



**City of Portland, Oregon**  
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**Land Use Services**

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## MEMORANDUM

**Date:** July 23, 2015  
**To:** Portland Design Commission  
**From:** Staci Monroe, City Planner – Urban Design  
503-823-0624, [staci.monroe@portlandoregon.gov](mailto:staci.monroe@portlandoregon.gov)  
**Re:** July 30, 2015 Design Advice Request  
EA 15-167229 DA – Lloyd Center Development

Please find plans attached for the Design Advice Request (DAR) for a potential mixed-use development in the Lloyd sub district of Central City plan district. The Superblock site is currently developed with the Lloyd Cinemas and a large surface parking lot that serves both the cinemas and the Lloyd Mall to the north.

**PROPOSAL** - The proposal, on a 283,097 SF site bounded by NE 13<sup>th</sup>, Multnomah, 16<sup>th</sup> and Holladay (limited to LRT alignment), includes the following:

- Three, 6-story buildings that would provide:
  - 980 residential and 13 live work units
  - 41,260 SF of retail
  - 13,950 SF of community space
- Structured & surface parking for 873 vehicles (433 above-grade, 440 below-grade) accessed from NE 13<sup>th</sup>, Multnomah and 16<sup>th</sup> via private driveways.
- A public pedestrian accessway that runs diagonally through the site from the southwest corner to the NE 15<sup>th</sup> intersection that traverses the east-west driveway for a multimodal space.
- Public and private outdoor spaces including private courtyards atop the podiums, an elevated public garden atop the podium of the eastern building and public at-grade plazas along the diagonal pedestrian accessway.

**DAR DISCUSSION ITEMS** - Staff has identified the following potential areas of discussion for the July 30<sup>th</sup> DAR:

- 1. Overall concept** of a diagonal pedestrian path and multimodal grid through the buildings. The diagonal path responds to the circulation patterns in the area and the LRT station on Holladay immediately west of the site. The accessway, which also includes a plaza at the midpoint, supports the Lloyd District Design Guideline A3-2 (Make Superblock plazas inviting and easily accessible from Holladay Street). If concerns with the proposal, would any of the other concepts studied on sheet C.34 be preferred?
- 2. Massing and form** of the buildings given the variety that exists in the Lloyd district including lower-scale buildings with larger footprints and towers that adhere more to the 200' block structure. Again, other concepts studied on Sheet C.34 provide a variety of other building forms that may be appropriate.
- 3. Quality of public and private outdoor spaces**
  - **Public** (plazas & walkways at-grade and garden atop the eastern building) - As a Superblock, these public plazas, walkways and some landscaping are required. Portions of these public spaces occur beneath buildings, include shared space with vehicles and are elevated atop a podium. The following should be considered:
    - Quality of these spaces in terms of amount of light, scale, and potential uses.

- Potential Modifications to the Superblock requirements for the portion of the plaza that is multimodal and for the public garden elevated above the sidewalk atop the podium of the eastern building. Do these spaces meet the intent of the Superblock requirements that include: providing 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 and to promote the maintenance of light, air and access that could be lost due to development on the vacated street? Superblock regulations and purpose statement are attached.
  - **Private** (courtyards atop the podiums) – Larger dimensions would allow more light access and usable space.
- 4. Quantity and location of vehicle access** – Four access points, three of which are driveways that align with the original platted streets (NE Hassalo, 14<sup>th</sup> and 15<sup>th</sup>), provide access to the three garages. If the parking structures were consolidated, or entirely below-grade, the number of vehicle entries could be reduced and improve the pedestrian environment along the street frontages and within the site.
  - 5. Ground floor uses along public and private streets** – Any comments on the preliminary program of the ground floor, particularly the live work units and above-grade parking, would be helpful.
  - 6. Expectations of the Holladay Facade** – The majority of the ground level is programmed for parking along this frontage, which is a gateway into the Central City on the LRT line. As such, the expectations of this façade would seem equally important as a street elevation.

For this proposal, the design review criteria are the *Central City Fundamental Design Guidelines and Lloyd District Design Guidelines* (copies attached). Please contact me at 503.823.0624 with any questions or concerns.

Attachments: Plans dated July 17, 2015  
Applicable Design Guidelines  
DAR Discussion Item Cheat sheet  
Superblock Chapter 33.293