



City of Portland, Oregon
Bureau of Development Services
Inspection Services - Land Use Services
FROM CONCEPT TO CONSTRUCTION

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-156716 DZM
PC # 14-230805
Oregon Square
REVIEW BY: Design Commission
WHEN: August 13, 2015 at 1:30 PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 /
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GENERAL INFORMATION

Applicant: Kyle Andersen | GBD Architects | 1120 NW Couch Street | Suite 300 | Portland, OR 97209

Owner: Jerry Gammieri | AAT Lloyd District LLC | 11455 El Camino Real #200 | San Diego, CA 92130-2047

Site Address: **Block bounded by NE 7th, 9th, Holladay and Oregon**

Legal Description: BLOCK 90 INC PT VAC ST LOT 5 EXC PT IN ST INC PT VAC ST LOT 6-7 INC PT VAC STS LOT 8, HOLLADAYS ADD; BLOCK 91 LOT 1-3 EXC PT IN ST INC PT VAC ST LOT 4, HOLLADAYS ADD; BLOCK 91&102 TL 200, HOLLADAYS ADD; BLOCK 102 INC PT VAC ST LOT 5 LOT 6-8, HOLLADAYS ADD; BLOCK 103 INC PT VAC STS LOT 1 INC PT VAC ST LOT 2&3 INC PT VAC ST LOT 4 EXC PT IN ST, HOLLADAYS ADD; BLOCK 103 LOT 5 EXC PT IN ST LOT 6&7 INC PT VAC ST LOT 8, HOLLADAYS ADD

Tax Account No.: R396204710, R396204750, R396204790, R396205680, R396205720, R396205760

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Quarter Section: 2931

Neighborhood: Lloyd District Community, contact Michael Jones at 503-265-1568.

Business District: Lloyd District Community Association, contact Gary Warren at 503-234-8271.

District Coalition: None

Plan District: Central City - Lloyd District

Zoning: CXd - Central Commercial zone with Design overlay

Case Type: DZM - Design Review with Modifications

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

The applicant seeks Design Review approval for a superblock development, known as Oregon Square, in the Lloyd sub district of the Central City plan district that will provide 940 residential units, approximately 50,000 square feet of retail, and 908 below grade parking stalls. The proposal includes four towers, a public plaza, and two and a half levels of underground parking. The parking will span beneath the entire superblock, serve the residential (708 spaces) and retail (200 spaces) uses on the site, and be accessed from NE 9th via the buildings at the northeast and southeast corners. Loading facilities will be provided within each building (see locations indicated below). The towers will be organized around a public plaza that will include a large water feature, storm and waste-water treatment facilities, and stair and elevator pavilions. The plaza will be accessible via four portals between the buildings that correspond to the original street alignments of NE Pacific (east-west) and NE 8th (north-south). The buildings are as follows:

- Block 91 (northwest block): An 11-floor mixed use building with 160 residential units, ground floor retail and loading bay access on NE 7th Avenue. The primary exterior finish is a smooth white brick with a running bond coursing. Accent and secondary finishes include smooth orange reinforced thin concrete panels, IPE wood planks, weathered steel, metal panels and aluminum storefront and windows.
- Block 102 (northeast block): An 11-floor mixed use building with 163 residential units, ground floor retail and loading bay and garage entry access on NE 9th Avenue. Primary exterior finishes include: dark brick with stack bond coursing and honed white precast on the east portion and smooth beige reinforced thin precast on the north portion of the sidecar elements. Accent and secondary materials include metal panel (3 colors), IPE wood planks and aluminum storefront and windows.
- Block 90 (southwest block): A 21-floor mixed use building with 274 residential units, ground floor retail and loading bay access on NE Oregon Street. Exterior finishes include smooth white reinforced thin concrete panels and glass curtainwall for the tower with light and dark metal panel accents, white honed precast concrete panel along the base and aluminum storefront and windows.
- Block 103 (southeast block): A 30-floor mixed use building with 347 residential units, ground floor retail and loading bay and garage entry access on NE 9th Avenue. Block 103 is mostly curtainwall. Spandrel elements are a matte finish metal panel with a vertical orientation while the horizontal spandrel elements are insulated spandrel elements. The podium elements of the building are honed white precast concrete, while the tower is metal panel. Metal panel accents are use throughout along with vertical walnut wood planks and aluminum storefront and windows.

An oriel window exception is requested to exceed the maximum width for projecting elements from 12' to 13'-2" (Oriel window Code Guide standard F) for the upper bays on the northwest corner of Block 102 (northeast block).

Modification Requests:

1. **Bike Parking** – Reduce the required bike space width from 2' to 18" and the required maneuvering area behind the bike parking from 5' to 4' for the vertical rack system proposed for the long-term bike parking throughout the project (PZC Section 33.266.220.C.3.b).
2. **Loading** – To allow the loading facility for Block 91 (northwest block) to be accessed in a reverse motion from NE 7th Avenue, which contains a Streetcar alignment (PZC 33.266.310.F.2).
3. **Building Height** – To allow rooftop elements for Block 103 (southeast block) including mechanical rooms, roof access, cooling towers and roof screen, to exceed the 325' height limit

by 18'-6" at the highest point of the roof screen and the maximum amount of roof coverage, and be within the 15' setbacks of building edges (PZC 33.130.210.B.2).

The proximity of the northern loading bays and garage entry to the light rail alignment in Holladay (within 75') and the 200 parking spaces dedicated to retail uses on the site (more than 60 spaces) both require a Central City Parking Review (CCPR). An application has been submitted (case file LU 15-190239 PR), is currently under review, and expected to go before the Hearing's Officer in September or October. Because the CCPR is analyzing the garage and loading bay locations, the CCPR hearing and approval should occur prior to a decision of approval for the Design Review or a condition of approval for the Design Review should be required.

New development within the Lloyd Design District with a value that exceeds \$2,154,200 requires a Type 3 Design Review per Zoning Code Sections 33.420.041.A and 33.825.025.A.1 (Table 825-1).

Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code (PZC). The applicable approval criteria are:

- Central City Fundamental Design Guidelines
- Lloyd District Design Guidelines
- PZC Section 33.825.040 – Modifications Through Design Review
- Bonus Height – Section 33.510.210.D

ANALYSIS

Site and Vicinity: The site is located within the Central City Plan District, more specifically, the Lloyd Sub-district. The site is considered a "Superblock" as it is made up of multiple blocks with vacated streets – specifically for this site, four typical 200' x 200' blocks with two 60'-wide vacated streets (NE 8th Avenue and NE Pacific Street). The northern boundary is NE Holladay (Regional Transitway and Major Priority Street, MAX Line, Central City Transit/Pedestrian Street), the southern boundary is NE Oregon (City Bikeway), the western boundary is NE 7th Avenue (Streetcar Line, City Walkway, Transit Access Street, City Bikeway), and the eastern boundary is NE 9th Avenue (City Walkway).

The site consists of four two-story buildings with associated surface parking. It is currently a significantly underdeveloped site.

This 4-block site is part of a string of Superblocks between NE 7th and 9th Avenues owned by the owner of this site, American Assets Trust (AAT). Phase 1, Hassalo on 8th, is immediately to the north and is a comparable development currently under construction. Further north is a 6-block Superblock with a 1970's office tower and a substantial parking area for the remainder of the site (AAT owned). To the south is the State office building abutting Interstate 84 to its south. Across the site to the northeast is Lloyd Center, a substantial indoor shopping center with large anchor tenants. Across NE 9th is a large hotel user on a 4-block Superblock. Three blocks to the west is the Oregon Convention Center (OCC). And just northwest of the OCC is the Rose Garden Complex – the Rose Garden Arena and Memorial Coliseum. There are ample redevelopment and/or infill opportunities on various large properties surrounding this site, similar to the current state of the subject site. Approximately 5 blocks to the east and 6 blocks to the north are established residential neighborhoods.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Lloyd Sub District of this plan district.

Land Use History: City records indicate that prior land use reviews for the Superblock exist. However, since the entire site is proposed for redevelopment, none of these prior reviews are relevant.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **July 24, 2015**. The following Bureaus have responded with no issue or concerns:

- Water Bureau (Exhibit E-1)
- Fire Bureau (Exhibit E-2)
- Site Development Section of BDS (Exhibit E-3)
- Plan Review Section of BDS (Exhibit E-4)

The following Bureaus have responded with outstanding items:

- Bureau of Environmental Services (Exhibit E-5) - Does not support the stormwater facilities at this time. More information is needed for the Silva Cell system and for the water feature in the plaza to function as a stormwater facility, plumbing code appeal approvals are necessary for shared systems or demonstration of independent systems and connections for each lot, and more information on the storm flows are needed, all of which could affect the design and layout in the plaza.
- Bureau of Transportation Engineering (Exhibit E-6) – Supports the Modification for the loading space on NE 7th to enter the bay in a reverse motion with the understanding that this is also being reviewed for its potential impact on the streetcar and light rail under a separate Central City Parking Review (CCPR). The CCPR is also reviewing the location of the garage access and loading bay within Block 102 and the 200 parking spaces for retail use.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **July 24, 2015**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

Prior Design Advice Requests (DAR): This project had three DAR’s with the Design Commission on January 29, 2015, February 26, and March 16, 2015. Comments are summarized in Exhibits G.4 through G.6.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW – CHAPTER 33.825

Section 33.825.010 Purpose

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055, Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental and Lloyd District Special Design Guidelines.

Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon.

With the recent completion of the Oregon Convention Center, the District now serves as the “front door for Oregon and our city.” The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Lloyd District Design Goals

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City and Lloyd District Guidelines are addressed concurrently.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Connect Public Facilities to the River. Provide public access to, from, and along the river in a manner that connects major public use facilities in the District to the river which stimulate year-round enjoyment.

Findings for A1 and A1-1: The site is not directly adjacent to the Willamette River, which is located several blocks to the west, on the opposite side of the Rose Quarter. NE Holladay Street is a key vehicle, transit and pedestrian connector to the Eastbank Esplanade. The entry location of Block 91 and the associated pass thru lobby helps connect the property to NE Holladay. Additionally the proposed plaza is centered on NE Pacific Street which is on axis to the plaza in front of the Convention Center. Portions higher in the buildings will have access to views toward the river and to the Rose Quarter and Convention Center, especially Block 90 and 103. *These guidelines have been met.*

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.

Findings: The project celebrates several Portland-related themes including a vital pedestrian focused streetscape with active commercial ground-level spaces that address all street frontages, and the central plaza. Balconies, elevated terraces and roof gardens along all edges further activate the streetscape. An emphasis on bicycle transportation with bike parking for both residents and visitors well exceeds the minimum required. The development celebrates and displays an ethos of sustainability and tenant of the Lloyd Eco-District pilot program as well the Pacific Northwest climate with the numerous stormwater facilities and types, such as the Silva Cell. *This guideline has been met.*

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

A3-1. Support a Convenient Pedestrian Linkage Through the Superblocks Between the Convention Center and Lloyd Center. Provide and support a convenient pedestrian linkage through the superblocks between the Oregon Convention Center at NE Martin Luther King Blvd. and NE Oregon to the Lloyd Center at NE Multnomah and 9th.

A5-7. Integrate the Civic Campus into the Lloyd District.

Integrate the Civic Campus into the Lloyd District in a manner that provides a cohesive link westerly to the river and easterly to the core of the Lloyd District. Extend the Holladay Street

pedestrian project to an active terminus overlooking the Willamette River. Link river overlooks, open spaces and trails into a unified system to and along the riverfront wherever possible; create clear pedestrian connections to the riverfront; and encourage and enhance visual and physical corridors to river viewpoints and amenities. Provide safe and attractive vehicular/pedestrian access through the area that connects with development patterns in surrounding sub-districts. Integrate bridge and freeway access ramps into the arterial streets circulation pattern.

Findings for A3, A3-1 and A5-7: The project takes a four block superblock and develops a pedestrian-focused space which connects to the greater Portland Block Structures. A series of L-shaped buildings hold the street edges while enclosing a large central plaza. The spaces between the building, referred to as portals or gates, are roughly 60' wide, align with the vacated streets of NE 8th (north-south) and NE Pacific (east-west) and reinforce the 200' x 200' block structure. The locations of the portals reinforce pedestrian connections to the Lloyd Center and the Convention Center and to areas further to the North and South. The proposed plaza also serves as a “knuckle” that helps turn pedestrian circulation to the west toward the Convention Center. These proposed connections and alignments provide safe and attractive pedestrian access through the area, which connects with development patterns in surrounding sub-districts. *These guidelines have been met.*

A3-2. Make Superblock Plazas Inviting and Easily Accessible From Holladay Street. Make superblock plazas and public spaces in superblocks fronting on Holladay Street inviting and easily accessible from Holladay Street. Public spaces should be visually connected to Holladay Street. Public/private spaces are also encouraged to be visually connected with adjacent public improvements.

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

A9-1. Provide a Distinct Sense of Entry and Exit. Design and develop gateways into and within the Lloyd District that are appropriate and relate to the District's and sub-District's emerging characteristics.

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

A5-4. Incorporate Water Features. Enhance the quality of major public spaces by incorporating water features.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

Findings: The open space and central plaza developed is intended to be multi-purpose space. The space serves not only for rest and contemplation, but also connectivity to immediate interior building spaces. The central plaza develops greater connectivity to the surrounding context offering opportunities during the week and during the weekend for both rest and play. The layer from entry points, to gathering, through landscape, to a more central space allow for a variety of scales of use. The intention is to program the space with events, but also to let the space be owned by the retail and residents of the development.

During the prior three DAR hearings, the Commission struggled with the concept of the plaza internalized within the Superblock. The Commission indicated that in order for the plaza to be successful, more meaningful physical and visual connections than the typical street-sized portals would need to occur to truly increase the porosity into the site. There was a focus on the north and west portals in order to strengthen the primary north and west pedestrian connections through the district and respond to the relationship of the LRT platform on Holladay. In addition to differentiating these two portals to respond to the hierarchy of the access points, the width and scale of these portals was also discussed. The Commission noted changes to the building footprints flanking the portals, particularly on Block 91 and 102, would be a necessary response.

The applicant's response to the porosity concerns has somewhat been focused along the building edges rather than at the portals. Changes to the portals since the last DAR have focused on differentiating them, each as a themed "gate" with corresponding features (Lights Gate, People's Gate, Water Street Gate and Forest Gate). The plans also show effort has been put into activating all sides of the portals with retail spaces, entries and seating areas. Other than the themed elements, the north and west portals have not been revised in a manner that responds to their hierarchy within the pedestrian system. For the building edges, each building now has a fully glazed pass-thru lobby that allows views into the plaza from the abutting streets. The pass thru lobby at Block 91 opposite the LRT platform in Holladay is intended to be public and accessible at all times. The pivot style doors would help to facilitate movement through the space. These new pass-thru lobbies are an interesting approach to the porosity issue as part of a series of visual and physical access points to the plaza when combined with the portals between the buildings. These lobbies could be successful if they all allowed public access, if there was a better understanding of the extent of transparency (vertically and horizontally) through these spaces to the interior plaza side, and if the expressions were mirrored on both sides of the buildings to improve way-finding and orientation within the plaza.

In addition to being able to see and access the plaza, the Commission expressed concern with how it would be activated, why people would want to go there and what the quality of the space would be in terms of solar access. The applicant has stated the plaza is intended to be a multi-purpose space to be programmed for events and also wants the space to be owned by the retail and residents of the development. For example, at the center of the plaza is a low profile water feature that has multiple programmable opportunities. The thin layer of water can be left still to be reflective. The water could have a mist quality to it as it wakes up the early morning. The water could also have playful series of jets for opportunities of play. Finally, the water feature can be drained or partitioned to support or allow other events to take place in the plaza space. Appendix A includes several scenarios on how the plaza could be used and activated. Given that programming of the large plaza is critical to its success, more information and details are needed to better understand how the public space will be managed. It would seem there could be some synergy of plaza programming from Phase I (Hassalo on 8th) immediately to the north that could extend to this site.

In addition to the programming, the Commission felt that the installation of art was another meaningful and necessary attraction to the plaza. The applicant has provided images of two concepts that represent the scale and type of art they are exploring. The applicant is developing a protocol to get an artist involved in the project and design a substantial piece of art as a focal point to the project, serving as a beacon to reaches within the district. Concepts of sculpture which uses light are being considered. Given the importance of art as way to identify and differentiate this plaza as a meaningful destination, the Commission should set some parameters for the art (minimum size, type, location) and impose a Condition of Approval for the art to either be considered through the RACC process or through a follow-up Type 2 Design Review.

The Commission expressed a preference for the southwest building (Block 90) to be lower, with the mass shifted to the northeast building (Block 102), to increase sun exposure in the plaza. The Commission requested studies showing the positives and negatives and to explore other ways to maximize sun in the plaza. Sun/shadows studies of moving the mass from the southwest to northeast building have not been provided. The applicant states the proposal, which matches the most recent DAR, is consistent with the 400' tower separation pattern in the district and surrounding area and prefers the current design. Revisions have been made in the plaza at the northeast corner to reduce the amount of tree canopy and allow more sun to reach the outdoor spaces.

Lastly, no elevations or details have been provided for the two pavilion structures proposed

within the plaza.

Given these outstanding items, these guidelines are not met.

B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings for B4 and C6: The new plaza, and the continuation of the pedestrian circulation of NE 8th, will offer plenty of opportunities for rest within the project and transitions between the private building and public spaces. The large central plaza will have layers of scale and intimacy for rest and respite. The layer of rooms within the design can accommodate individuals, small groups and large groups for programmed events. Additionally seating opportunities are created outside major retail spaces to help activate the street and plaza with spill-out areas.

At the most recent DAR, the Commission questioned the need for all of the ground level edges surrounding the plaza to be same with trees, spill-out seating and then building wall. Minor changes have occurred to these edges since this DAR, which primarily focus on the density and arrangement of landscaping. It would seem that more differentiation and variety in these transition areas was envisioned by the Commission. Given this outstanding item, these guidelines have not been met.

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

A5-1. Develop Identifying Features. Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.

A5-2. Accommodate or Incorporate Underground Utility Service. Accommodate or incorporate underground utility service to development projects.

A5-6. Incorporate Landscaping as an Integral Element of Design. Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

Findings for A4, A5, A5-1, A5-2 and A5-6: The project works to develop a sense of place through the way the ground plane and landscape are treated. The use of water, sustainability, scale and active space help enhance the area, and identify that desired sense of place within the project. The goal is to not only create a vibrant and dynamic place for the residents, but to also create a destination for people from other parts of the city.

The unification of the Oregon Square development and the Hassalo on Eighth development is reinforced through the landscape. Selection of plant species, landscape furniture, pedestrian light fixtures and the overall geometry, rigor and aesthetic of the landscape is maintained through both developments, which is particularly evident at the north portal, referred to as Water Street Gate.

Similar to other large scale projects and new development in the district, the electrical transformer utility will be placed underground in a vault on the site within the east portal, referred to as Forest Gate. *These guidelines have been met.*

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings for A7, A8 and C7: The project provides strong and continuous façades facing NE Holladay, NE 9th Avenue, NE Oregon Street and NE 7th Avenue with the exception of the portals as access way to the new central plaza. The ground floor retail and pass through residential entry lobbies add pedestrian scale and vitality to the street and plaza and the extensive glazing associated with these elements visually and physically connects these interior spaces of the building with activities on the sidewalk. The corners and intersections are addressed primarily with retail entries. Other corners are addressed with open space and site furnishings. Building corners work together to create gateways into the central plaza space. *These guidelines have been met.*

B1-2. Incorporate Additional Lighting. Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for B1-2 & C12: New pedestrian lighting, as a continuation of the Hassalo on Eighth development (aka Phase 1), will occur within the new central plaza. The proposed fixture style, however, differs from the fixture approved for the pedestrian "Water Street" in Phase 1. Should the fixtures from Phase 1 no longer be available, the proposed pedestrian fixtures should at least better complement the more rectilinear style of those in Phase 1. Accent lighting is envisioned within the landscape to add drama to the space. Two mast flood lights are also proposed to illuminate the main plaza/water feature area. Light will be used both for safety and mood within the development. Both pole fixtures complete each other in finish and style. The strip lighting for the benches and stair area are concealed.

Lighting on the buildings is also proposed. The fixtures identified include recessed and surface lights in the canopy soffits, surface mounted LED fixtures within the ground level entries, vertically mounted slot lights, and in-ground lights recessed within the paving flanking ground floor entries. The buildings at Blocks 90 and 102 both provide lighting that appears to adequately illuminate the pedestrian environment, highlight the building access points and features, is integrated and complements the design each building. However, the building lighting for Blocks 91 and 103 does not yet appear fully resolved as the fixtures are limited to the lobby entries. In addition, lighting plans for the rooftop terraces have not been provided.

Given these outstanding items, these guidelines have not been met.

B1-1. Protect Pedestrian Areas from Mechanical Exhaust. Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer

safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

C1-1. Integrate Parking. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings B1-1, B2 and C1-1: The two and half levels of parking that span the four blocks will be entirely below-grade. The only visible elements associated with the parking will be the two garage entries in the ground levels of Blocks 102 and 103 facing NE 9th. Each building also has its own loading bay (Block 90 facing NE 7th, Block 91 facing NE Oregon, and Blocks 102 and 103 adjacent to the garage entries facing NE 9th).

Mechanical exhausting systems are located on the roofs, façades, and along the ground floors. Retail ventilation louvers are well integrated above the retail canopies along each street frontage. Louvers for each of the apartments are well integrated into the building's façade. Below grade parking exhaust is tied to the CO2 monitoring and the point of discharge happens at least 10 feet above the pedestrian one. Additional louvers for generators and other utilities are also proposed.

At the first DAR, the Commission noted there was an opportunity for shared loading and services within the below-grade parking structure to support a vibrant pedestrian streetscape. This sentiment was not re-iterated at subsequent hearings and the proposal includes separate loading facilities and utilities. Combined with two garage entries, how these elements are expressed on the exterior façade and how they impact the pedestrian environment remains important. The following areas need attention:

- Both garage entry doors facing NE 9th are indicated as rolling metal grille doors, and by the details provided appear to be highly transparent. The Design Exception recently approved by Transportation requires these garage gates to remain open and may only be closed when the parking garage is not in operation or during emergencies. With the interior of the garage entry ramps exposed and visible from the sidewalk, regardless if the garage doors are open or closed, the design and lighting of these exterior facades should be considered. Details and elevations are needed.
- Generators and garage ventilation are proposed within the ground floors of all the buildings and result in large louvers. Although the majority of the louvers, especially along the street elevations, are integrated and proportioned to fit within the bays, they result in large areas of inactive, opaque ground levels. Attempts should be made to reduce the number and/or size of louvers on the ground level, including the ones facing the plaza on Blocks 102 and 103. A site diagram that indicates the location of all louvers on the ground level would be helpful in this analysis.

Given these outstanding items, these guidelines have not been met.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

B3-1. Provide Pedestrian Crossings Spaced at Traditional One-Block Intervals. Provide and design for pedestrian crossings spaced at traditional one-block intervals where deemed safe and appropriate by the City Engineer.

Findings for B1, B3 & B3-1: The project enhances pedestrian access thru the creation of four special portals as extensions of both NE 8th Avenue and NE Pacific Street. To the north the axis of NE 8th Avenue is pedestrian only and continues the pedestrian circulation into the central Plaza of the Oregon Square development. In a similar way the east west axis on NE Pacific connects up to the plaza at the Oregon Convention Center. The NE 8th Avenue axis terminates at the State Office Building, so the plaza serves as a knuckle to help turn circulation toward the Oregon Convention Center, Rose Quarter and the river beyond.

The existing pedestrian crossings will connect to a pedestrian only environment within the plaza at the NE 8th Avenue and NE Pacific Street alignment. The crossing at Holladay will be a new signalized crossing. This will provide signalized crossings at all intersections of NE Holladay Street. The other crossings at NE Pacific Street at 7th Avenue, and 9th Avenue and NE Oregon Street at NE 8th Avenue will be designated striped pedestrian crosswalks. *These guidelines have been met.*

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

B6-1. Provide Pedestrian Rain Protection. Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

Findings for B6 & B6-1: Weather protection will be provided for pedestrians through a series of overhead canopies on all frontages; NE Holladay Street, NE 9th avenue, NE Oregon Street, NE 7th Avenue, and along the interior faces of the buildings. A large overhead canopy will be provided at the retail and stair/elevator pavilion to make gathering and rest a year around activity. However, no elevations or details have been provided for the pavilion. Given this outstanding item, these guidelines have not been met.

B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.

Findings: All spaces in the building have been designed for barrier-free access and including accessible routes to each apartment. Vertical circulation via public elevators provides barrier free route from below grade to above grade areas. *This guideline has been met.*

C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

C10-1. Use Masonry Materials. Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface. Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

C10-3. Use Light Colors. The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

Findings for C2, C4, C5, C10-1, C10-2 & C10-3: All four blocks use masonry materials. For Block 91, a smooth white brick with a running bond coursing will be used. For Block 90, a mix of smooth white reinforced thin concrete panels and glass curtainwall with light and dark accent elements. Block 102 is a dark brick with stack bond coursing. The sidecar elements are honed white precast on the east portion and smooth beige reinforced thin precast on the north portion. The 30 story, Block 103 is mostly curtainwall. Spandrel elements are a matte finish metal panel with a vertical orientation while the horizontal spandrel elements are insulated spandrel elements. The podium elements of the building are honed white precast concrete. All buildings use dark and white accents to play off the color and material palette found in the surrounding buildings.

The transparency provided for retail, residential and commercial space is incorporated into all of the buildings within the development. The more service side of the development, on NE 9th Avenue, utilizes translucent sectional doors to allow for borrowed light and a sense of active space, but at the same time preserve privacy. Residential lobbies are pass thru type spaces. In the case of Block 91 (NW) corner the lobby is a public pass-thru space. The other three blocks have a residential lobby which can be accessed off the street or from within the central plaza. Pilasters of brick, wood, or precast help break up the continuous retail storefront to add texture and scale. The play of color, reflective glass, and the texture of the clays in the brick or concrete allow the play of light to differentiate those surfaces and give a more sculptural quality to the patterning of the window openings.

Building materials commonly found in the Lloyd District include: Metal, Concrete, and Light color blend of brick. Most buildings do include a light color in their palette of materials. However, most defining Lloyd District buildings do not include a dark color palette. As described by the applicant, here is a description of how dark was incorporated into the project:

“The light colors included in the material palette of the proposed buildings are used to emphasize the forms of the building. The project consciously took an approach that chose not to be homogenous. Although most of the buildings do have a predominant light value color we saw an opportunity with the proposed buildings to create more diversity and to build off the strengths of the existing context. For that reason the all white platonic forms of Block 91 (NW) help reinforce their geometry while the design offers moments where a contrasting color is used to celebrate the interlocking of the forms. For Block 91 (SW), a lighter color rendered in play of verticality is set against a complementary form of darker value. The contrast in color and materiality helps emphasize the platonic and interlock diagram of the solution. For Block 102 (NE) the tower is dark in value, which plays off the accent colors found within the existing buildings and within the finishes of the Hassalo on Eighth development. The dark tower then sets off the sidecar/podium elements which are lighter in value. The inverse relationship of color is also complementary with Block 91 to the west. The last building, Block 103 (SE) uses white vertical accent panels for spandrel. As the building massing breaks down into four story modules the vertical accent panels shift to emphasize the verticality and scale of the design. The lower level podium elements are light, yet the reveal where they meet the tower are dark. Dark accents are used throughout.”

Despite this intentional approach, the project (with the exception of Block 91) does not adhere to guidelines C4 and C10-3.

At the last DAR in March, the Commission identified concerns with each building. Some of the concerns remain and are identified below. Upon Staff’s review of the more detailed Design Review submittal, additional items have been identified as needing further attention (also below). The concerns related to the buildings’ ground floors (garage entry and louvers),

rooftops, and the pass-thru lobbies remain applicable but are not included below as they are already discussed in detail in separate findings throughout this report. Lastly, more information on all of the exterior finishes and storefront and window systems are still needed (manufacturer cutsheets, material samples and colors) in order to fully evaluate the quality and permanence of each building.

Block 91 (NW) was noted by the Commission as the most successful of the buildings as it adhered to strong, rigorous rules and was the most reminiscent of buildings in the Lloyd district. The Commission indicated not to mix dark and white on the building and to look at the bottom 3 floors to see how a major civic outdoor connection could be made from the transit stop to the plaza. In response to these comments the exterior was changed to all white smooth brick with running bond coursing (dark color removed), the ground level is no longer articulated as a different element, but a continuation of the overall massing that has been extended to the ground, and a public pass through lobby was added to better connect the transit stop to the plaza. The changes to simplify the color and material palette and better integrate the base are a significant improvement and result in a very elegant building. Staff has indentified the following additional details that need attention:

- Use of weather steel at the amenity decks would potentially stain the white brick and should be sealed or replaced with a different material.
- Black metal railing at the rooftop terrace would be more coherent with the railing used throughout the building if it were glass.

Block 102 (NE) comments focused on simplifying the design by limiting the number of moves on the building to two (including removing the sidecar) and maintaining large platonic forms, looking at the randomness of the projecting bays in terms of size, location and proportion, limiting the colors to all white if there is going to be a variation in materials and limiting dark color to reveals where forms are linking. The applicant has performed several studies that remove the sidecar, change to an all white building, and vary the size, number and orientation of the projecting bays. Minor changes have occurred, however, none of which truly resolve the overall issue of Block 102 needing to be simplified to a single, clear concept. Staff has also indentified the following additional detail that needs attention:

- Smooth white reinforced thin concrete panels proposed on the 6-story mass of the building have exposed fasteners. The Commission has expressed concern with this type of attachment and detail on the primary façade of a building on recent projects.

Block 90 (SW) was noted as the least successful of the buildings, specifically: lacking clarity in concept and composition, bifurcating building is in opposition with the pure forms that make up the district, interlocking forms are challenging and unsure if any precedent exists, base needs to be more regulated and linked to the building above, a single white color could calm it all down and better relate to the district. Improvements have been made to strengthen and regulate the base, simplify the materials and massing, especially on the podium component on the west and courtyard facades, and provide clarity to the interlocking forms. However, in large part the proposed design did not resolve the main input from the DARs. The applicant has provided images on different designs that have studied to address some of the massing and composition concerns. Even still, they are pursuing the bifurcated tower and the interlocking form stating the latter is evident in the adjacent BPA building. Given these prior comments, the primary issues of the building form and massing remain outstanding concerns. Upon reviewing the more detailed submittal after the DAR, Staff has also indentified the following additional details that need attention:

- Smooth white reinforced thin concrete panels proposed on the majority of the building have exposed fasteners. The Commission has expressed concern with this type of attachment and detail on the primary façade of a building on recent projects.

Block 103 (SE) comments were focused on exploiting the verticality, embracing the tower coming to the ground, questioning the need for the sidecar and better integrating the horizontal balconies. The studies performed by the applicant to extend the tower to the ground more and eliminate the sidecar have been provided, however, the sidecar element remains as the applicant's preferred design with a differentiated base. More vertical fenestrations have been added that relate to the State Office building. Given that only minor changes have occurred, the composition of this building remains a concern, especially at the sidecar. Staff has also indentified the following additional details that need attention:

- The walnut wood planks introduced along the ground level are incongruous with the material palate and the sleek aesthetic of the tower and is not a common material used in the Lloyd district.
- An enlarged section is needed to understand the material and detailing of the edges and underside/soffits of the large canted projecting facades on the tower.

C1-2. Integrate Signs. Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application. Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings for C1-2 & C13: No signage is proposed at this time. When the time comes, the applicant has stated they will develop standards that will set the tone and materiality of the signage so that it offers opportunity for personalization and brand, but also have a cohesive feel to the architecture between the Hassalo on Eighth and Oregon Square project. Any signs over 32 SF will be reviewed through Design Review. *These guidelines are not applicable at this time.*

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

C2-1. Maximize View Opportunities. Maximize view opportunities.

Findings for C1 and C2-1: Each block of the development has different view opportunities. Attention has not only been paid to view opportunities outside the development but also within the development, whether across a roof garden, or onto the street which a residence rises from. The project maintains the pattern of 200 foot tower separation. This preserves privacy between structures, and views between buildings toward distant vantage points. Facades of Block 90 (SW) and Block 103 (SE) have tapered and canted faces to create sightlines between existing and new buildings. Views toward the city, river, west hills, and various mountains can be enjoyed in the upper levels of the buildings. The fine tuning of the massing and the upper level terraces are legible in the architecture. *These guidelines have been met.*

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.

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings for C6-1, C8 and C9: Blocks 91 and 102 are both on NE Holladay Street. Block 91 is 11 levels high, and has a 6-level high podium element that brackets the tower. The 6-level high massing registers with the massing of the Velomor building directly to the North. Block 102 is 11 levels high, and has a 6-level high podium that interlocks with the tower. The podium element registers with the block directly to the West. This creates a symmetrical pinch point and gateway into the open space while at the same time creating a cohesive street edge to NE Holladay Street.

Retail frontage specifically is developed to maximize flexibility, so that future space can be subdivided in a multitude of ways. Other opportunities are created with ins and outs of the building at the sidewalk level to allow for outdoor seating and gathering spilling out from the commercial spaces within.

The sidewalk levels of the buildings have been differentiated by a combination of design elements. The apartment lobbies and retail spaces have full height storefront windows with integrated canopies and concrete and/or metal panel wall segments. Over the four blocks there is a fall of grade of 6' to the southeast. Retail spaces along the sloped sidewalks will match grade at entryways and will offer opportunities where retail floor elevations are above or below adjacent sidewalk elevations.

These guidelines have been met.

C10. Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

Findings for C10: Canopies along the ground levels of each building project into abutting rights-of-way in varying degrees. These canopies enhance the pedestrian environment by providing protection from the weather elements and visually highlighting the building entrances.

Block 102 has a projecting oriel window at the northwest corner, near the intersection of NE Holladay and the vacated NE 8th. The window starts 46'-6" above grade and projects 2'-6" from the building line, while the cornice, sill and east surround project 3'-9" beyond the building line. The length of the projection beyond the building line is 13'-2". The oriel window meets all the regulations of the Window Projections Into Public Right-of-Way code guide, except for the maximum width of 12' for each projecting window element. When approved through design review, the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length, which it meets. The length of projecting window is 13'-2", and is the only projecting window on the north building wall. The length is set by the location of the building corner (the projecting window wraps the corner) and the exterior brick module and window patterns. Transportation has expressed support for the projection. From a design perspective, the oriel window at the northwest corner of Block 103 adds an element of interest at one of the key entry points into the site along Holladay and results in a cohesive design with other projecting glass bays that occur throughout the Block 102 façade. *This guideline has been met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective storm water management tools.

Findings: All four buildings have eco-roof terraces for rest and gathering above the podium. The roof level of the two northernmost buildings (Blocks 90 and 102) have an eco-roof to capture rainwater and enhance the top of the building for surrounding buildings that are looking down on to it. The top occupied level of the two southernmost buildings (Blocks 91 and 103) are sculpted back for a rooftop amenity space to let the residents take advantage of views toward the river, city, and west hills.

While the buildings all propose rooftop screens, the locations and dimensions for the mechanical and exhaust elements are still needed to better understand the extent of screening necessary and how they are integrated with other rooftop elements and the overall building cohesion. Enlarged elevations are also needed for some of the screen enclosures, stair/elevator overruns and terrace structures.

A Modification to the height and amount of rooftop elements for Block 103 has been requested. The discussion related to this Modification can be found in Section (3) Modifications of this report.

Given these outstanding items, this guideline has not been met.

(2) BONUS HEIGHT – SECTION 33.510.210.D & E

Height Bonus Option - 33.510.210.D & E

Base height allowed for this site is 250'. Additional height, up to a maximum of 75' over the base height, is allowed through general bonus heights and the bonus height option for housing. The building at the southeast corner (Block 103) is proposed at 325', which is measured to the top of parapet and excludes rooftop screening. This height is achieved by utilizing the 45' bonus height allowed outright per 33.510.210.D based on bonus 3:1 FAR earned with housing floor area. The additional 30' is requested through discretionary review per Section 33.510.210.E.

Approval criteria (33.510.210.E.4) for the discretionary 30' of residential bonus height are as follows:

a. The increased height will not violate an established view corridor;

Findings: The nearest designated viewpoint is located on NE 12th Avenue atop the I-84 overpass (VC 24-16), per the Portland Scenic Resources Protection Plan adopted March 15, 1991 (ord. # 1639577). The view corridor associated with this viewpoint aligns with I-84 in both directions and does not extend beyond the freeway boundaries near this site. *This criterion is therefore not applicable.*

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands.

Findings: The site is not located within 50' of an R zone. *This criterion is therefore not applicable.*

- c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.**

Findings: The site is not included on map 510-3 as eligible for the Open Space performance standard. *This criterion is therefore not applicable.*

- d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.**

Findings: The site is not adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts. *This criterion is therefore not applicable.*

- e. The increased height will result in a project that better meets the applicable design guidelines.**

Findings: The increased height will better meet the design guidelines, Central City Fundamental Design Guidelines (CCFDG) and Lloyd District Design Guidelines (LDDG), through greater identity to the district (CCFDG A4) and strengthening the gateway to the district (CCFDG A9 and LDDG A9-1), by giving the district a tall tower announcing the district from the approaches on I-84, or from other parts of the city when crossing the river. The district can be identified in many ways, but one key architectural identifier is the collection of robust towers. The proposal at Block 103 will identity to this collection. The additional height takes advantage of view opportunities to the; mountains, river and city (CCFDG C2 and LDDG C2-1). The additional height further emphasizes the tower and projects relationship to the surrounding context by taking advantage of surrounding natural and urban view opportunities by utilizing large upper level terraces and community spaces. *This criterion is therefore met.*

- f. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.**

Findings: The purpose statement of subsection 33.510.205.A is as follows: "The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City." The project design is consistent with the purpose of this section as follows:

- The added height and placement of the height within the development and preserves views from and between existing buildings.
- The nearest designated viewpoint is located on NE 12th Avenue atop the I-84 overpass (VC 24-16). The view corridor associated with this viewpoint aligns with I-84 in both directions and does not extend beyond the freeway boundaries near this site.
- On its own merits, the placement of the height on the Superblock at the southeast mitigates afternoon shadows on the open space within the development.
- The project is not adjacent to the Willamette River, historic districts or residential neighborhoods in and at the edges of the district.
- Known for its collection of towers, this adds identity to the district.

This criterion is therefore met.

(3) MODIFICATION REQUESTS – SECTION 33.825.040

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modifications are requested:

Modification #1 (Bike Parking) – Reduce the required bike space width from 2' to 18" and the required maneuvering area behind the bike parking from 5' to 4' for the vertical rack system proposed for the long-term bike parking throughout the project (PZC Section 33.266.220.C.3.b).

Findings: The project proposes to use a stacking rack with an assisted lift for the upper rack (Urban Racks articulating racks) or a vertical rack system with staggered rack heights (Urban Racks high density vertical racks), or a combination of both. Both rack models are listed under the City of Portland Bike Parking Guide as pre-approved models that provide 2 points of contact with the bike when and frame, allow use of a U-lock through the rack, the wheel, and the frame, and may be used by bikes with mounted fenders without damaging fenders. The access aisle width for the vertical racks is proposed to be 60" and a manufacturer recommended 84" aisle width for the stacking racks. Both kinds of racks will be anchored to the structural slabs in the garage in a centrally located shared bicycle hub.

Per Section 33.266.220.C.3.b of the zoning code, the minimum width of a bike parking space is 2' with a 5' deep maneuvering area behind. The manufacturer of this vertical rack system suggests that 18" spacing is an adequate width. In addition to reducing the bike space width, the applicant is requesting to reduce the maneuvering area behind the spaces down to 4'. These racks are proposed to be used for long-term storage in a central controlled-access bike storage hub intended for use by residents and tenants of the project, and the bike storage room will be monitored by security. Because these racks will be used by residents and tenants, it can be assumed that they will have some familiarity with the rack systems. Transportation has considered the reduced 18" width on numerous projects and determined the stagger of the mounts allows for these racks to function as well as a rack meeting the 2' width. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. The proposed functional and space efficient system also better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as lobby and retail spaces.

These criteria have been met.

Modification #2 (Loading) – To allow the loading facility for Block 91 (northwest block) to be accessed in a reverse motion from NE 7th Avenue, which contains a Streetcar alignment (PZC 33.266.310.F.2).

Findings: In the Central City plan district, loading facilities that abut a light rail or streetcar alignment must be designed so that vehicles enter and exit the site in a forward motion. The Block 91 proposed loading facility, which meets the required minimum dimensions of 10'w x 35d' x 13'h, is accessed off of NE 7th Avenue, which abuts the streetcar line running in the north-south direction. The streetcar rails occupy the southbound lane (the west side of the street), which is currently separated from the northbound lane by a concrete median. Block 91 only has two street frontages, NE Holladay and NE 7th Ave. NE Holladay is fortified by the Max station and is a dedicated “Green Street”, making it inappropriate for service functions. Block 91 fronts the central pedestrian plaza to the east and south, which is designed for people and limits vehicular traffic to emergencies or special events. Preserving the plaza for pedestrian activity and programs rather than large truck maneuvering area better meets design guideline B5 (Make Plazas, Parks and Open Space Successful).

The NE 7th Ave frontage is the only remaining frontage available for loading, and this can only be accomplished by reverse-motion access and forward motion exiting. Access to the loading space is proposed to be accomplished by allowing trucks to back in to the loading space from the northbound lane. Transportation has reviewed the revised truck maneuvering information recently submitted (see Autoturn Exhibit A5) that shows the turning movements can be accommodated without impacting the median in NE 7th Av. The only change required by Transportation to allow the reverse maneuvering is a wider than standard driveway wing, which does not impact the building or site design. Transportation is supportive of the loading modification on NE 7th for reverse motion as the driveway design and door width are acceptable for design review purposes. However, the concurrent Central City Parking Review (CCPR) includes the analysis of any potential impacts of this loading space on the LRT alignment on Holladay. Should the CCPR conclude this loading bay location or design needs to change, another Design Review and/or Modification would need to be re-evaluated depending on the changes necessary.

These criteria have been met.

Modification #3 (Building Height) – To allow rooftop elements for Block 103 (southeast block) including mechanical rooms, roof access, cooling towers and roof screen, to exceed the 325' height limit by 18'-6" at the highest point of the roof screen and the maximum amount of roof coverage, and be within the 15' setbacks of building edges (PZC 33.130.210.B.2).

Findings: Per section 33.130.210.B.2, rooftop elevator mechanical equipment may extend up to 16' above the height limit, and other roof top mechanical equipment or roof access stairwells must be set back at least 15' from roof edges that parallel street lot lines. Mechanical and roof access equipment that occupies up to 10% of the roof area may extend up to 10' above the height limit.

Block 103 has a maximum allowed height of 325' based on the allowable 250' height in this zone, plus 75' of bonus height due to residential use. The building parapet is proposed at 325'. The roof mechanical equipment and mechanical rooms are 11'-8" minimum from the roof edge on the east side (NE 9th Ave frontage), and 2,995 SF (23% of the overall roof area) of the rooftop mechanical equipment/mechanical rooms exceed the 325' height. These rooms are 9'-6" above the limit at access rooms and mechanical rooms, and the cooling towers (394 SF of the 2,995 SF) are 14' above the height limit. The percentage of equipment in excess of the height limit compared to the overall roof area is higher than the required 10% because the tower narrows and terraces back as it approaches the roof, leaving a smaller roof footprint, and thus denser mechanical equipment set closer to the roof edge. Instead of enlarging the

overall roof plate to increase the distance from the roof edge to the equipment and to decrease the percentage of the roof equipment relative to the overall roof area, a screen around the roof, set back as close as 4'-0" from the roof edge at the south elevation, and 6'-0" at the east elevation, is proposed to screen the equipment. The screen will meet the 325' height at its low side, and will extend up to 14' above the height limit at its high side (the south side, NE Oregon Street frontage).

While Staff agrees that the screen enhances the character and architecture of the building by capping the tower with an integrated architectural element, it appears that views of the cooling towers and other rooftop elements would be visible from the low side of the screen at the north end of the tower. As one of the tallest buildings in the district, this rooftop will become a part of the skyline and, as such, the screening element should be not only thoughtfully designed but effective.

Given this outstanding concern, these criteria have not been.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed design did take into account some of the guiding principles offered at the Design Advice Request. However, as discussed in the findings above, design issues related to the plaza and buildings mentioned by the Commission remain and additional critical concerns exist. Resolution of the identified items is critical to meeting the approval criteria to warrant approval. The outstanding issues to be resolved are related to:

1. **Plaza - porosity, activation, transitions**
2. **Hierarchy of portals**
3. **Quality of the ground level**
4. **Composition, Compatibility and Materials of the four buildings**
5. **Information & details needed**
6. **Outstanding items for BES and Transportation**
7. **Pending Central City Parking Review.**

Based on these issues, the following Central City Fundamental Design Guidelines and Lloyd District Design Guidelines have not been met:

- A3-2 Make Superblock Plazas Inviting and Easily Accessible From Holladay Street
- A9-1 Provide a Distinct Sense of Entry and Exit
- A5-3 Incorporate Works of Art
- B1-1 Protect Pedestrian Areas from Mechanical Exhaust
- B1-2 Incorporate Additional Lighting
- B5 Make Plazas, Parks and Open Space Successful
- C1-1 Integrate Parking
- C2 Promote Quality and Permanence in Development
- C4 Complement the Context of Existing Buildings
- C5 Design for Coherency

- C6 Develop Transitions between Buildings and Public Spaces
- C10-3 Use Light Colors
- C11 Integrate Roofs and Use Rooftops
- C12 Integrate Exterior Lighting

TENTATIVE STAFF RECOMMENDATION

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

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

Staff is also not supportive of the following Modification:

- **Building Height** – To allow rooftop elements for Block 103 (southeast block) including mechanical rooms, roof access, cooling towers and roof screen, to exceed the 325' height limit by 18'-6" at the highest point of the roof screen and the maximum amount of roof coverage, and be within the 15' setbacks of building edges (PZC 33.130.210.B.2).

Staff does recommend approval of the following Modifications:

- **Bike Parking** – Reduce the required bike space width from 2' to 18" and the required maneuvering area behind the bike parking from 5' to 4' for the vertical rack system proposed for the long-term bike parking throughout the project (PZC Section 33.266.220.C.3.b).
- **Loading** – To allow the loading facility for Block 91 (northwest block) to be accessed in a reverse motion from NE 7th Avenue, which contains a Streetcar alignment (PZC 33.266.310.F.2).

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Procedural Information. The application for this land use review was submitted on April 23, 2015, and was determined to be complete on June 24, 2015.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on April 23, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit (Exhibit G-3).

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o

the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

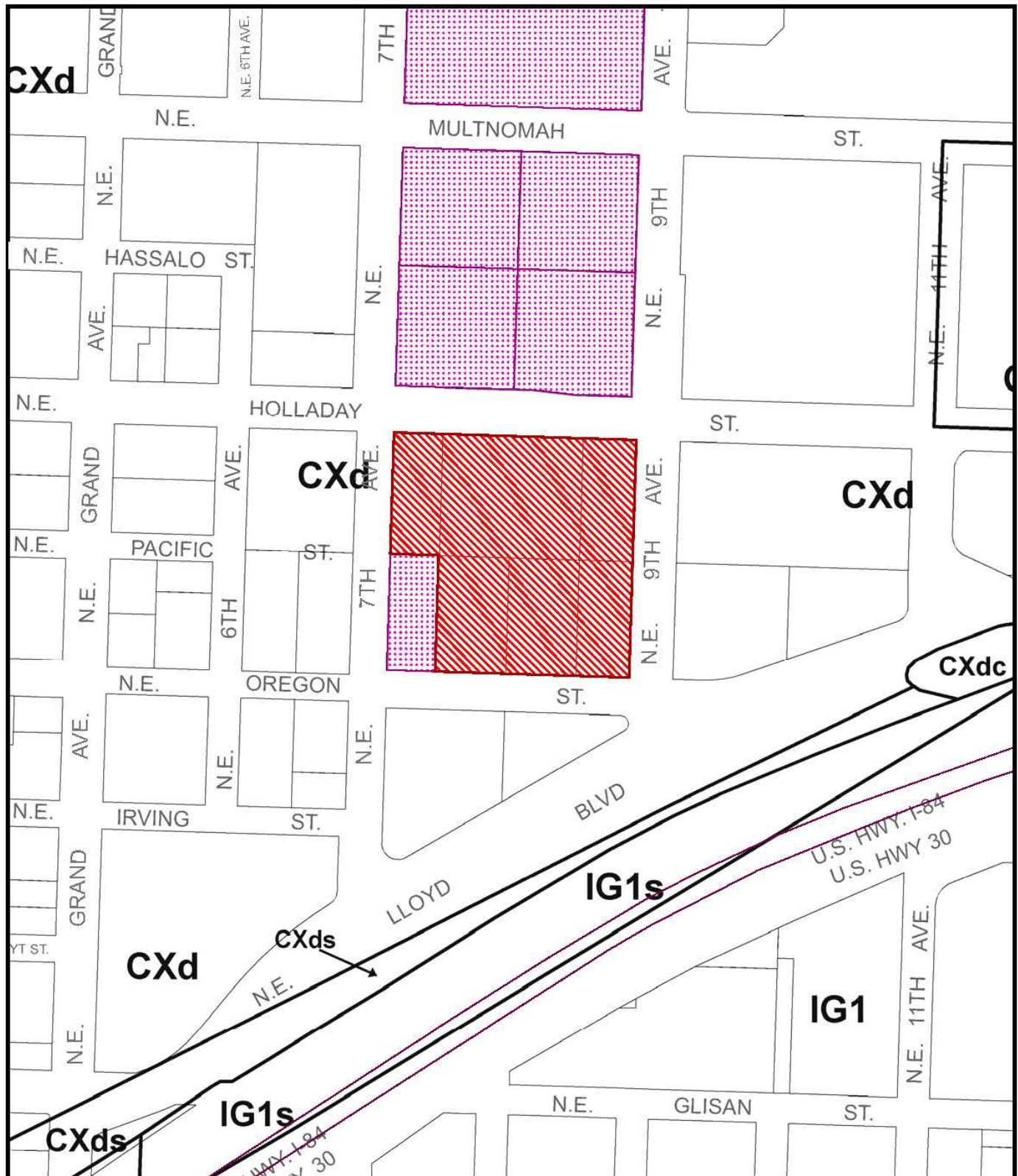
Staci Monroe
August 4, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Stormwater Report dated 4/15/15
 - 2. Applicant's Written Narrative dated 8/13/15
 - 3. Background (Appendix A) dated 8/13/15
 - 4. DAR/Post-DAR Design Changes (Appendix B) dated 8/13/15
 - 5. Revised Autoturn Exhibits with no median removal (2 pages)
- B. Zoning Map (attached)
- C. Plan & Drawings
61 through 290 (C.102, C.144-147, C.178-181, C.219-220, C.259-260)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
 - 1. Water Bureau
 - 2. Fire Bureau
 - 3. Site Development Section of BDS
 - 4. Plan Review Section of BDS
 - 5. Bureau of Environmental Services
 - 6. Bureau of Transportation Engineering
- F. Letters - none
- G. Other

1. Original LUR Application
2. Incomplete Letter dated 5/20/15
3. Request for an Evidentiary Hearing & 120-Day Waiver (signed)
4. Summary of 1st DAR Hearing dated 2/6/15
5. Summary of 2nd DAR Hearing dated 3/5/15
6. Summary of 3rd DAR Hearing dated 3/31/15
7. PBOT Design Exception Approval for driveway locations and widths and garage door/security gate locations.

H.



ZONING

 Site
 Also Owned

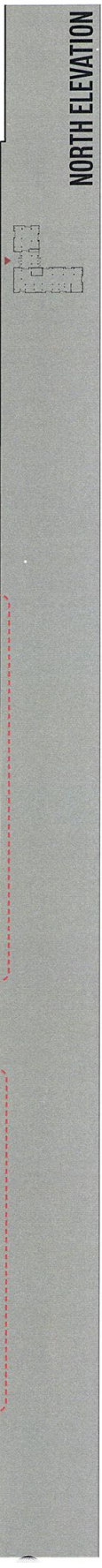


This site lies within the:
 CENTRAL CITY PLAN DISTRICT
 LLOYD DISTRICT

File No. LU 15-156716 DZM
 1/4 Section 2931
 Scale 1 inch = 240 feet
 State_Id 1N1E35BC 200
 Exhibit B (Apr 24, 2015)



PHASE 2: SITE PLAN





ALUM. FRAME WINDOWS
W/ CLEAR GLASS (BLACK)

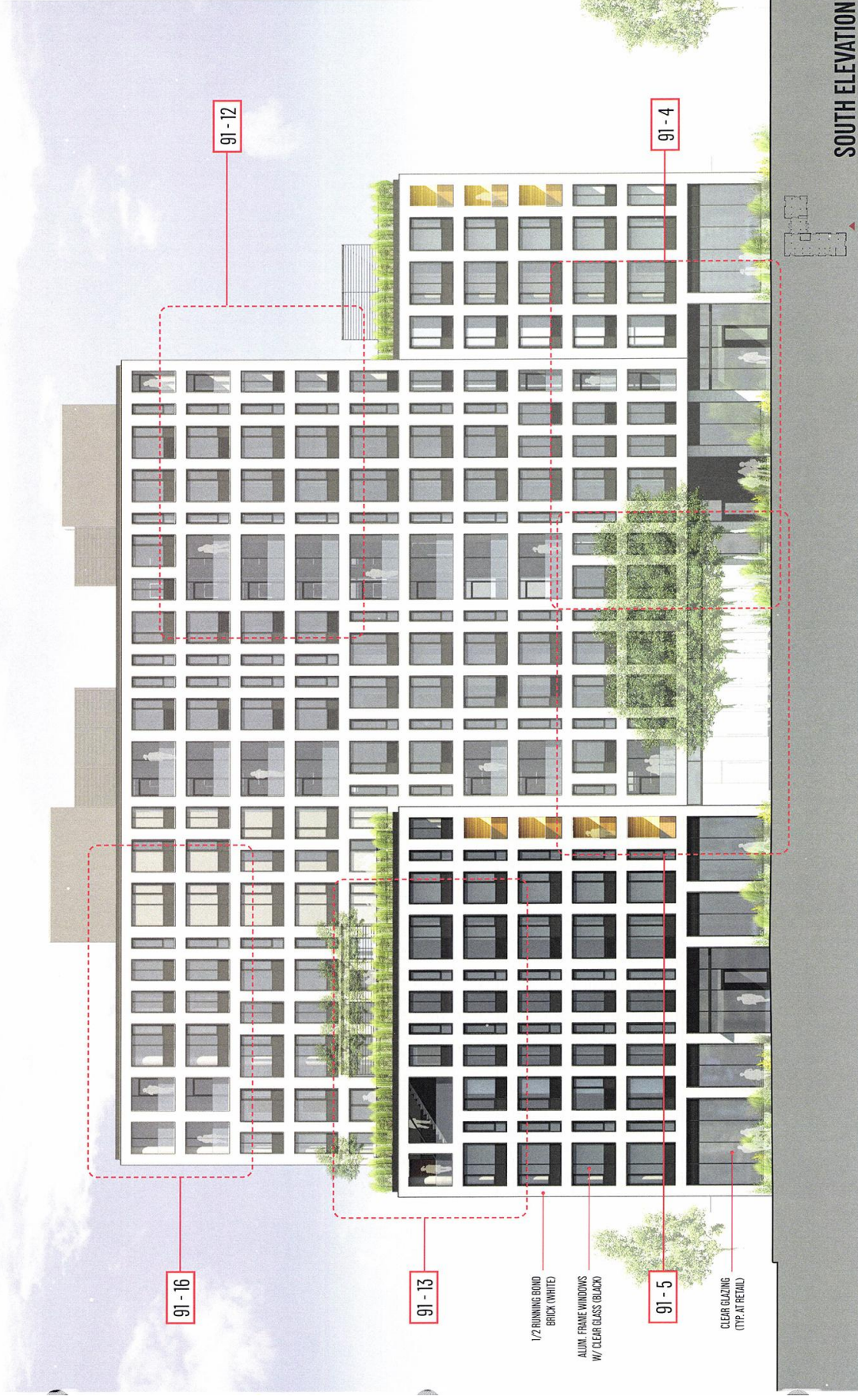
1/2 RUNNING BOND
BRICK (WHITE)

CLEAR GLAZING
(TYP. AT RETAIL)

EAST ELEVATION



C.145







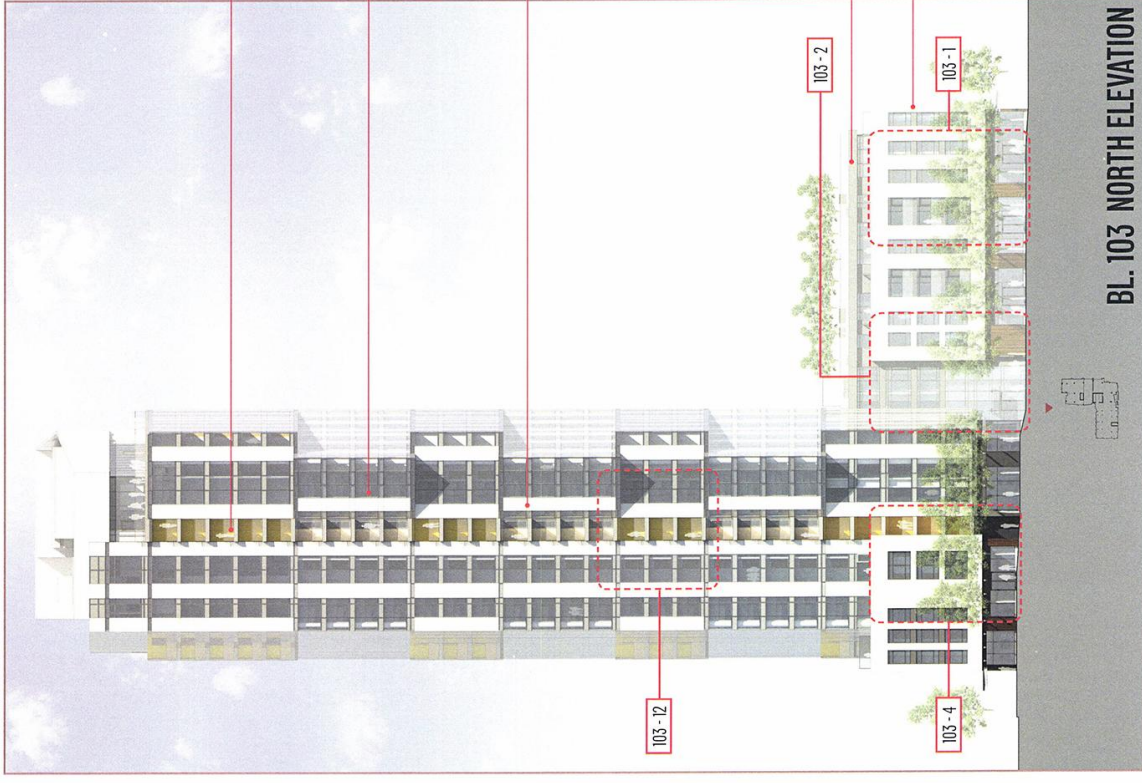






WEST ELEVATION

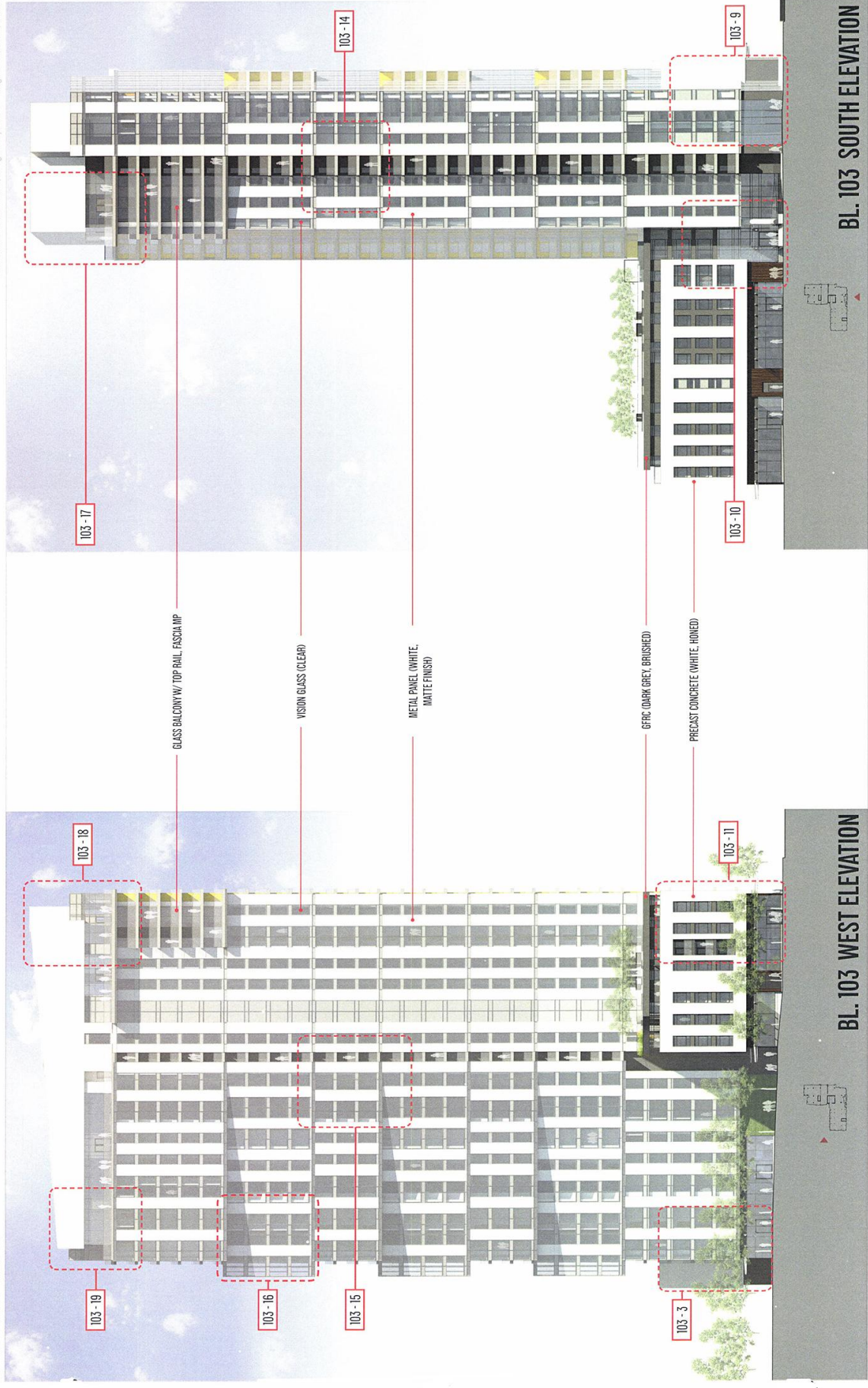
0 4 8 12
C.181



BL. 103 NORTH ELEVATION



BL. 103 EAST ELEVATION





NORTH ELEVATION



EAST ELEVATION

