay Street or a Superblock Plaza. This guideline is not applicable.
<i>A5. Enhance, Embellish, and Identify Areas.</i>  <i>A5-1: Develop Identifying Features</i>	<i>Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.</i>	The design intentionally orients common amenities outwardly and openly to the public right-of-way at the ground floor. The prominent proposed fitness area and sport court complement the activity of the Green Loop and the proximity to the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge. The Level 15 roof garden and community room are treated similarly to reinforce a sense of place for tenants.
<i>A5-2: Accommodate or Incorporate Underground Utility Service</i>	<i>Accommodate or incorporate underground utility service to development projects.</i>	Existing overhead utilities will be undergrounded except for the Portland Streetcar Overhead Contact System (OCS), which is required to be above ground. The proposed electrical and natural gas meters and facilities (e.g, transformers) will be interior to the building rather than above-ground.
<i>A5-3: Incorporate Works of Art</i>	<i>Incorporate works of art into development projects.</i>	An installation of artistic glass is incorporated into the exterior glazing at the pool area at the street level along the NE 7th Avenue sidewalk to modestly obscure visibility of users in the pool area and to add a distinct and engaging element for passerby’s in the pedestrian realm. The concept for the application of channel glass is also intended to be dynamic in its emulation of water in a way that directly relates to the building program, offering a meaningful and vibrant contribution to the streetscape.
<i>A5-4: Incorporate Water Features</i>	<i>Enhance the quality of major public spaces by incorporating water features.</i>	As acknowledged in the DAR staff report, “water features may not be needed since there is no outdoor public space on the site.” Water features are not proposed to be incorporated as the site does not include or border outdoor public spaces. This guideline is not applicable.
<i>A5-5: Use Public Right-of-Way Design Criteria Established for the Lloyd District</i>	<i>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.</i>	The building envelope has been variably stepped back from 1’ to 4’-6” from the property line on the north, east, and south sides to increase the width of the sidewalk and the proposed street improvements comport with District standards as outlined by PBOT staff. The right-of-way design on NE 7th Avenue has been designed to standards set forth in PBOT’s Pedestrian Design Guide as no codified standards exist for right-of-way treatment along the Green Loop. Final details will be reviewed by PBOT staff through the Public Works permitting process.
<i>A5-6: Incorporate Landscaping as an Integral Element of Design</i>	<i>Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.</i>	The Level 15 community room looks out to views of Mt. Hood, the Hills, and glimpses of Mt. St. Helens. It also looks out onto the adjacent roof garden, comprising habitable deck and ecoroof that shares the same views. The rooftop plants are inviting to a variety of wildlife which will help support the natural environment. Ground level landscaping, in the form of planters appropriate for the urban context, will provide a natural element within the pedestrian environment.



Guideline Topic	Guideline	Response
A5-7: <i>Integrate the Civic Campus into the Lloyd District</i>	<i>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.</i> <i>Extend the Holladay Street pedestrian project to an active terminus overlooking the Willamette River.</i> <i>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.</i> <i>Provide safe and attractive vehicular/pedestrian access through the area that connects with development patterns in surrounding sub-districts.</i> <i>Integrate bridge and freeway access ramps into the arterial streets circulation pattern.</i>	The site is not located within the Civic Campus, along Holladay Street, or along the river or I-5. This guideline is not applicable.
A5-8: <i>Integrate the Lloyd Shopping Center into the Lloyd District</i>	<i>Through inviting pedestrian access and clear visual connections for both vehicles and people, integrate by linking the Lloyd Center with residential and west, office areas along Multnomah Street, Holladay Park and Holladay Street transit stops.</i> <i>Improve and extend the Center’s pedestrian access to the north.</i> <i>Establish pedestrian access through the shopping center that connects with development in surrounding subdistricts.</i>	The site is not located near the Lloyd Shopping Center. This guideline is not applicable.
A8. <i>Contribute to a Vibrant Streetscape.</i>		
A8-1: <i>Incorporate Active Ground Level Uses in Parking Structures</i>	<i>Incorporate active ground-level uses in new and modified parking structures that are near active retail and pedestrian areas.</i>	The majority of the ground floor is glazed to promote visual connection to active uses at the sidewalk frontages (starting on NE Oregon Street and moving clockwise: lobby, leasing office, co-working, main lobby entrance, pool/spa, fitness, sport court, and bicycle storage/dog washing station). Parking is proposed underground so as not to be visible from the street.
A9. <i>Strengthen Gateways.</i>		
A9-1: <i>Provide a Distinct Sense of Entry and Exit</i>	<i>Design and develop gateways into and within the Lloyd District that are appropriate and relate to the district’s and subdistricts’ emerging characteristics.</i>	With the opening of the Congressman Earl Blumenauer Bicycle and Pedestrian Bridge, and the site’s location along the Green Loop, emphasis has been given to develop the building’s character to specifically relate to the bridge and its users. The active uses of the sport court and fitness area are highlighted with a rhythm of architectural screening and canopy that will be visible to pedestrian and bicycle traffic emerging from the bridge. The building’s massing and verticality will further contribute to a sense of arrival for those disembarking from the bridge. The proposed building will infill an underutilized property previously containing relatively small buildings and large areas for parking. The size and street-edge character of the proposed new building is designed to advance this guideline.
<b>B. Pedestrian Emphasis</b>		
B1. <i>Reinforce and Enhance the Pedestrian System.</i>		
B1-1: <i>Protect Pedestrian Areas from Mechanical Exhaust</i>	<i>Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.</i>	All venting from the building will be at the roof, with the exception of parking garage ventilation which will be high on the ground floor on NE Irving Street as to not detract from the pedestrian environment.
B1-2: <i>Incorporate Additional Lighting</i>	<i>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.</i>	Exterior lighting will be incorporated into the exterior canopies and at building entrances to illuminate pedestrian areas. The treatment of the glazing at the ground floor and its vertical continuation on the upper residential massing on NE Oregon and NE Irving Streets will provide a glowing element at night that highlights the massing and active uses and creates a unique character for the building similarly to the ground floor, the rooftop community room is fully transparent and will provide a glowing element on the top floor at night.



Guideline Topic	Guideline	Response
<i>B1-3: Design Projects to Attract Pedestrians to the Broadway/ Weidler Corridor</i>	<i>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.</i>	The proposed building is not located in the Broadway/ Weidler Corridor. This guideline is not applicable.
<i>B3. Bridge Pedestrian Obstacles.</i>		
<i>B3-1: Provide Pedestrian Crossings Spaced at Traditional One-Block Intervals</i>	<i>Provide and design for pedestrian crossings spaced at traditional one-block intervals where deemed safe and appropriate by the City Engineer.</i>	The site is not located in a superblock so there is no need for a mid-block crossing. The proposed sidewalk improvements include pedestrian ramps at the block corners to accommodate pedestrian crossings at one-block intervals.
<i>B3-2: Improve Pedestrian Crossings on NE Broadway</i>	<i>Provide pedestrian crossing amenities along N.E. Broadway that improve pedestrian safety and convenience.</i>	The site is not located along NE Broadway. This guideline is not applicable.
<i>B6. Consider Sunlight, Shadow, Glare, Reflection, Wind and Rain.</i>		
<i>B6-1: Provide Pedestrian Rain Protection</i>	<i>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.</i>	Canopies are provided along NE Oregon Street from the north building entry and wrap around the corner along NE 7th Avenue to the NE 7th Avenue entry. The canopies facing NE Oregon Street provide protection for streetcar riders at integrated benches. A continuous canopy frames the fitness and sport court along NE 7th Avenue and wrapping around the southeast corner onto NE Irving Street. There is also a canopy that provides weather protection at the south bicycle storage and parking garage entrance along NE Irving Street Building entries are recessed under these canopies to allow for protected transitions from indoor space to outdoor space.
<b>C. Project Design</b>		
<i>C1. Respect Architectural Integrity</i>		
<i>C1-1: Integrate Parking</i>	<i>Integrate parking in a manner that is attractive and complementary to the site and its surroundings.</i> <i>Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.</i>	All parking provided for the project is in a below-grade structured parking garage and only the garage entrance is visible to the public right-of-way at NE Irving Street.
<i>C1-2: Integrate Signs</i>	<i>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.</i> <i>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.</i> <i>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.</i>	The building will have limited signage that relates to the building name/branding. Proposed locations are at the parking garage entrance on NE Irving Street; on NE 7th Avenue at the southeast corner canopy near NE Irving Street; at the lobby entrance on NE 7th Avenue; and at the entrance on NE Oregon Street. The signage is proposed to be integrated into the building so as to present a contextual and appropriately scaled design rather than a freestanding element that distracts or clutters the environment. Lighting is anticipated to be indirect rather than prominent and jarring.
<i>C2. Consider View Opportunities</i>		
<i>C2-1: Maximize View Opportunities</i>	<i>Maximize view opportunities.</i>	The ground level glazing is largely oriented towards the Green Loop to increase pedestrian interaction with the building. The clear glazing promotes views to and from the public right-of-way to allow for visual access along the sidewalk including the northern entrance, leasing office, co-working, lounge/main lobby, pool area, workout space, sport court, and bicycle storage on the south. Residential units on the east side have windows that face the Green Loop and the public right-of-way, with upper units facing towards Mt. Hood. Residential units on the west side have windows that face the Oregon Convention Center and the western skyline of Portland. Corner units on the north side can see the Portland Streetcar and an extent of the Green Loop. Corner units on the south side can view I-84 and an extent of the Green Loop. Level 14 and 15 units have recessed outdoor decks that orient to Mt. Hood on the east and to the Portland skyline to the west, creating visual interest and relief on the façades of the building. The community room and the rooftop garden on the eastern half of Level 15 have panoramic views to the north (with a glimpse of Mt. St. Helens), east (Mt. Hood), and south. South-facing views afford the opportunity to admire the architectural form of the Congressman Earl Blumenauer

Guideline Topic	Guideline	Response
C3. Design for Compatibility		
C3-1: Design to Enhance Existing Themes in the Broadway/Weidler Corridor	Use special design features which reinforce architectural themes and elements within the Broadway/Weidler Corridor. Look to buildings from throughout the corridor for architectural precedent.	The proposed development is not located in the Broadway/Weidler Corridor. This guideline is not applicable.
C3-2: Orient Development Along the Lloyd District’s Eastern Edge Towards 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.	The proposed development is not located along the Lloyd District’s Eastern Edge. This guideline is not applicable.
C6.Differentiate the Sidewalk Level of Buildings		
C6-1: Step Back Upper Building Floors Along Holladay Street	Along Holladay Street from 1st to 13th Avenues, locate building bases along the build-to lines while setting upper floors of tall buildings back from the street.	The proposed development is not located along Holladay Street. This guideline is not applicable.
C10. Promote Permanence and Quality in Development		
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.	Stone masonry is proposed at the building base and integral color fiber-reinforced cement panels are used on the upper residential mass.
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.	All exterior glazing will be transparent with the exception of modestly screened glazing at the Pool/Spa area along NE 7th Avenue and spandrel glazing at the residential floor slab edges. All ground floor glazing and masonry is set back from the outside face of the residential levels above, creating depth and shadow. The vertically aligned windows for the residential floors on levels 2 through 15 are composed in a rhythm of alternating widths and spacing that correspond to living and bedroom spaces. The windows are composed as a series of contiguous vertical punched openings for relief with alternating vertical mullion extensions that create a dynamic pattern around the entire building.
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.	The predominant cladding of the exterior is a light integral color fiber-cement panel that is treated to resemble pre-cast concrete and is exclusively applied to the massing of the residential floors (levels 2 through 15) with a darker stone masonry at the ground floor for accent and differentiation.



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