



MULTNOMAH COUNTY CENTRAL COURTHOUSE

DESIGN ADVICE REQUEST HEARING | May 05 2016

EA #16-130513 DA



SRG PARTNERSHIP INC
CGLRICCI GREENE

A Vision for the new Multnomah County Central Courthouse

The new Multnomah County Central Courthouse (MCCCH) will enhance confidence in the justice system, inspire civic engagement and urban vitality, and provide a restorative human experience within a resilient and responsible community landmark.

Project Charter Mission Statement: To design and build a sustainable, accessible, functional, landmark Courthouse that is a symbol of the importance of our system of justice and a source of civic pride. The new Courthouse will incorporate 21st Century best practices in operations, security, and design; it will be capable of adapting to changing needs over a planned 100-year useful life. The project delivery team will work in a trusting and collaborative manner, with key community partners, to achieve the County's goals and objectives stated in the Project Charter.

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APPENDIX

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PROJECT TEAM

Owner

Multnomah County
401 N Dixon Street
Portland, OR 97227-1865

Architect

SRG Partnership Inc.
621 SW Morrison Street, Suite 200
Portland, OR 97205

CGL Ricci Greene Associates
158 West, 27th Street, 10th Floor
New York, NY 10001

Landscape Architect

PLACE
735 NW 18th Avenue
Portland, OR 97209

Structural Engineer

KPFF
111 SW Fifth Avenue, Suite 2500
Portland, OR 97204

Mechanical & Plumbing Engineer

Interface Engineering
100 SW Main Street, Suite 1600
Portland, OR 97204

Electrical Engineer

PAE
522 SW 5th Avenue, Suite 1500
Portland, OR 97204



PROJECT FACTS

Applicant Architect of Record: SRG Partnership INC. with CGL Ricci Greene

Request: Type III Design Advisory Review for a new Multnomah County Central Courthouse

Site Location: Southwest site at the intersection of SW First Avenue and SW Madison Street (SE corner)

Gross Site Area: 31,647 Square Feet

Gross Building Area: 432,000 Square Feet (including basement)

Building Height: 17 Stories ; 324' total height

Zoning: CXd ("d" Design Overlay Central City Plan District)

Neighborhood: Central City Plan District

Pre-Application Conference: Required

Development Staff Review: Required

Design Review: Type III

PROJECT DESCRIPTION

The new Central Courthouse will be located on County owned land at the West End of the Hawthorne Bridge.

The proposed Courthouse will include the following features:

- Forty Courtrooms (40) (Civil, Criminal, Family, Mental Health & Probate) as determined by the program plan.
- Four (4) high volume courtrooms; Parking citations, Other violations - primarily traffic citations, Small Claims, and Landlord-Tenant (FED) cases;
- Jury deliberation rooms.
- Judicial chambers, distributed with the courtrooms on multiple floors.
- Conference rooms;
- Circuit Court Public Service and Case Management operations for all case types;
- The main Jury Assembly room for newly reporting jurors and multi-use space for meeting rooms;
- Family court services (a professionally staffed service program for families before the court);
- Probation intake services;
- Grand Jury proceedings rooms and support services;
- Office of the Trial Court Administrator and support staff;
- Payments, revenue accounting and collections services;
- Public Defense Resource Center;
- Court Care space – a drop-in child care facility for parties with cases before the court;
- Legal Resources Center;
- Sallyport and secure holding for 70 in-custody defendants.
- Referees chambers;
- Payment and financial services associated with these cases;
- District Attorney Office

GOALS, VALUES AND OTHER IMPORTANT CONSIDERATIONS

Important Project objectives include:

The building must reflect the prominence and importance of Multnomah County's and the State of Oregon's commitment to providing justice and due process of law to all members of the community, while demonstrating fiscal responsibility to the taxpayers with the use of durable, sensible materials and systems, and a restrained use of costlier finishes and features.

- The facility must be flexible, efficient, durable, and economical to operate and maintain. The facility is intended to be a one hundred (100) year facility.
- The County is committed to achieving a high level of participation from MWESB subcontractors, vendors and suppliers. The County has an aspirational goal of 15%, or more, for MWESB participation for the A/E Service Provider.
- The Courthouse floor plan, systems and configuration need to protect the safety of the public, parties in cases, jurors, inmates, Sheriff's office security personnel, witnesses, judges, employees and legal professionals while maintaining the integrity of the judicial process.
- The new facility will achieve LEED Gold Certification. The new facility will strive to achieve Architecture 2030 goals.

AGENDA/TOPICS

- Site
- Building Massing
- Entry Sequence
- Elevations - Precedents, Material and Studies
- Modifications and Adjustments

■ Site

□ Building Massing

□ Entry Sequence

□ Elevations - Precedents, Material and Studies

□ Modifications and Adjustments




Aerial Site Photo



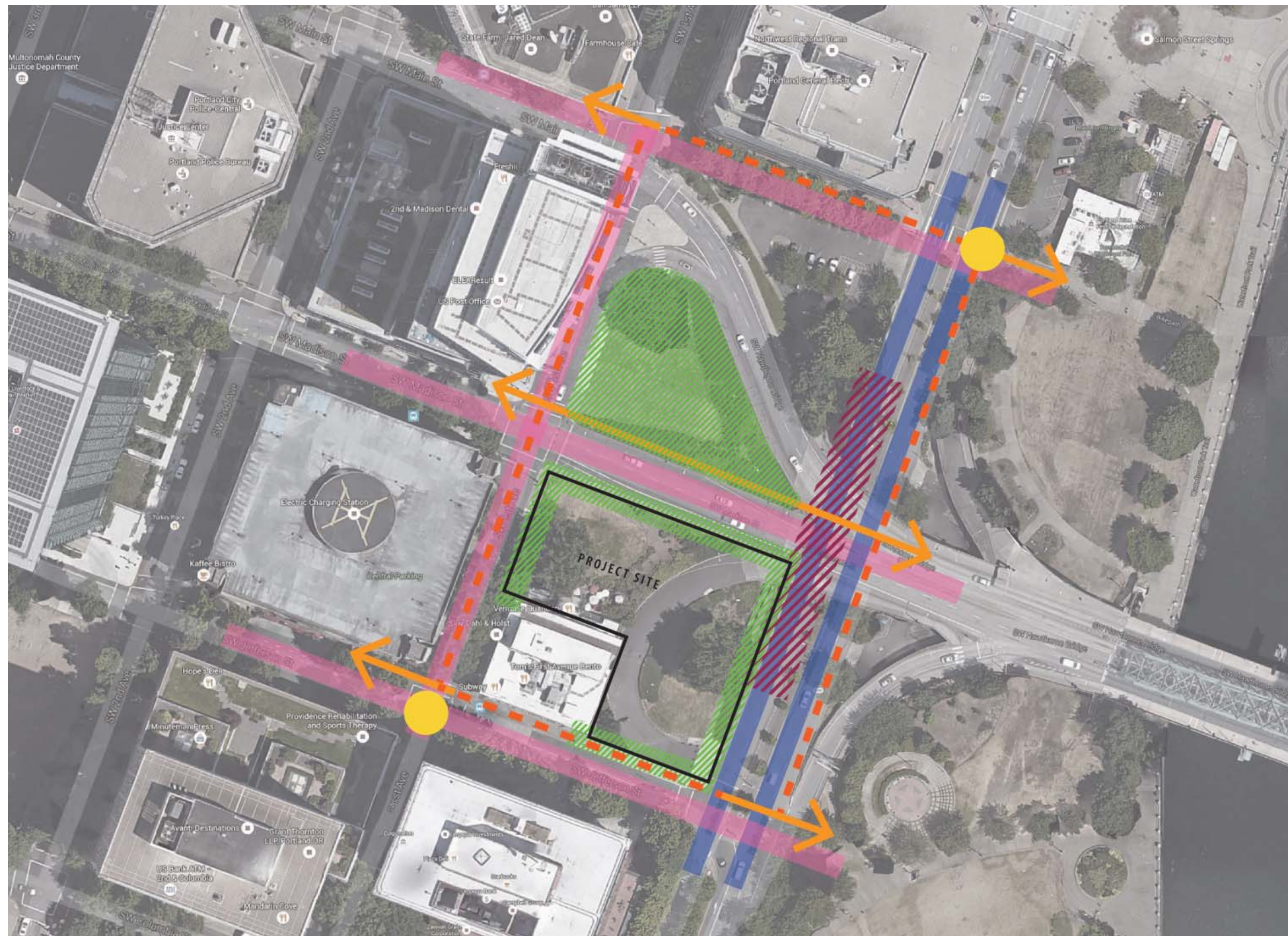
Downtown

District Goals (West Quadrant PLAN)

-  • Enhance east - west connection to the waterfront
-  • Improve bicycle route connectivity and reduce pinch points
-  • Explore improvements to Naito Parkway
-  • Ensure public safety in the district
-  • Optimize street network and increase street diversity to reflect unique character of district
-  • Expand use of green infrastructure to manage stormwater and improve pedestrian environment
-  • Meet tree canopy & vegetated cover requirements

Site program goals

- Meet government building safety requirements
- Create a prominent civic entrance
- Provide a friendly face and outdoor comfort for pedestrian experience
- Create a gateway to the city
- Find sustainable solutions for water rainwater mitigation

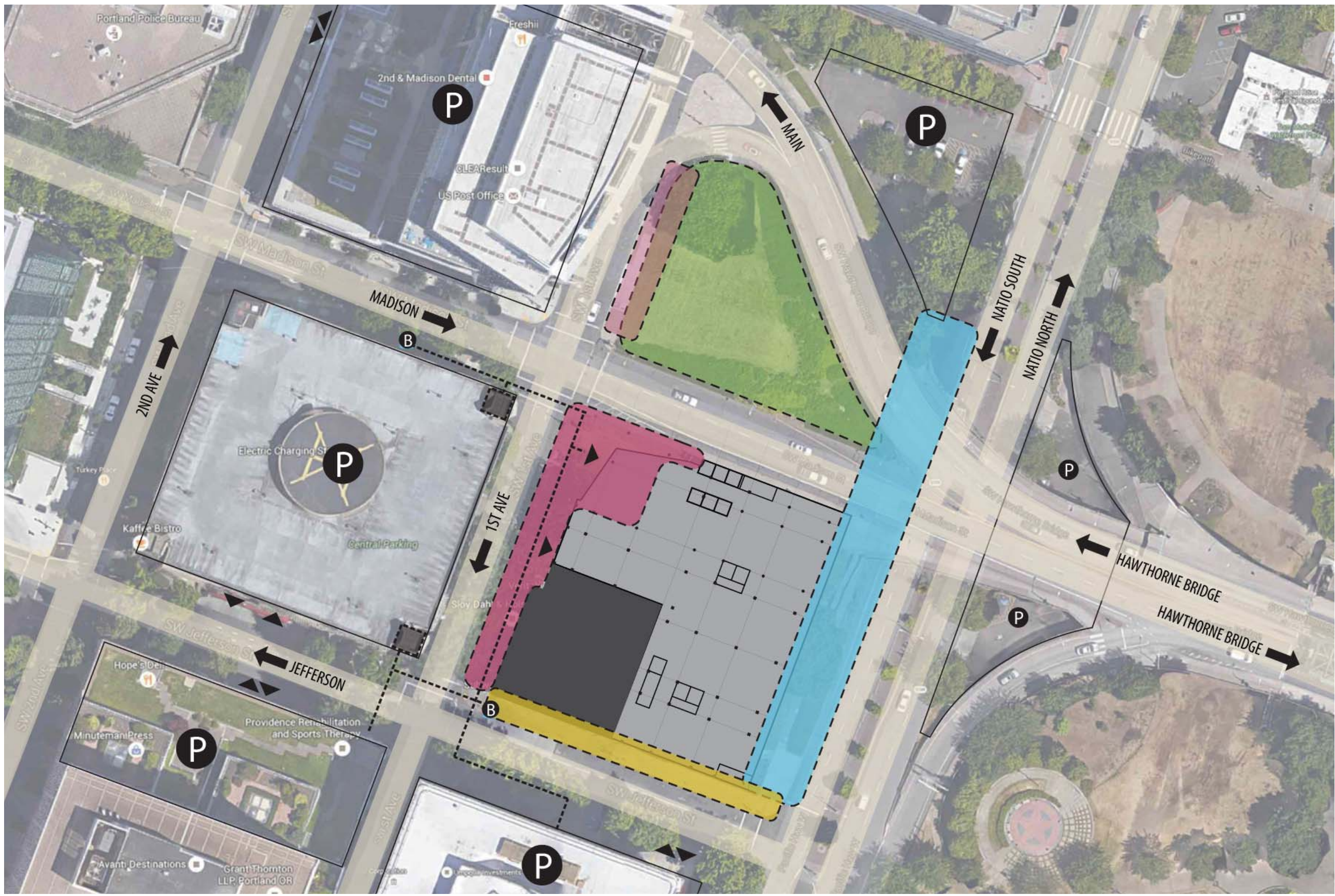


Goals and Key Concepts

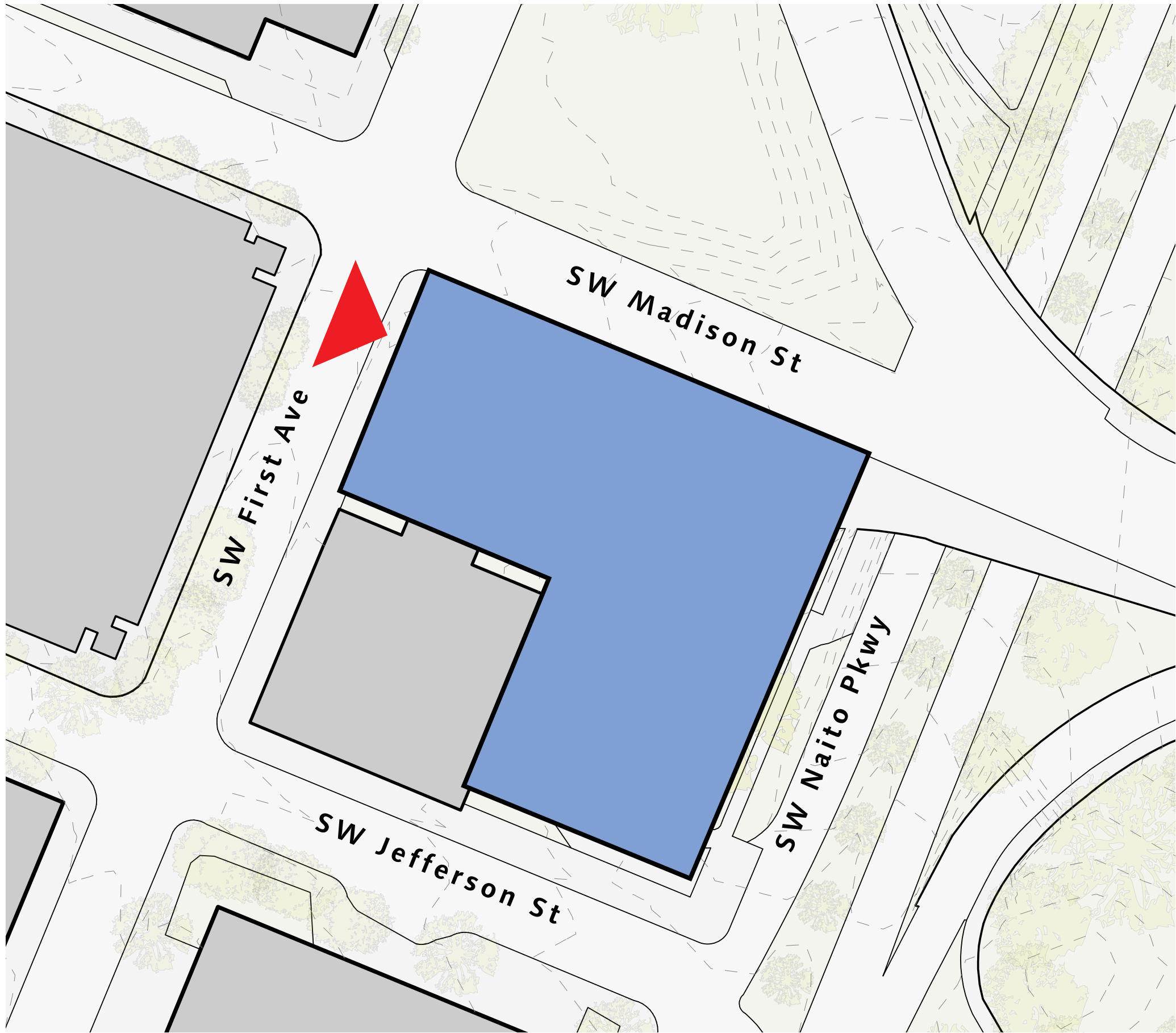
LEGEND

- P** Nearby parking
- B** Bus stop

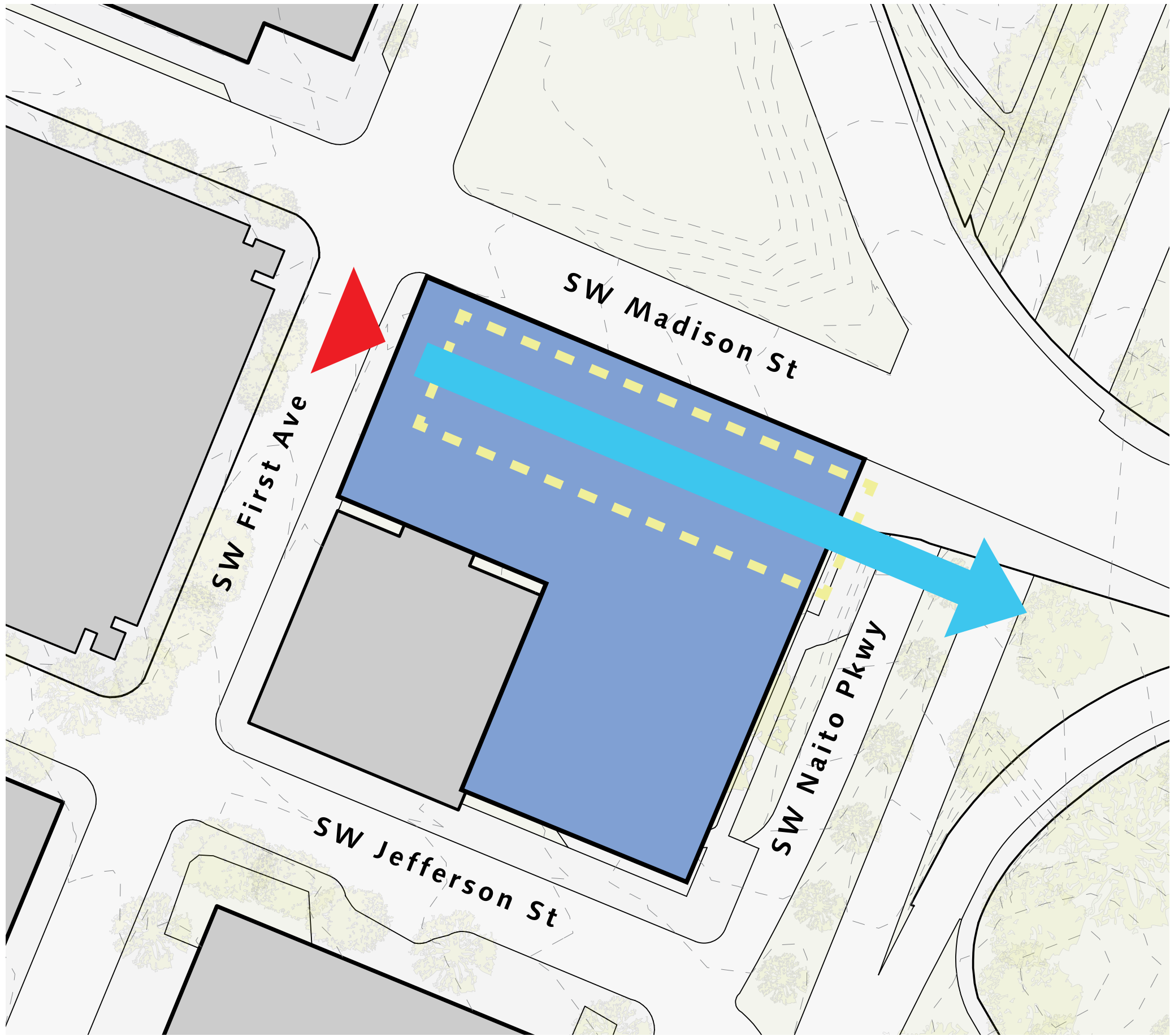
- Open space
- Main entrance
- Enhance Pedestrian Experience
- Loading / Service entrance



Site Program Areas

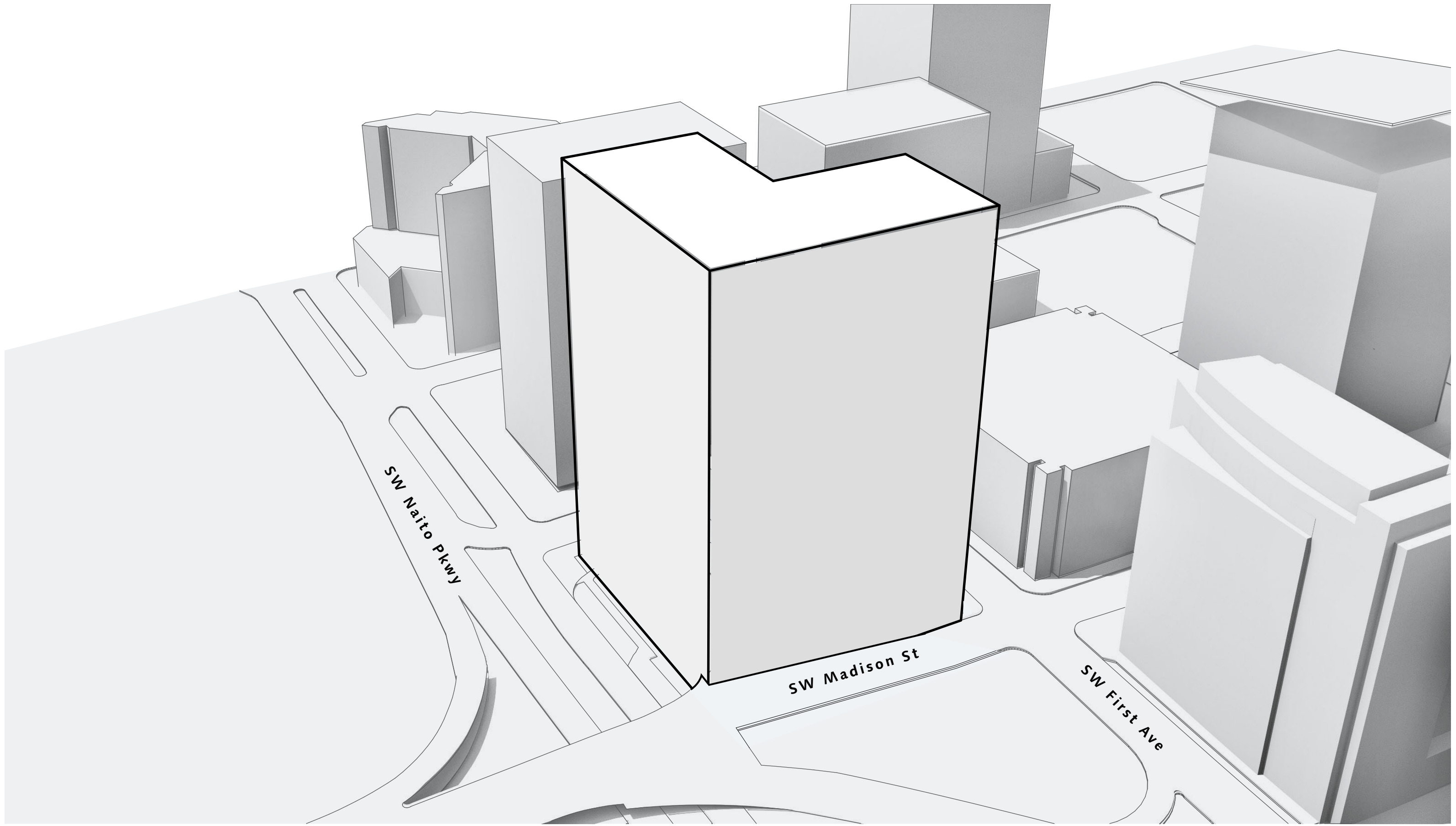


Entrance from SW First and SW Madison

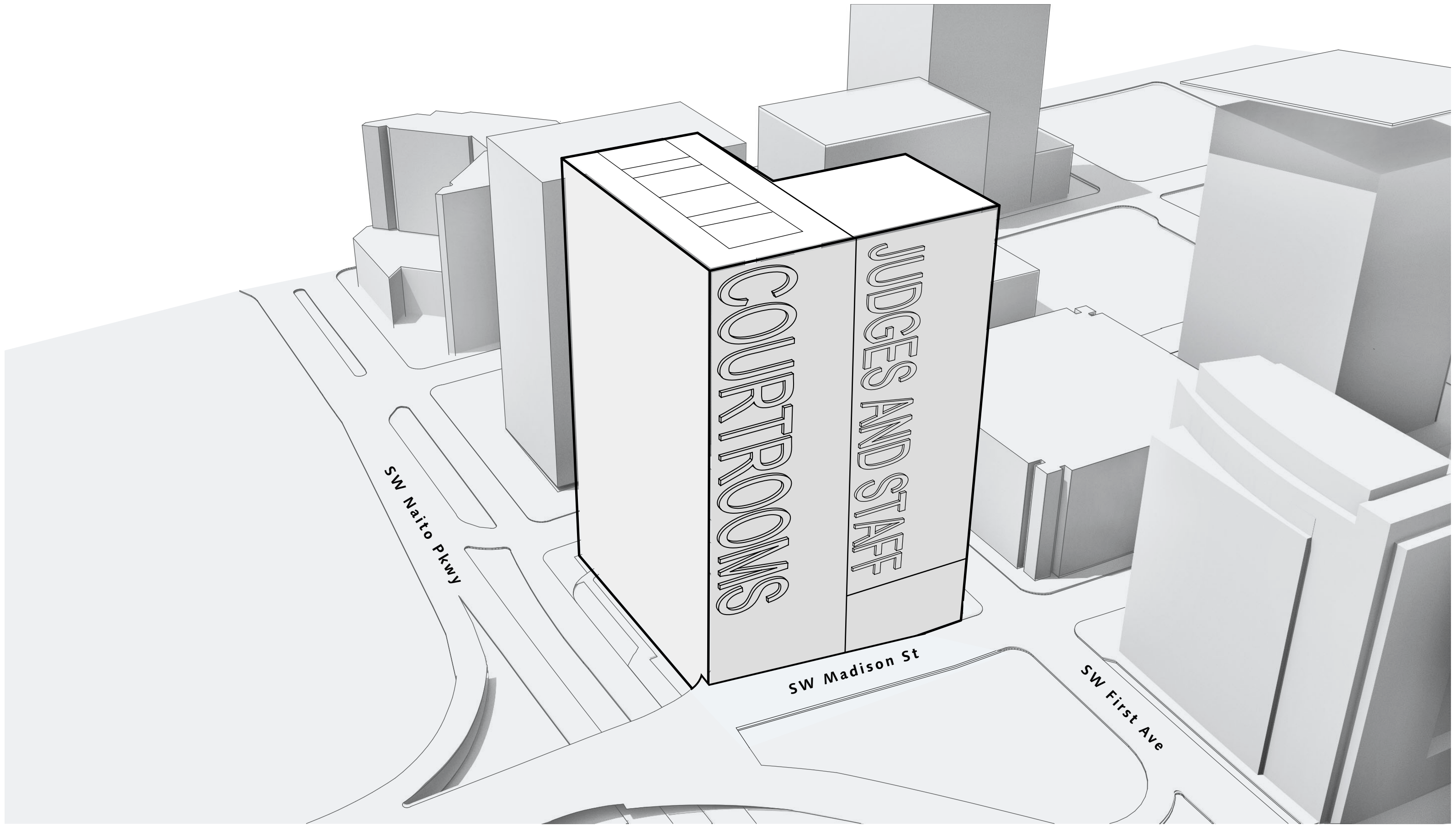


Public Procession

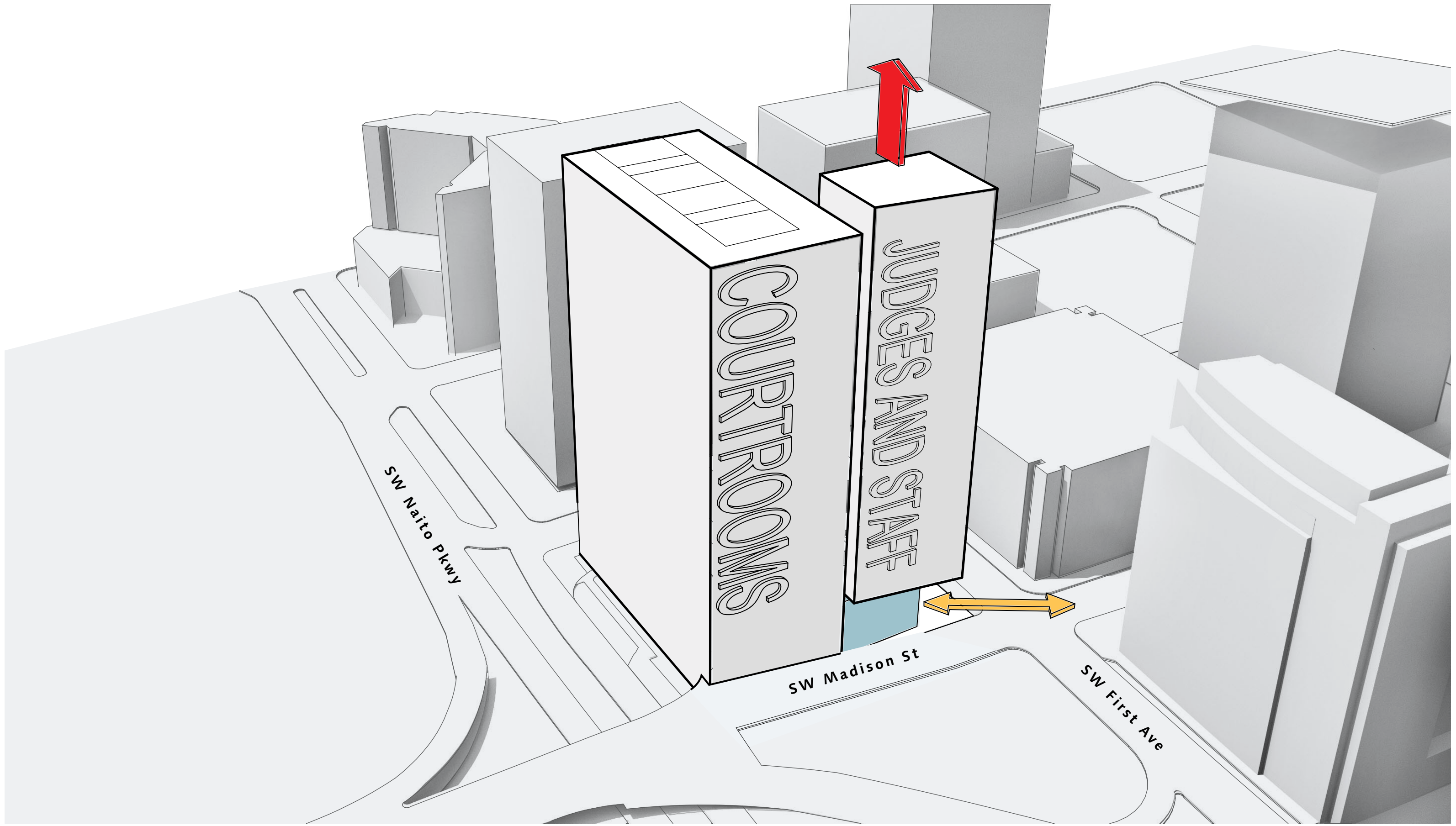
- Site
- Building Massing
- Entry Sequence
- Elevations - Precedents, Material and Studies
- Modifications and Adjustments



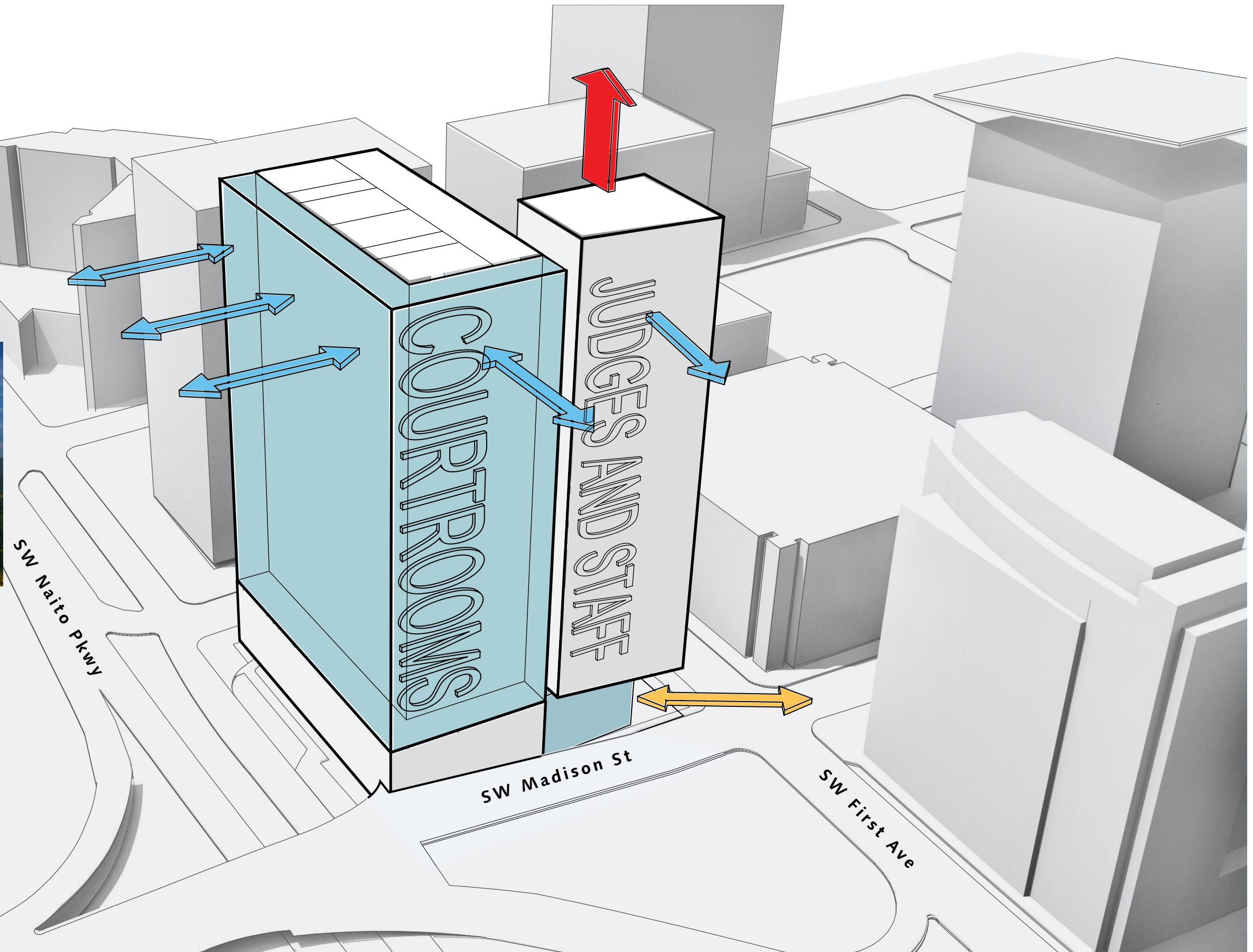
Basic Massing



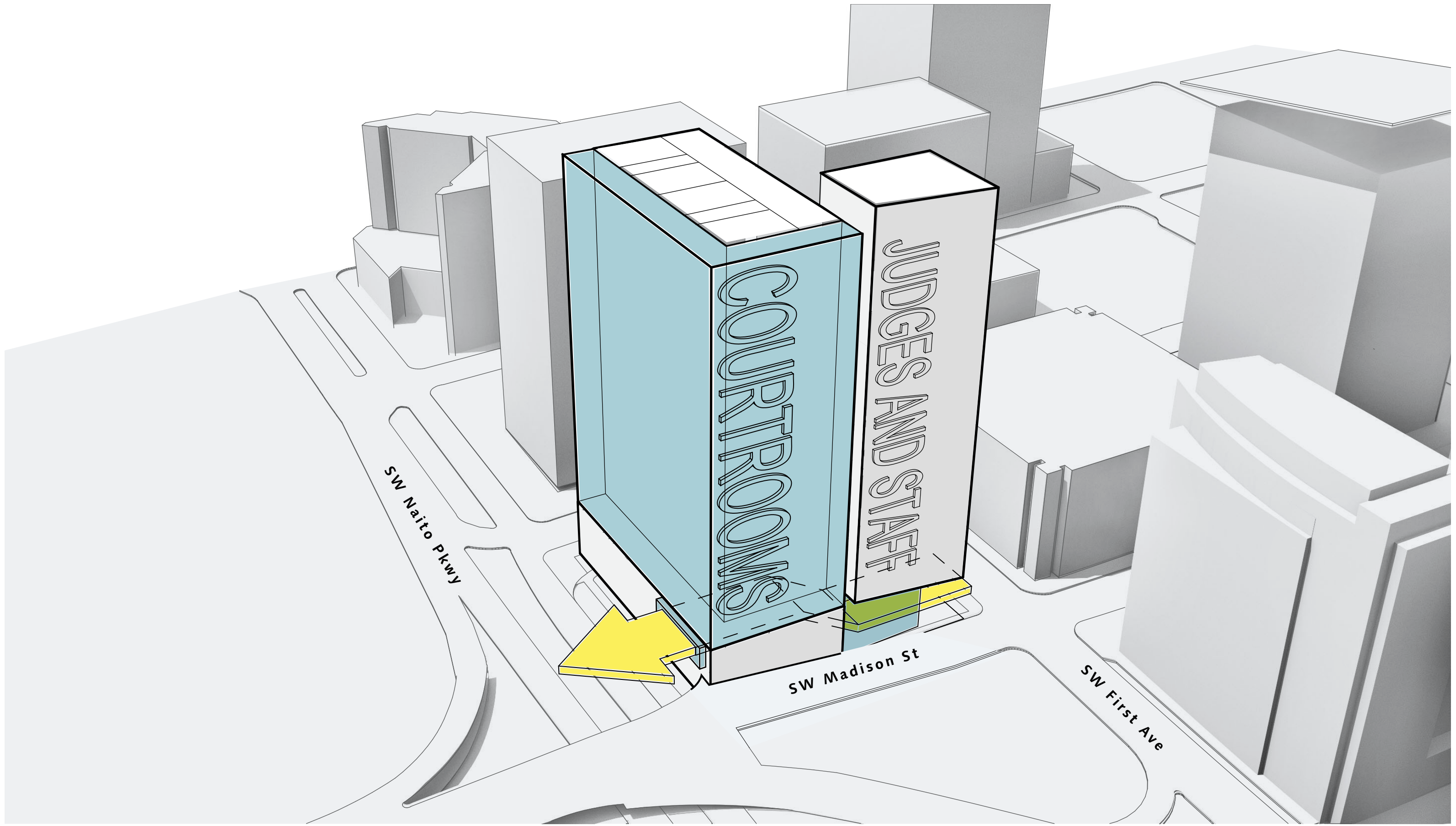
Basic Massing



Responding to Urban Fabric



Views to River, Cascades and Region



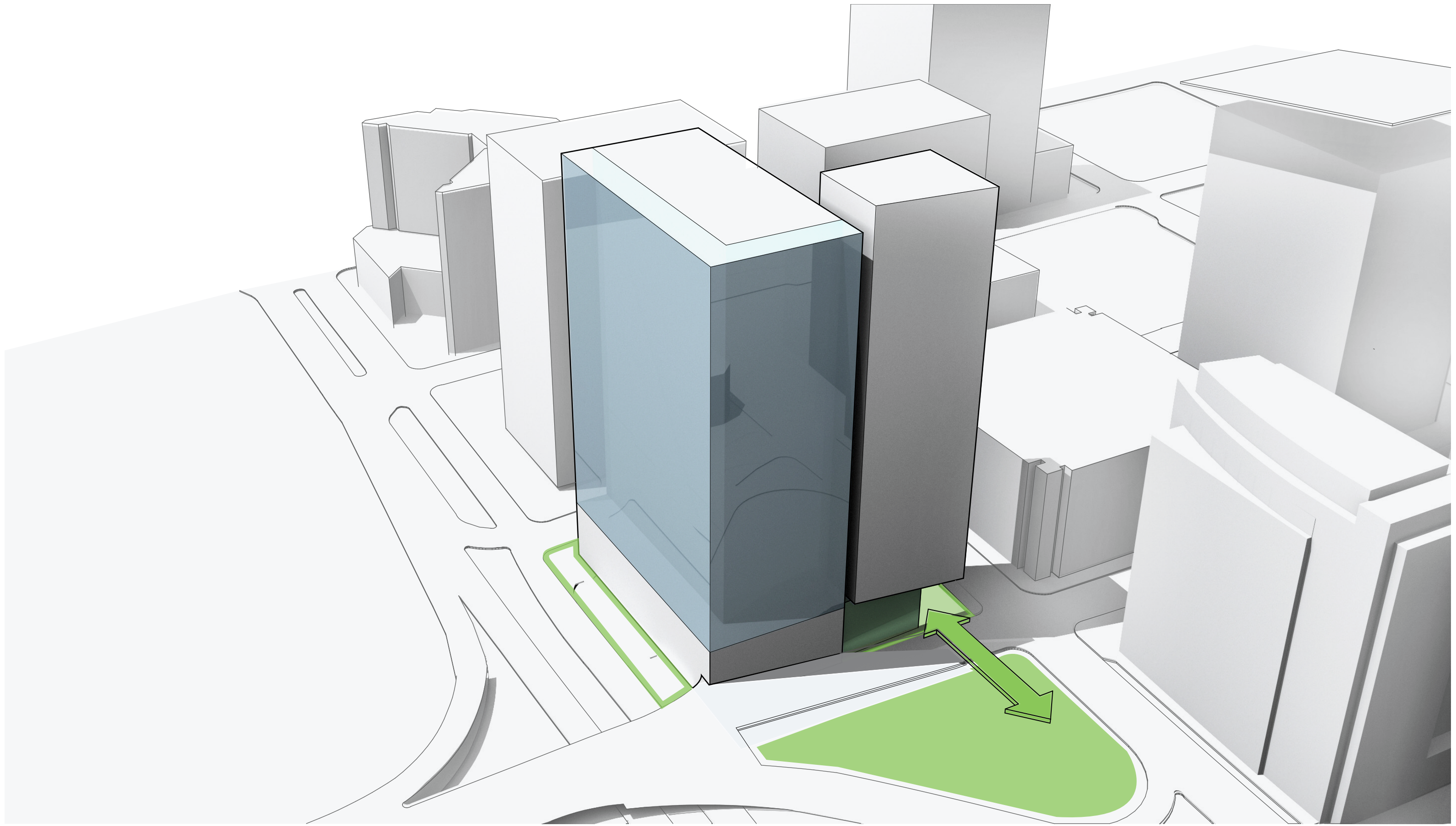
Public Procession



Potential View from New Building



Existing Jury Assembly

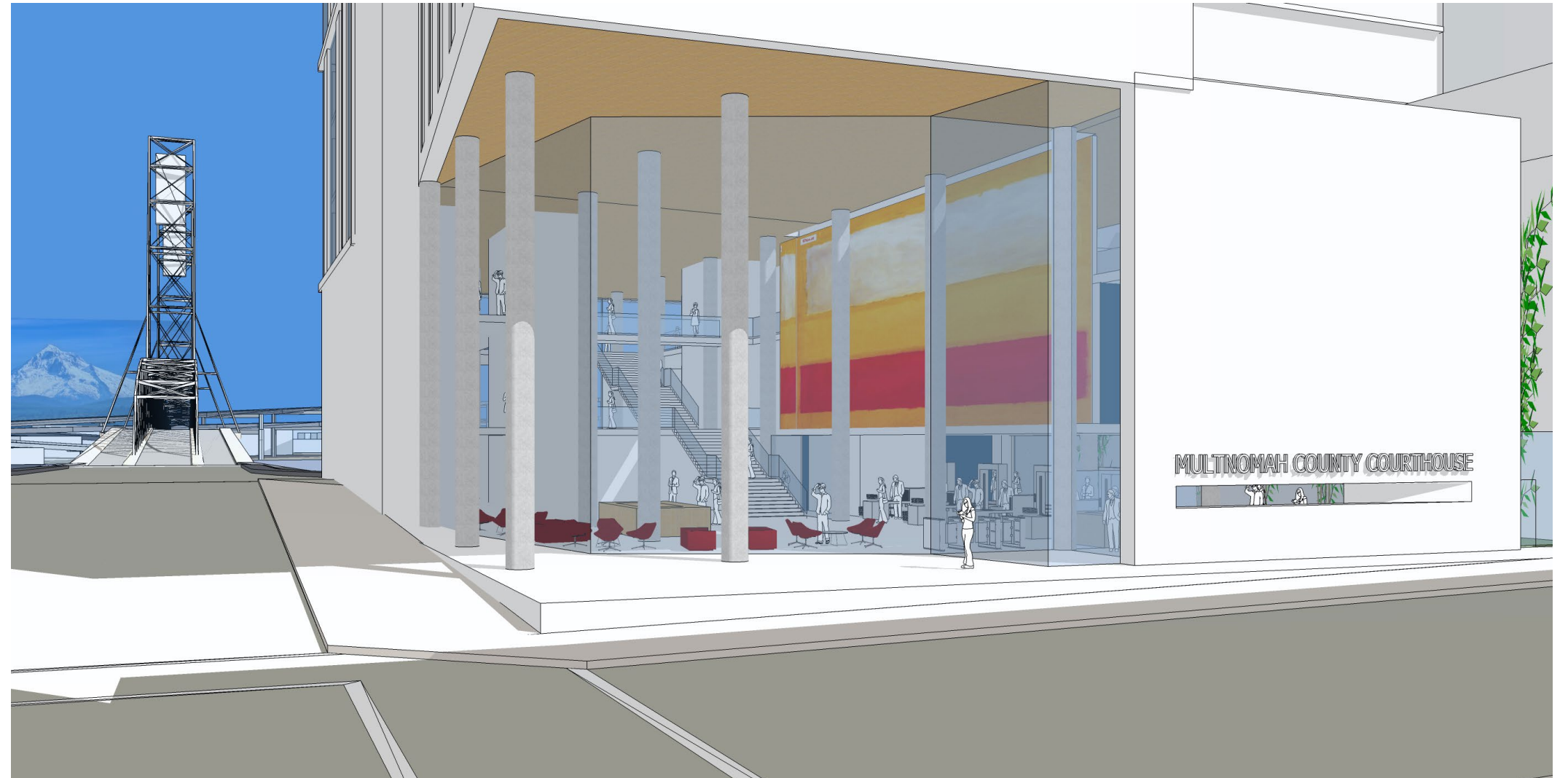
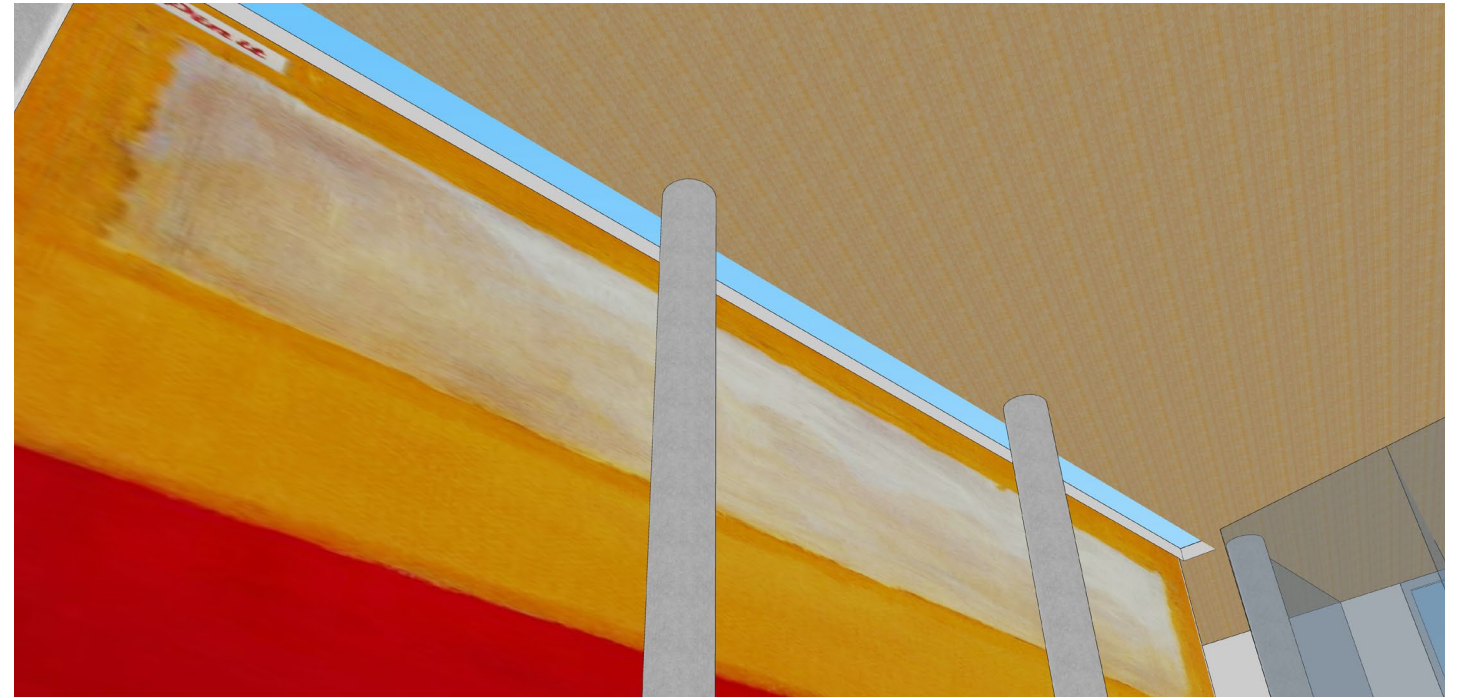


Landmark/Gateway

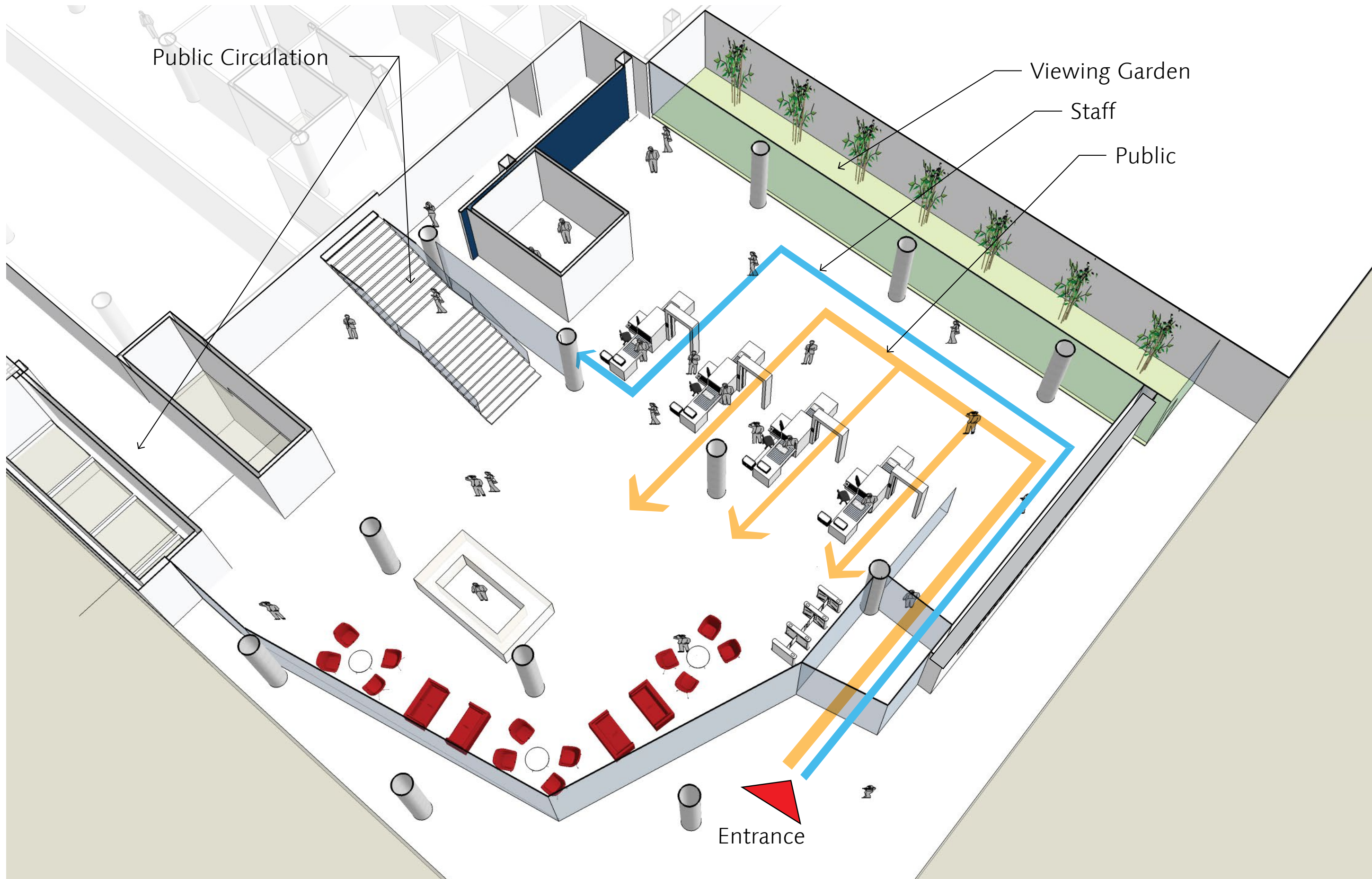
- Site
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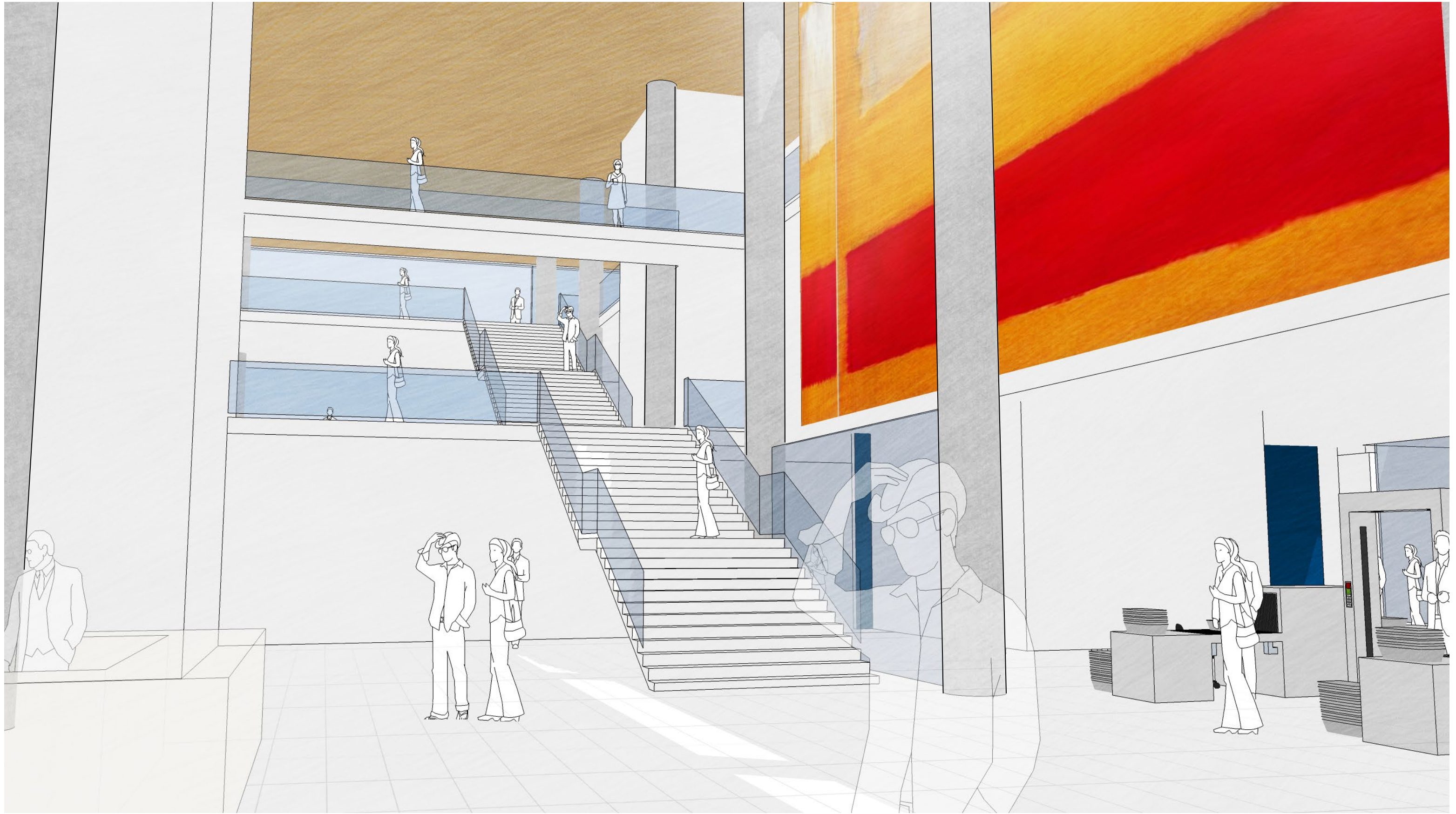
Lobby



Lobby Transparency Precedents



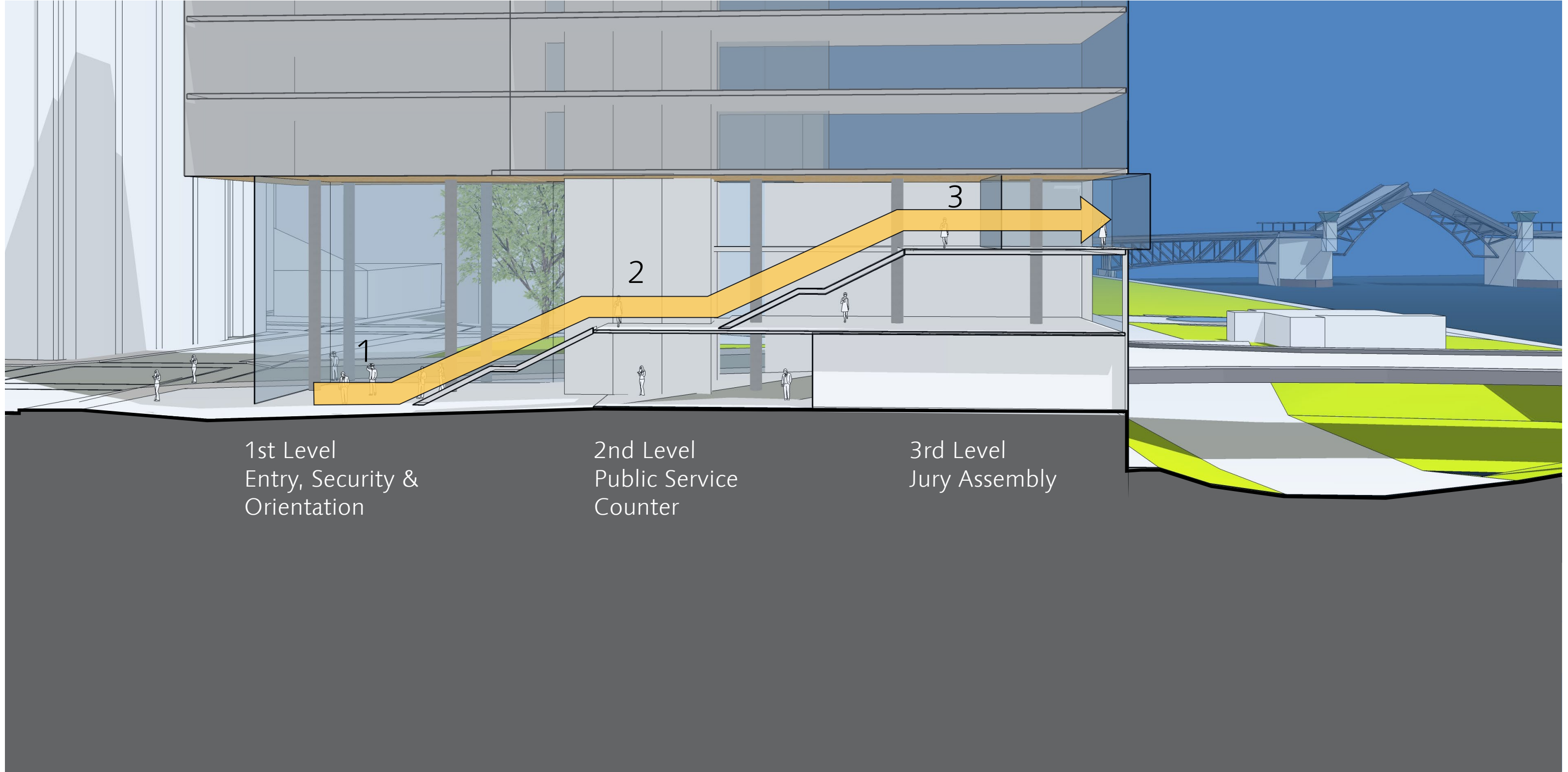
Entry Sequence Diagram



Lobby Perspective Study

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SRG Partnership | CGL Ricci Greene
Exhibit C.26



1st Level
Entry, Security &
Orientation

2nd Level
Public Service
Counter

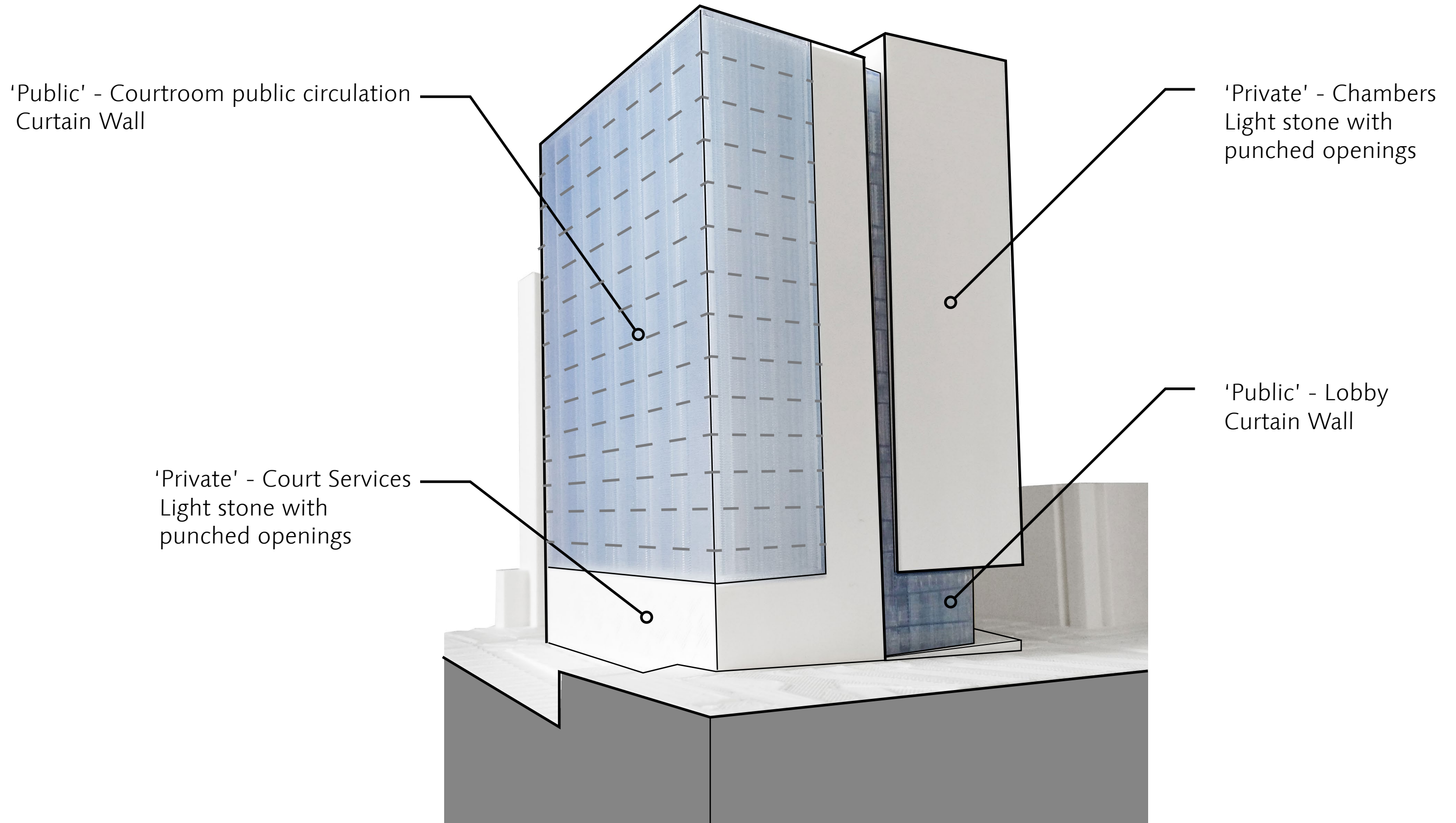
3rd Level
Jury Assembly

Section through Lobby looking North



Lobby Perspective

- Site
- Building Massing
- Entry Sequence
- Elevations - Precedents, Material and Studies
- Modifications and Adjustments



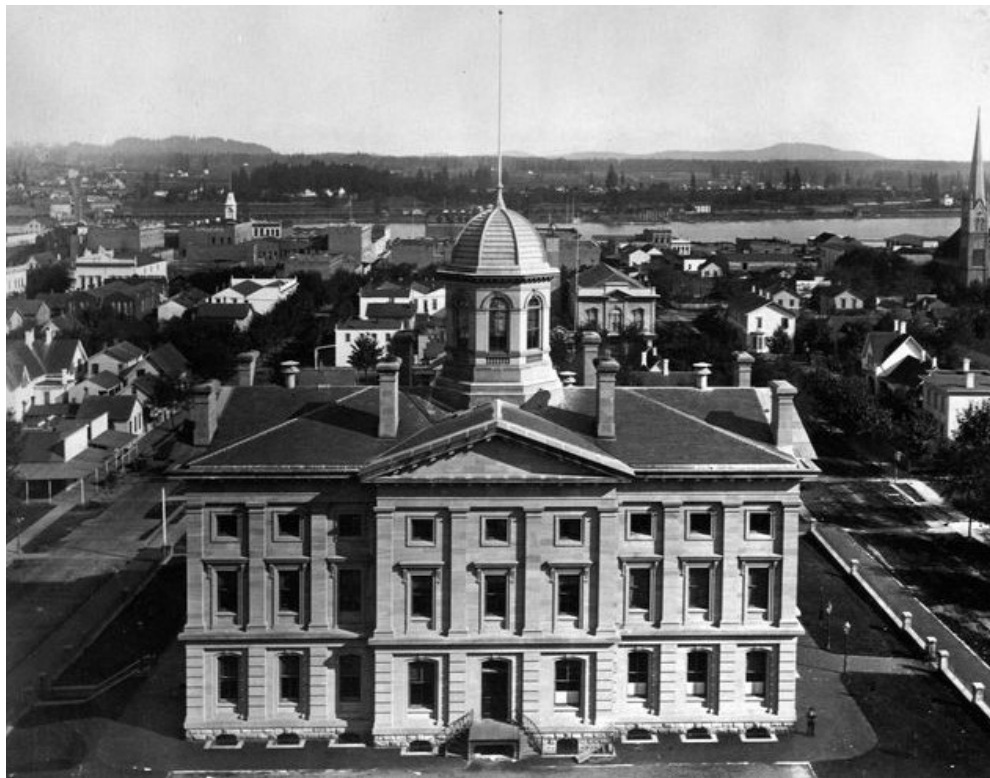
'Public' - Courtroom public circulation
Curtain Wall

'Private' - Chambers
Light stone with
punched openings

'Private' - Court Services
Light stone with
punched openings

'Public' - Lobby
Curtain Wall

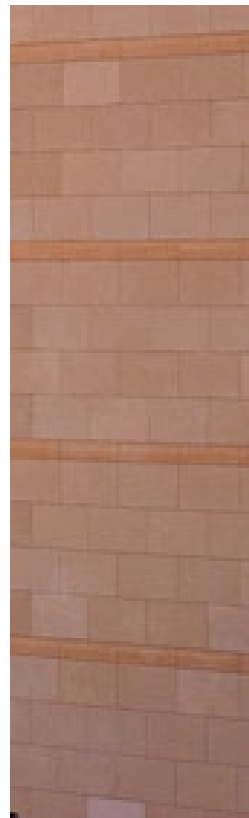
Elevations and Material Studies



Local Precedents | A History of Light Stone

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SRG Partnership | CGL Ricci Greene
Exhibit C.31



Modern Limestone Precedents



East Elevation | Curtain Wall Precedents

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SRG Partnership | CGL Ricci Greene
Exhibit C.33



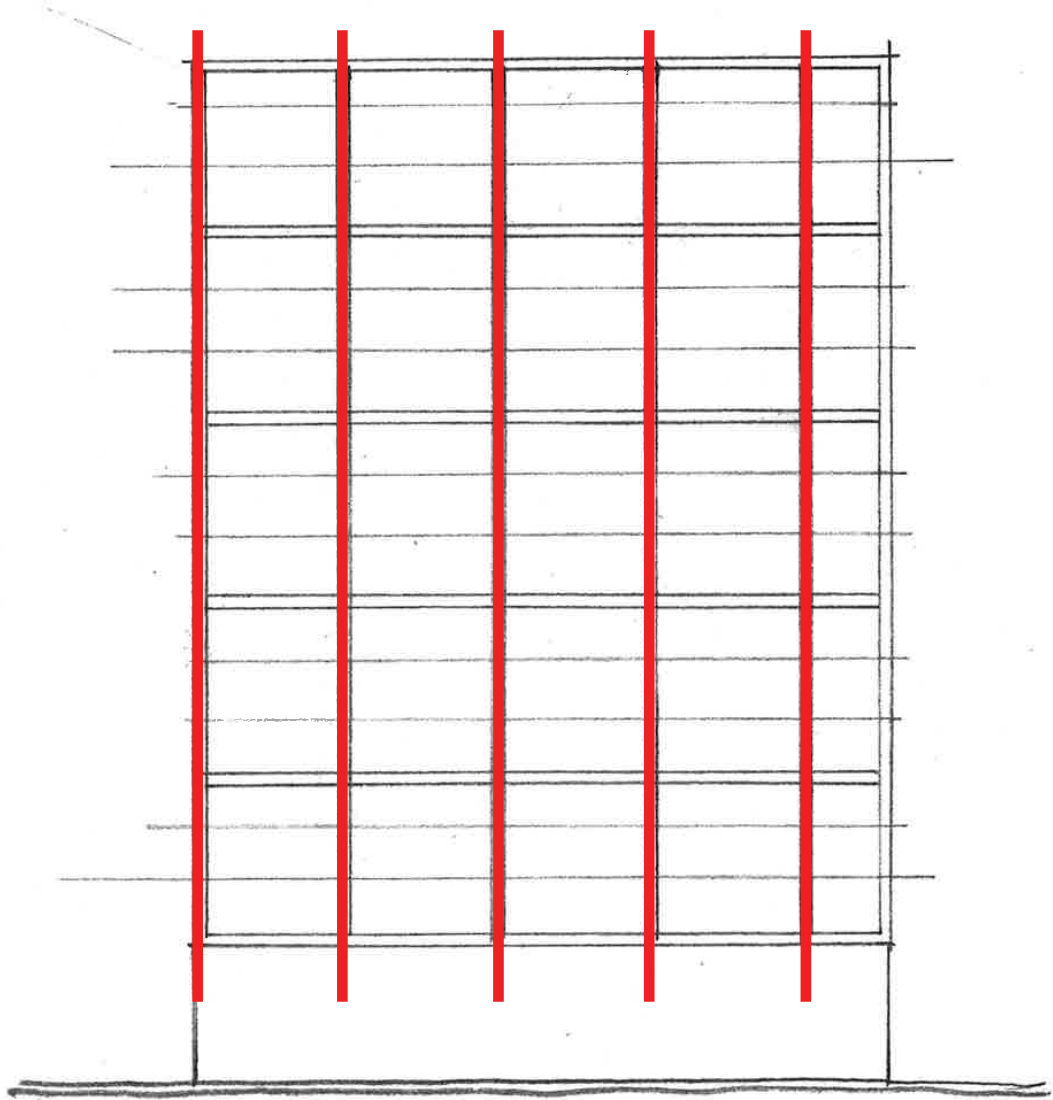
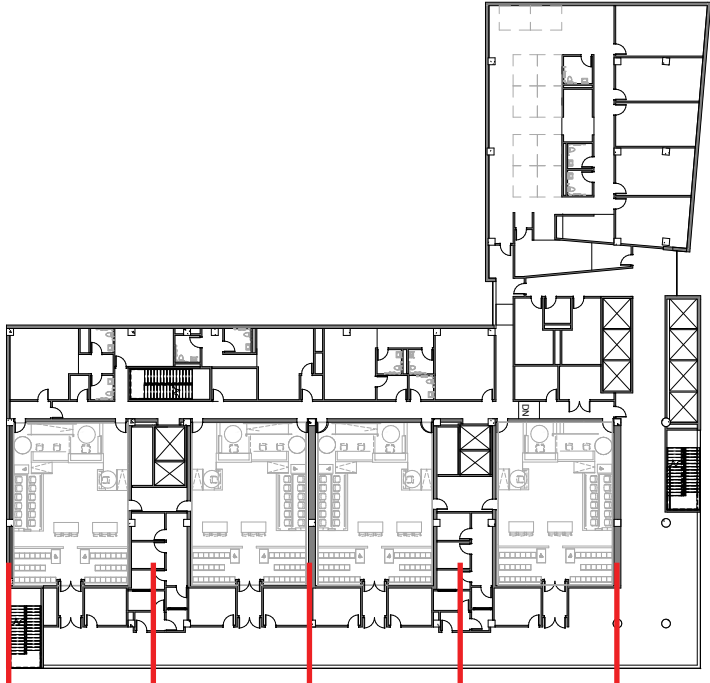
US Supreme Court



Lindsey-Flanigan Courthouse

ORDER | STABILITY | PROMINENCE | PERMANENCE | STRENGTH | TRANSPARENCY

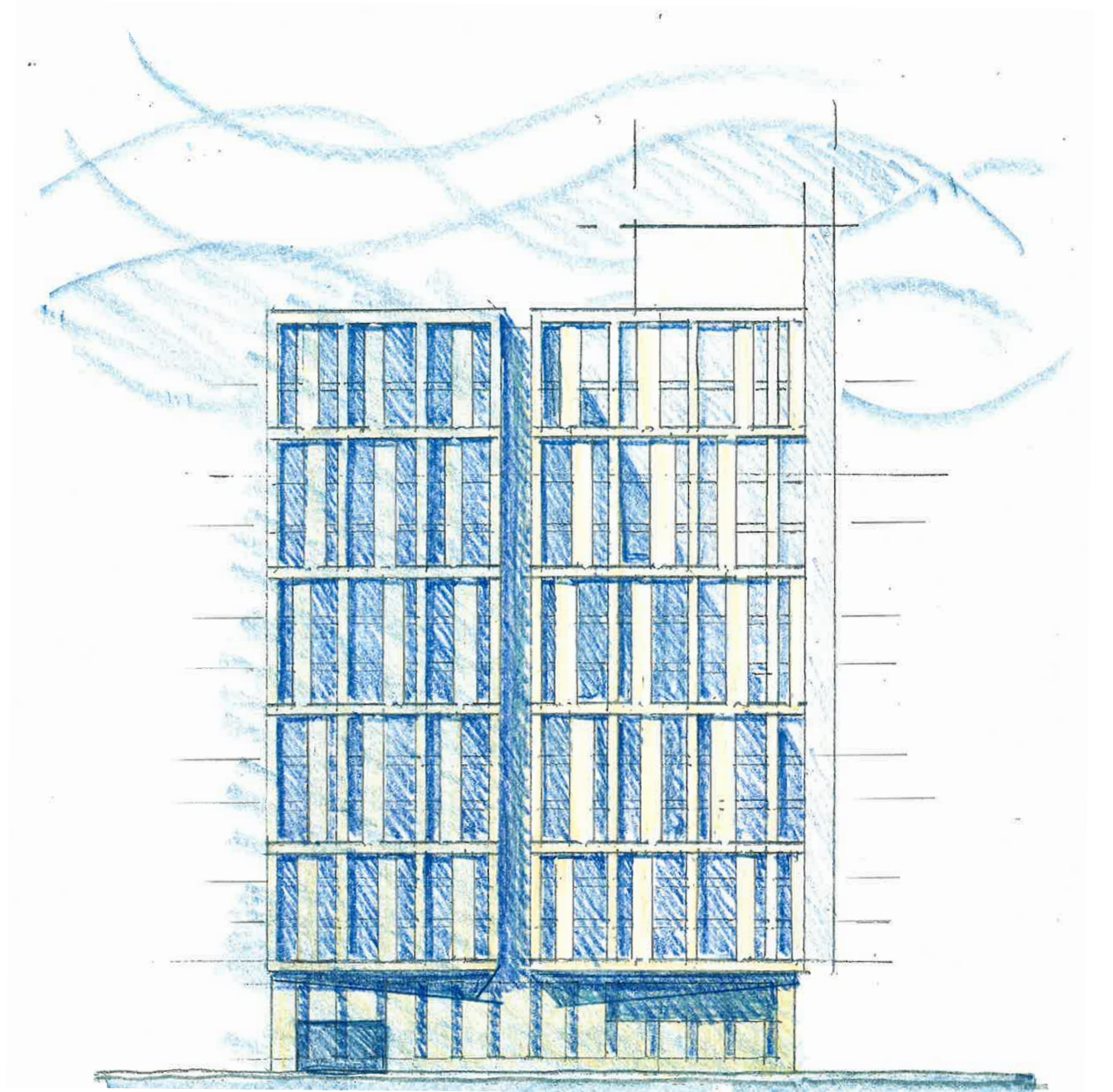
ORDER | STABILITY | PROMINENCE | PERMANENCE
STRENGTH | TRANSPARENCY



East Facade Development Study



DIVERSITY | COMPLEXITY | EVERCHANGING
DYNAMIC | FLUID | LYRICAL



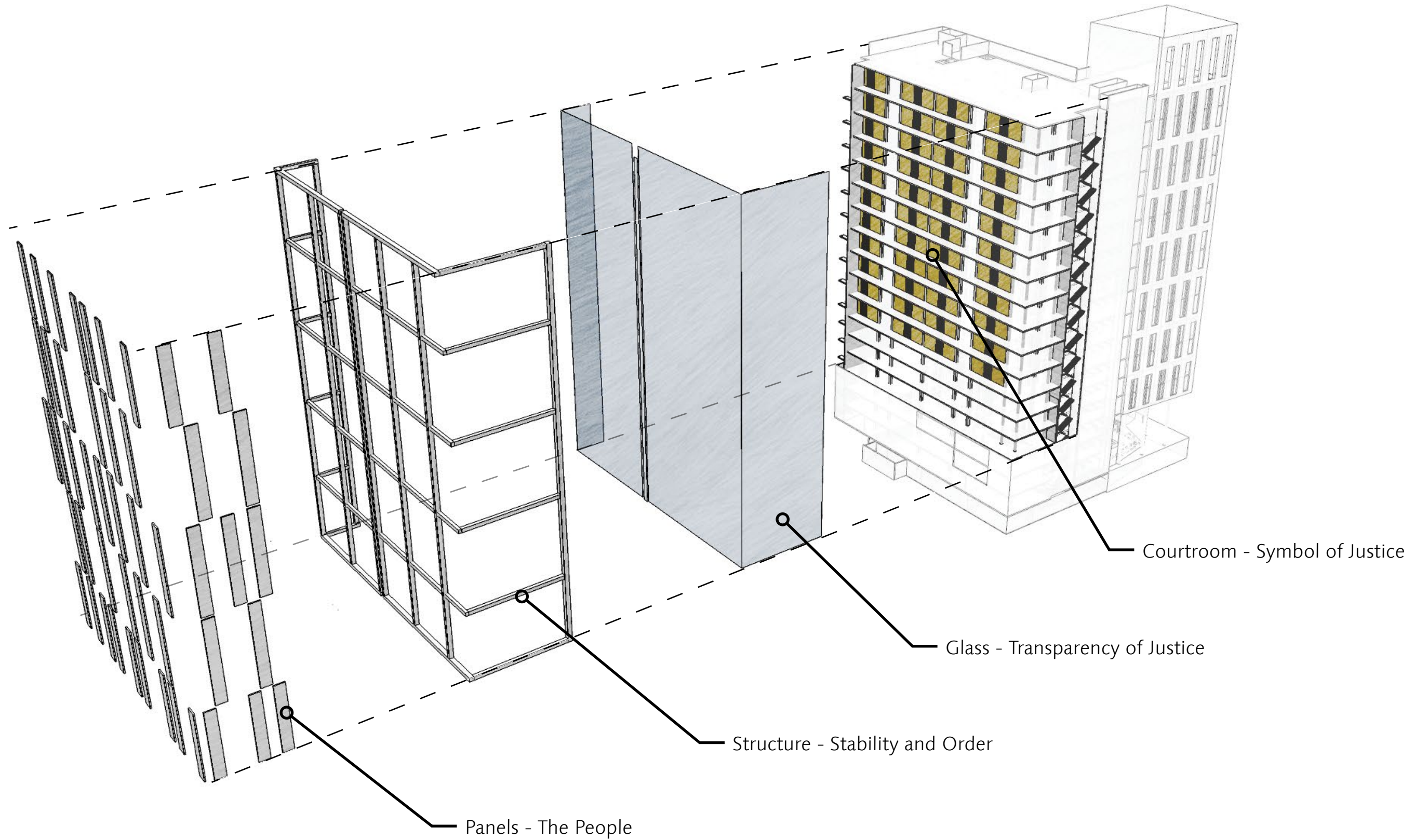
Murcia City Hall, Spain



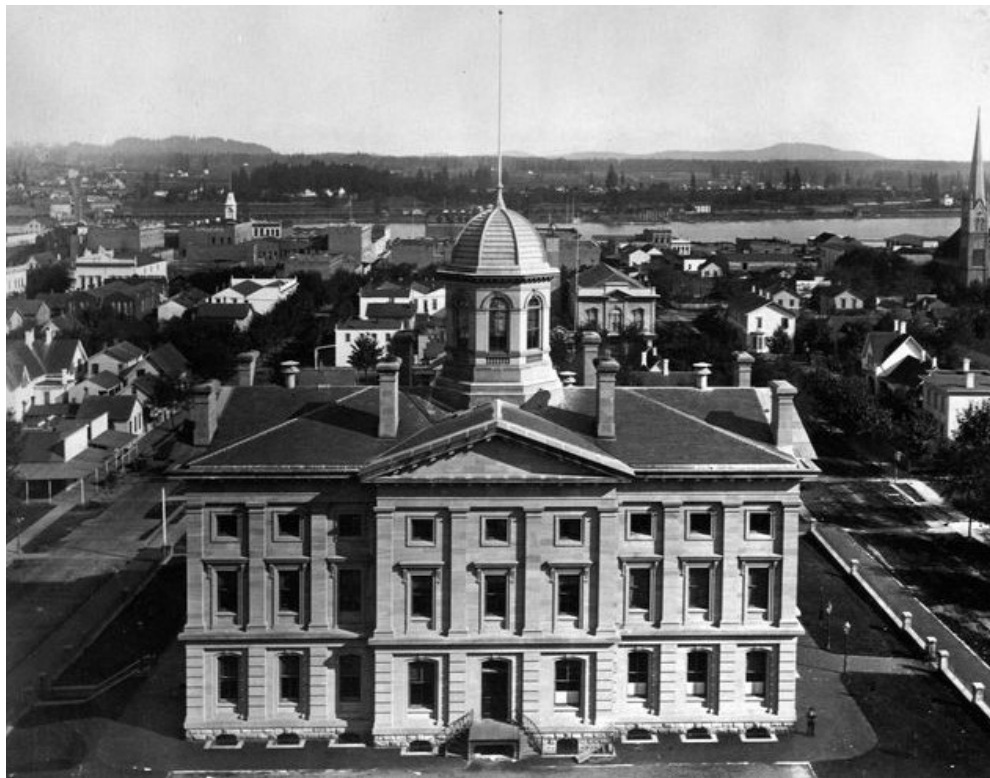
East Elevation Study

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SRG Partnership | CGL Ricci Greene
Exhibit C.37



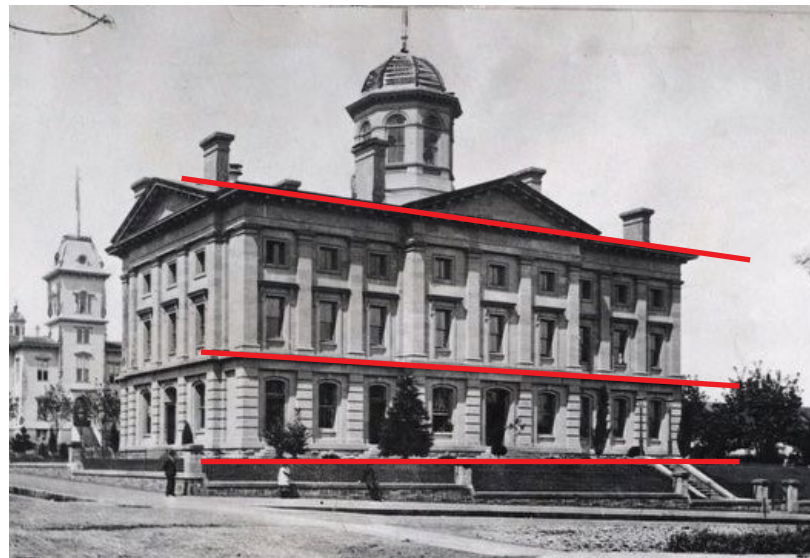
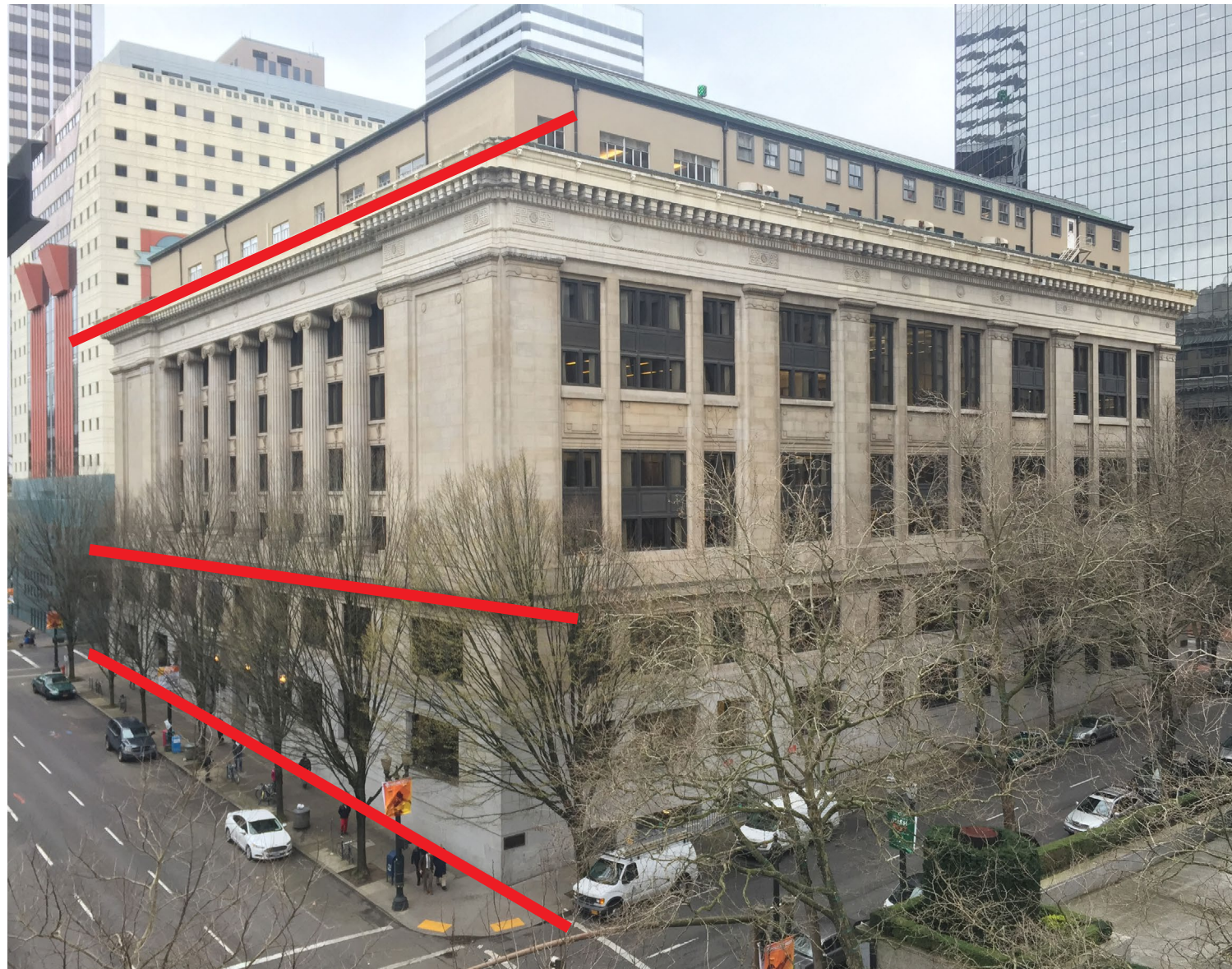
East Elevation Symbolism Study



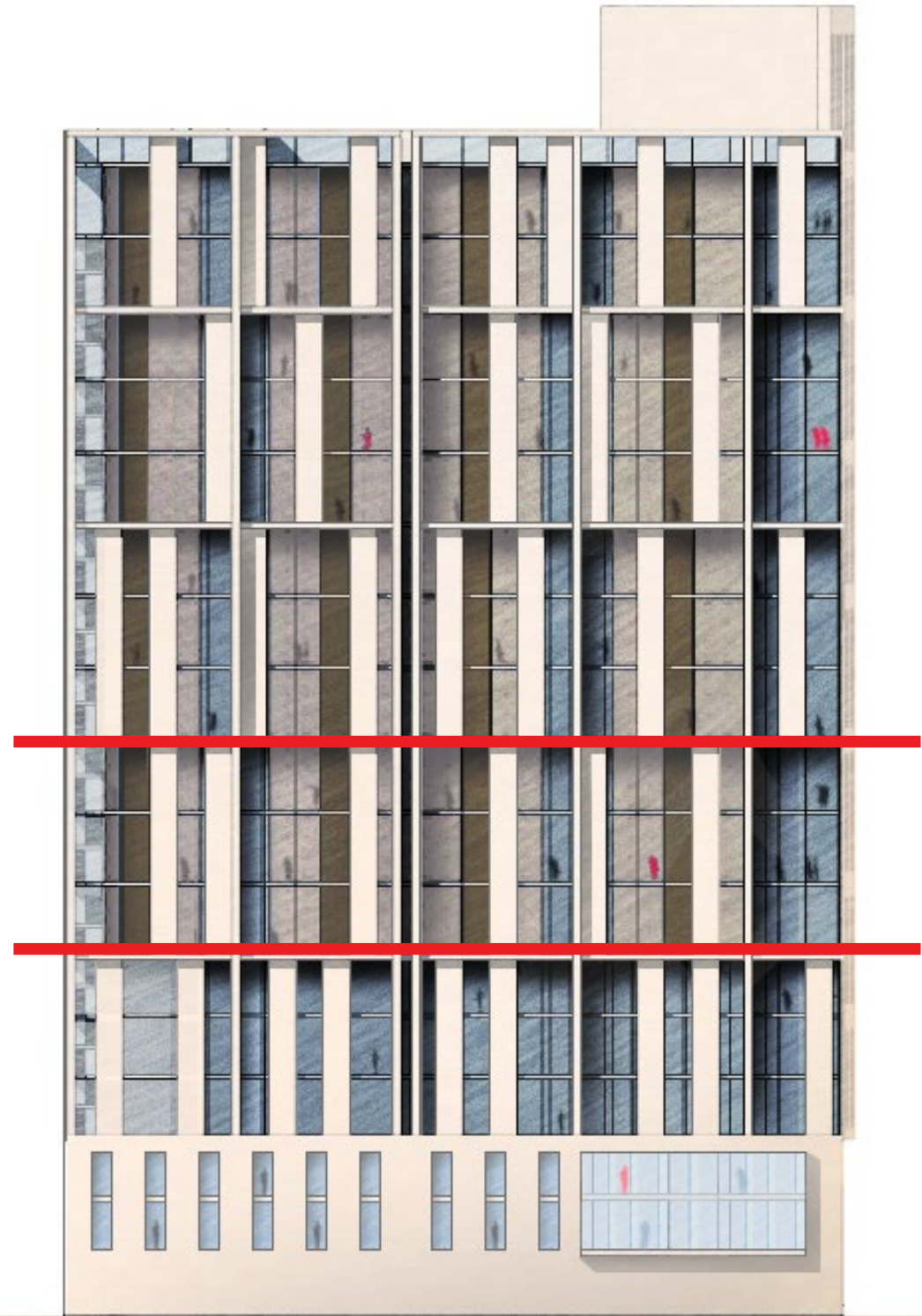
Composition, Materiality and Depth - Design Drivers

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SRG Partnership | CGL Ricci Greene
Exhibit C.39



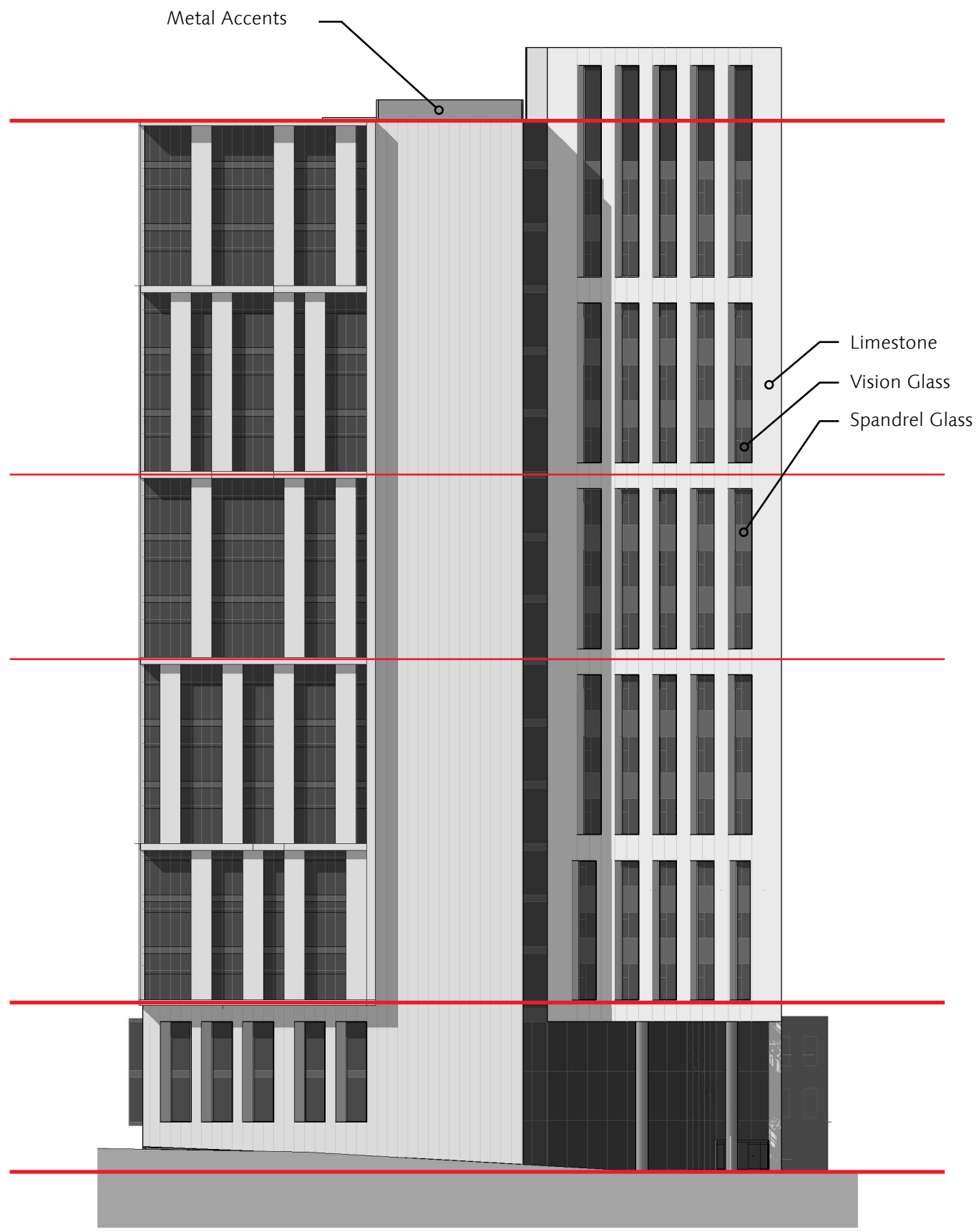
Primary Elevation Composition



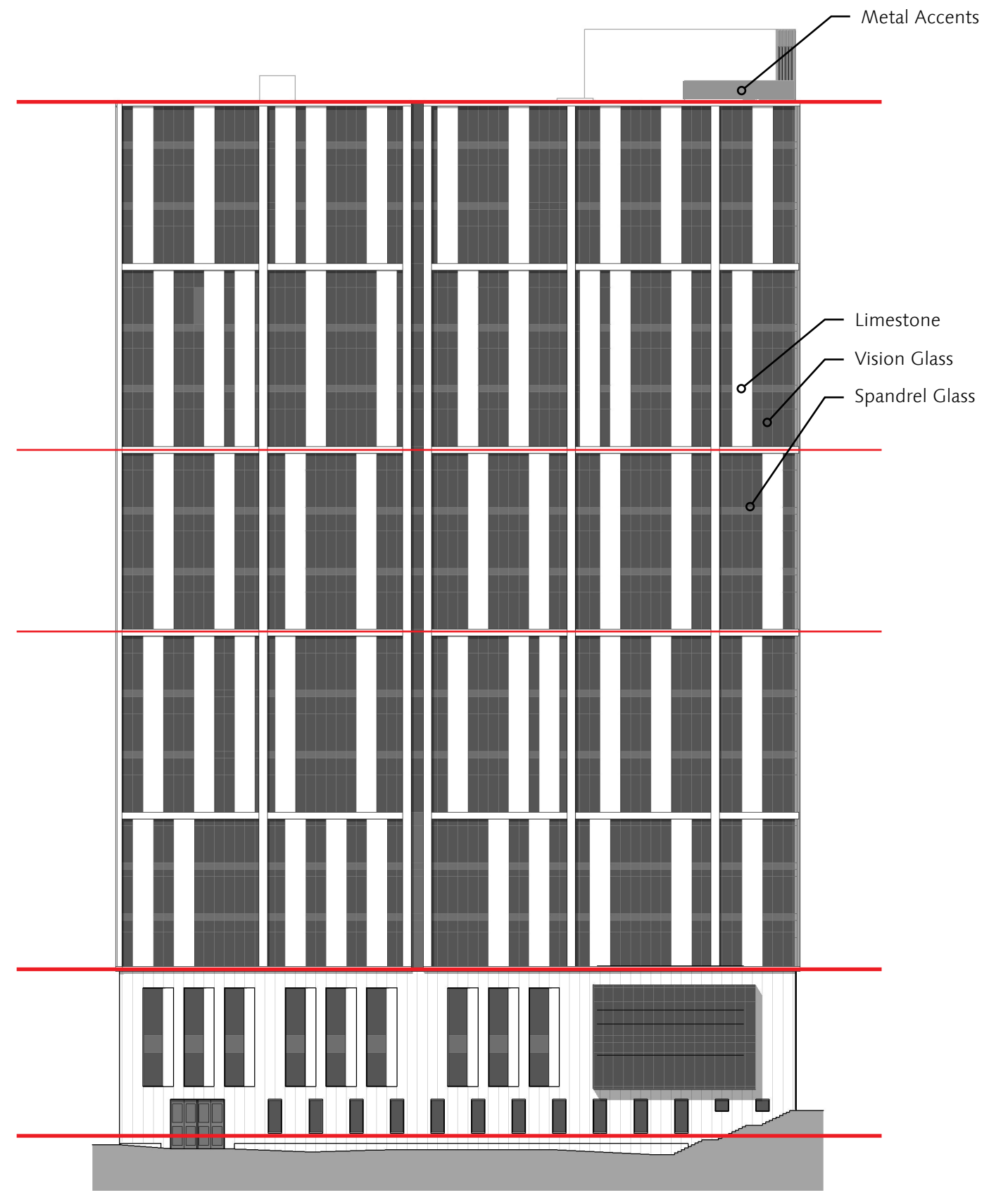
Three Story Mid-scale Grouping

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SRG Partnership | CGL Ricci Greene
Exhibit C.41



North Elevation

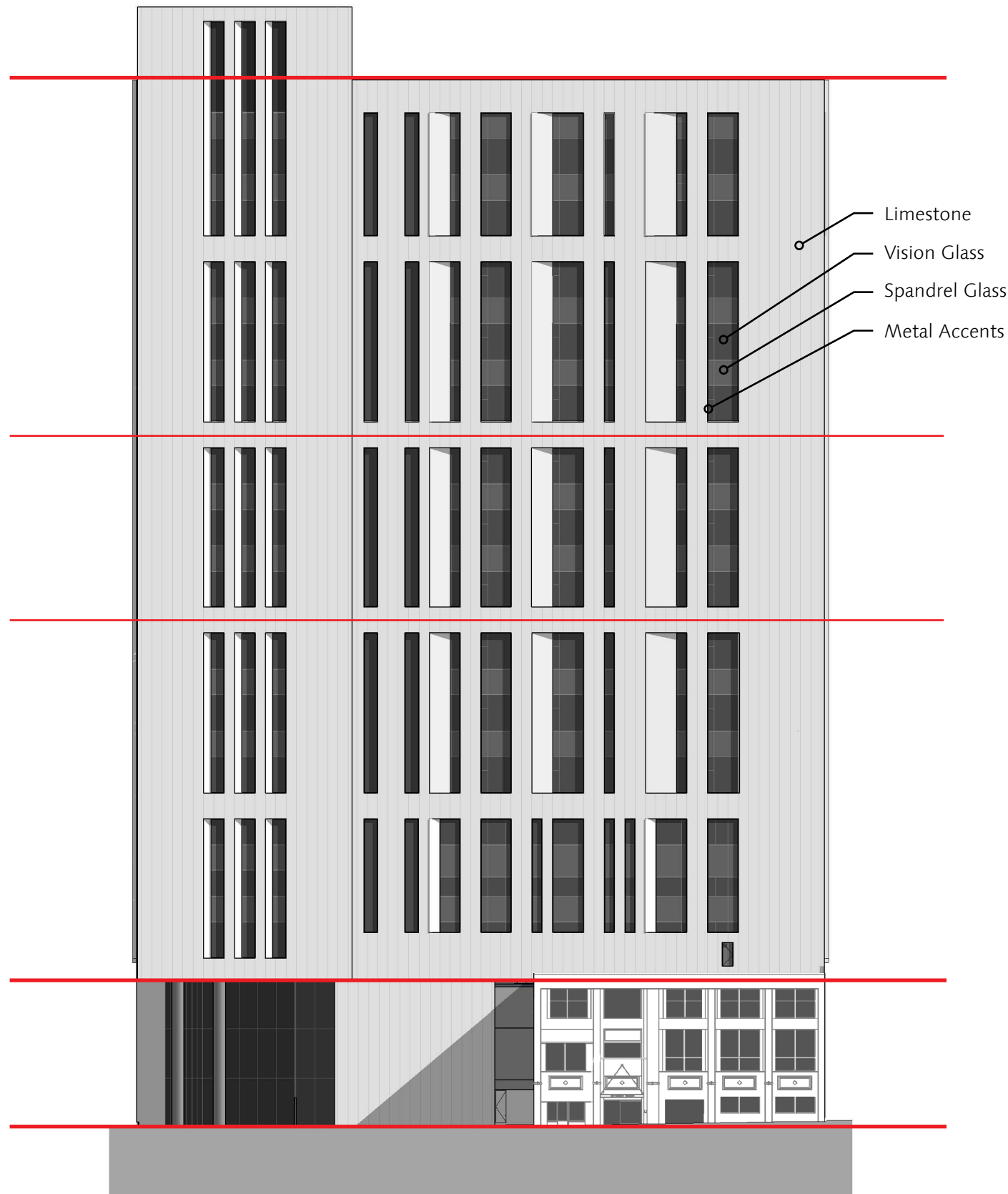


East Elevation

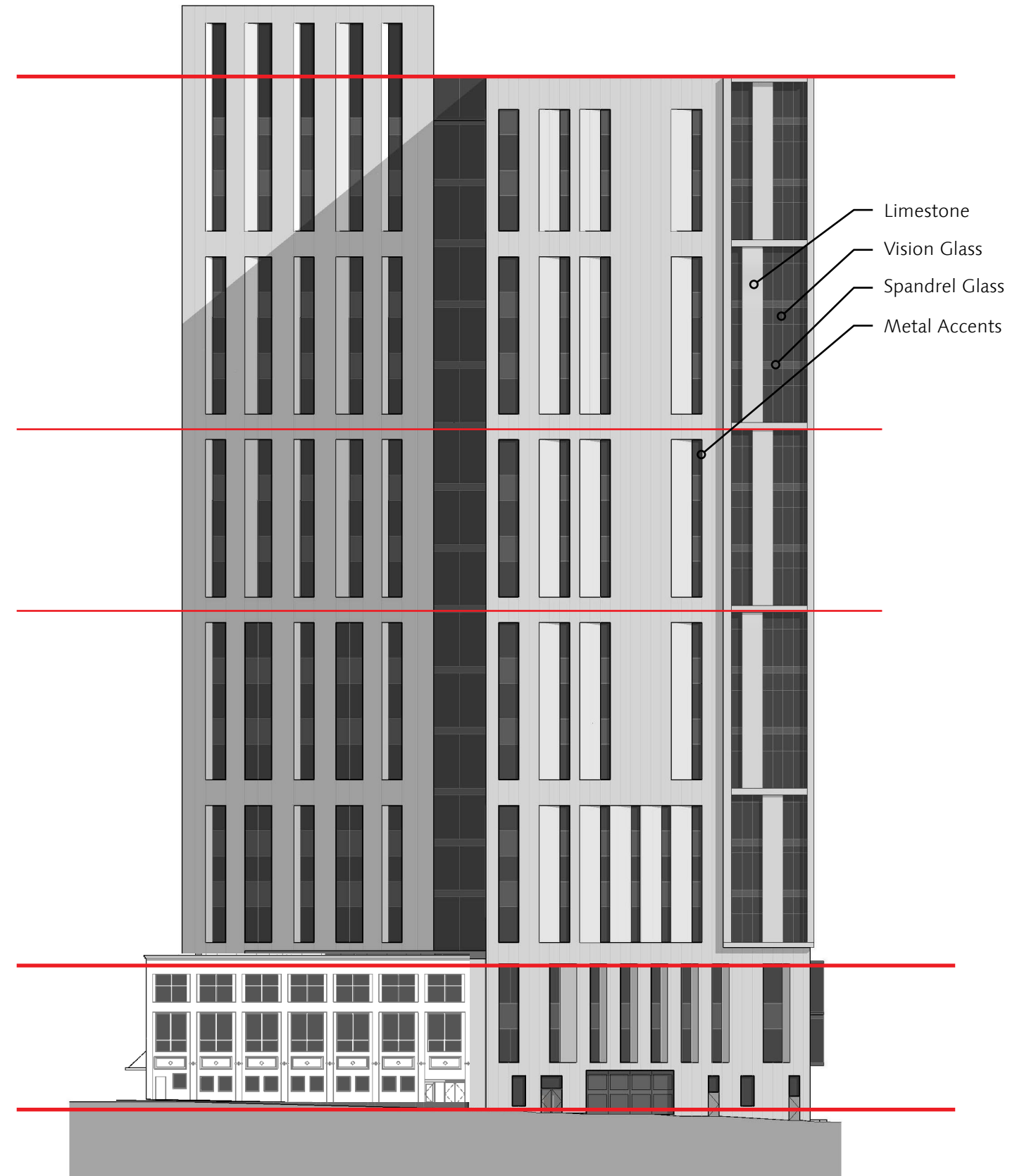
Elevations



Unifying Datums

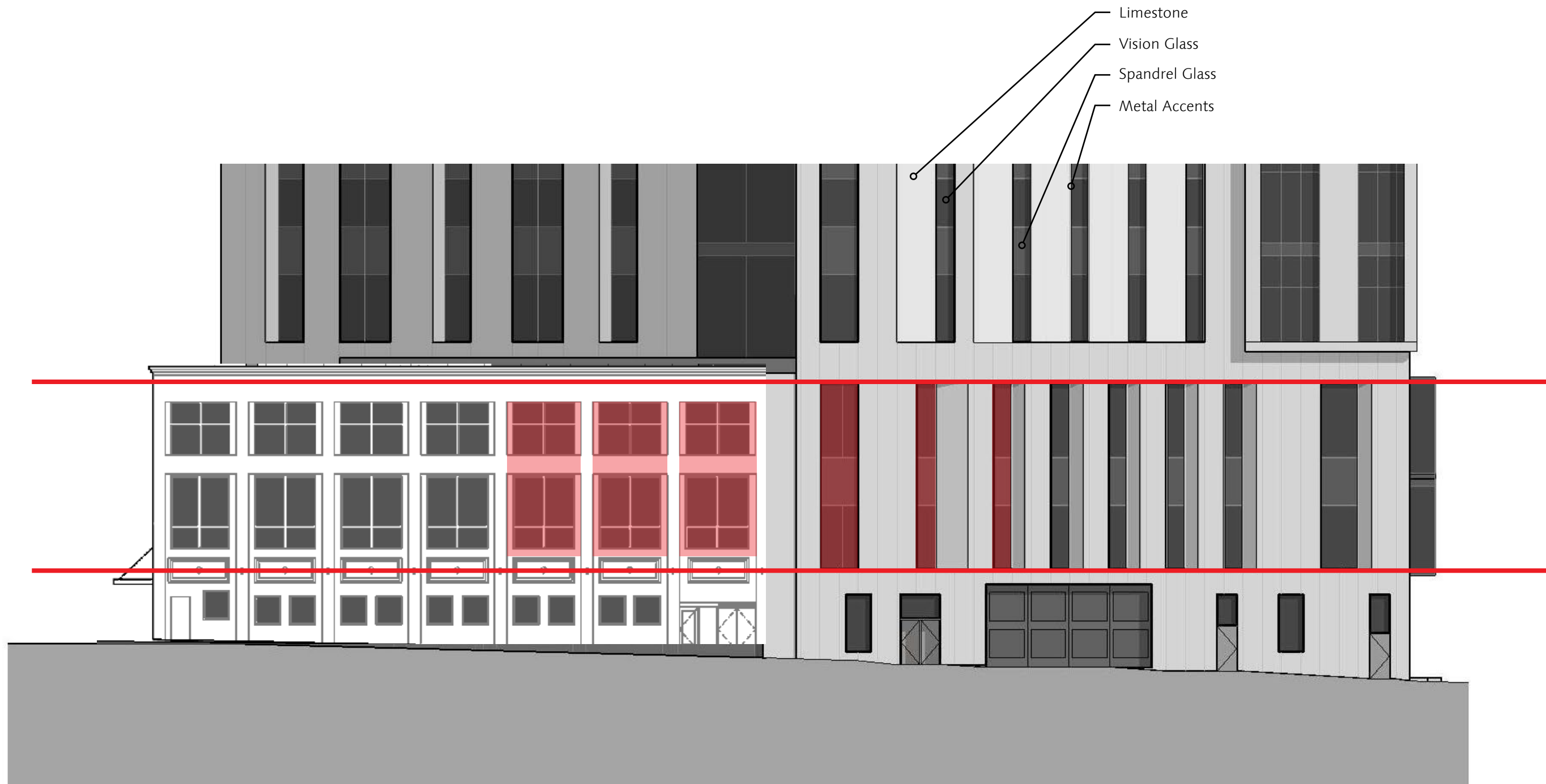


West Elevation



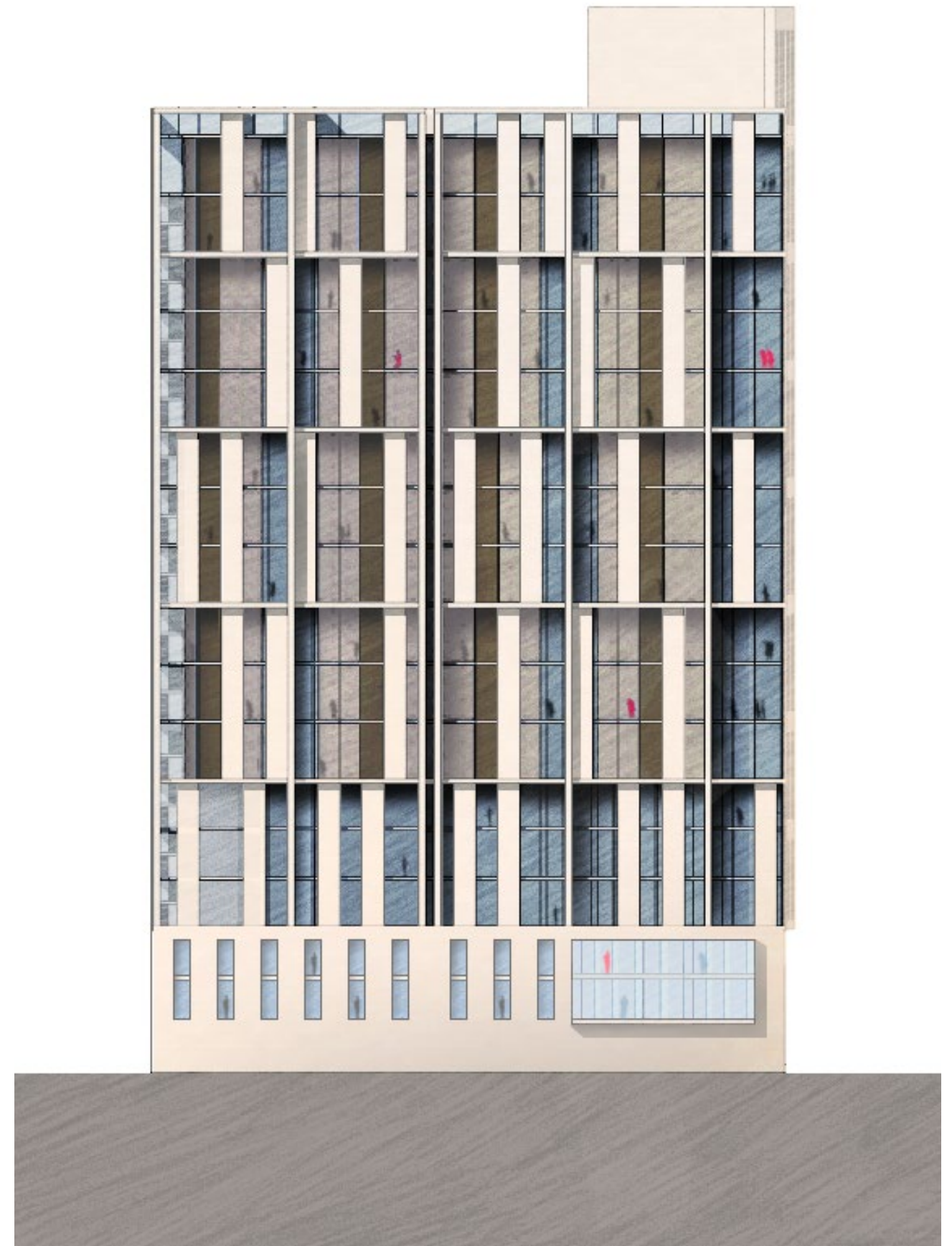
South Elevation

Elevations

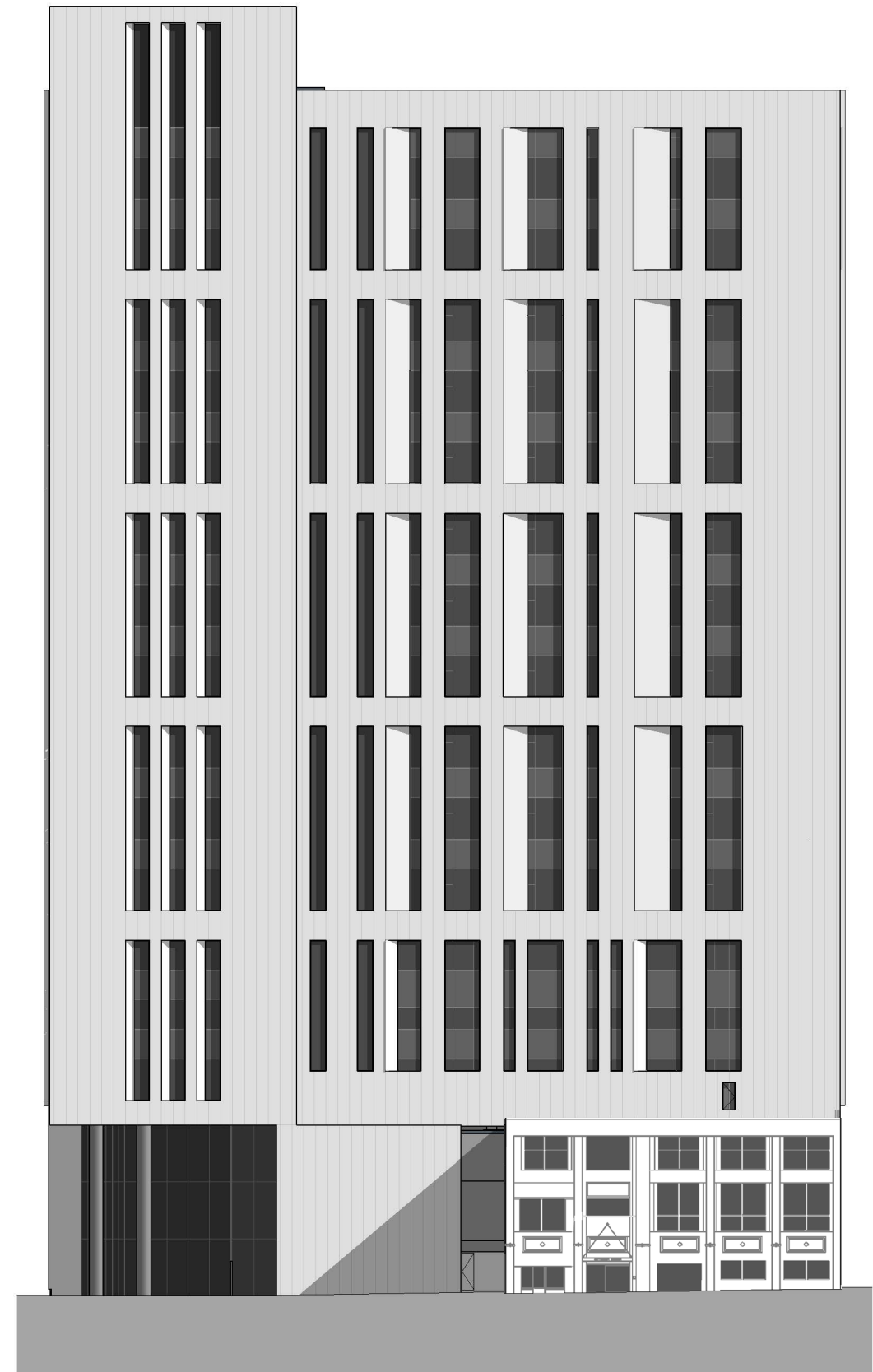


- Limestone
- Vision Glass
- Spandrel Glass
- Metal Accents

Unifying Datums



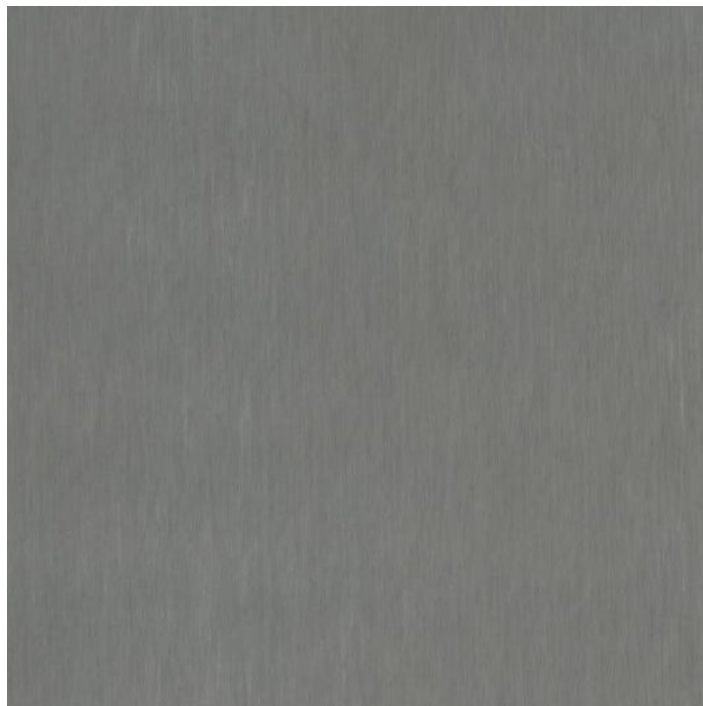
Facade Depth and Detail



Facade Depth and Detail



Sometimes, ordinary glass is simply...



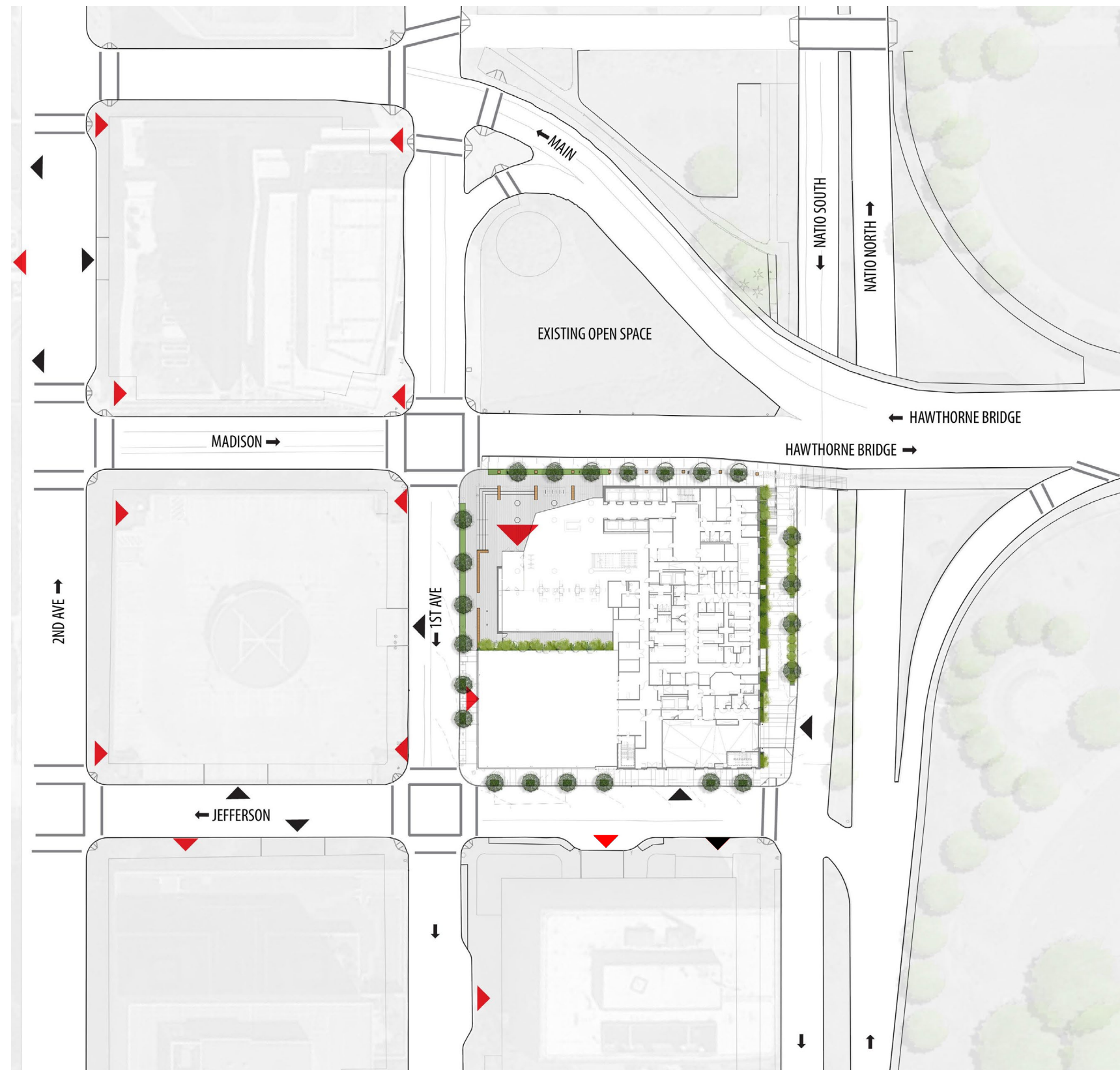
Exterior Material Palette





LEGEND

- ▶ Vehicle Driveway
- ▶ Pedestrian Entrances
- == Cross Walks



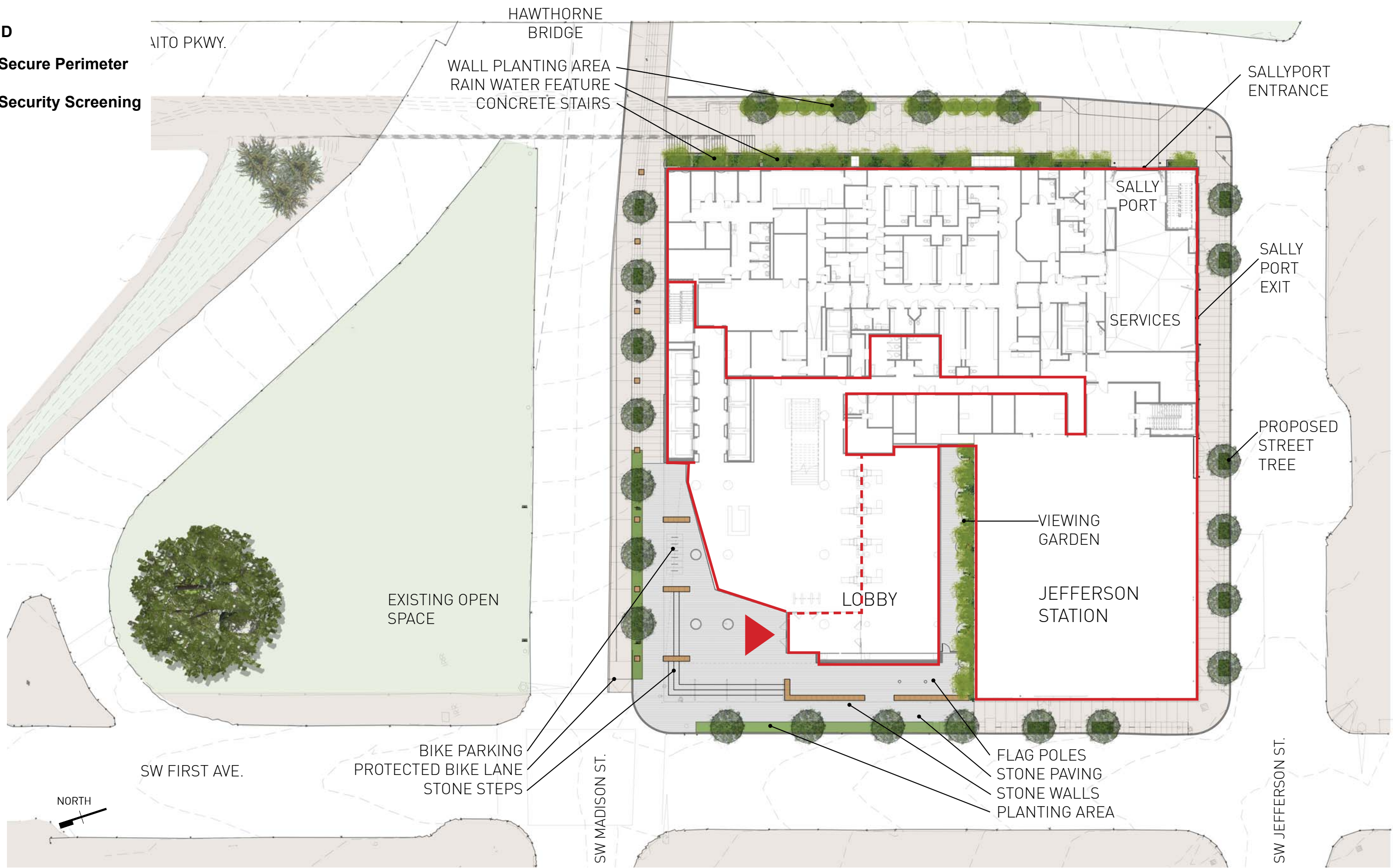
Entrances/Access



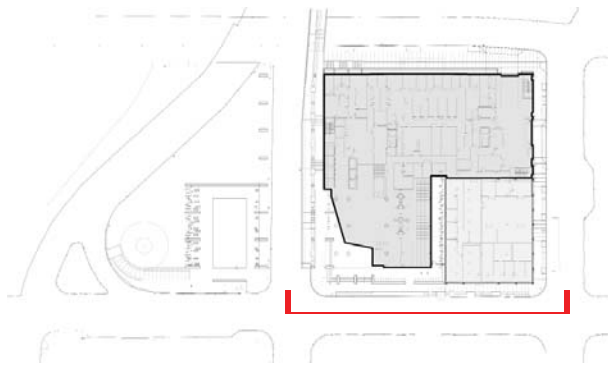
Landscape Materials Plan

LEGEND

- Secure Perimeter** (solid red line)
- Security Screening** (dashed red line)



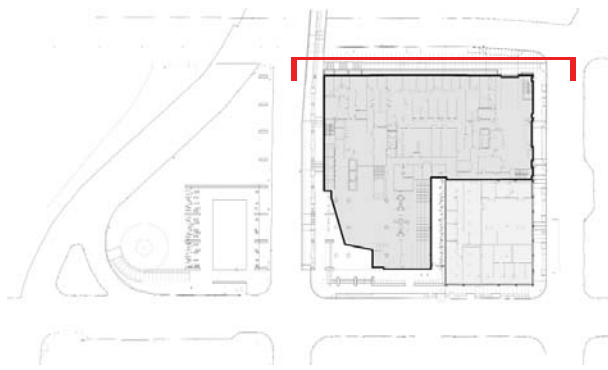
Secure Perimeter



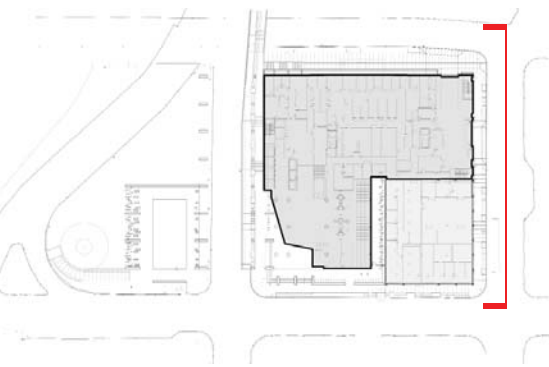
First Avenue Elevation



Madison Street Elevation



Naito Parkway Elevation

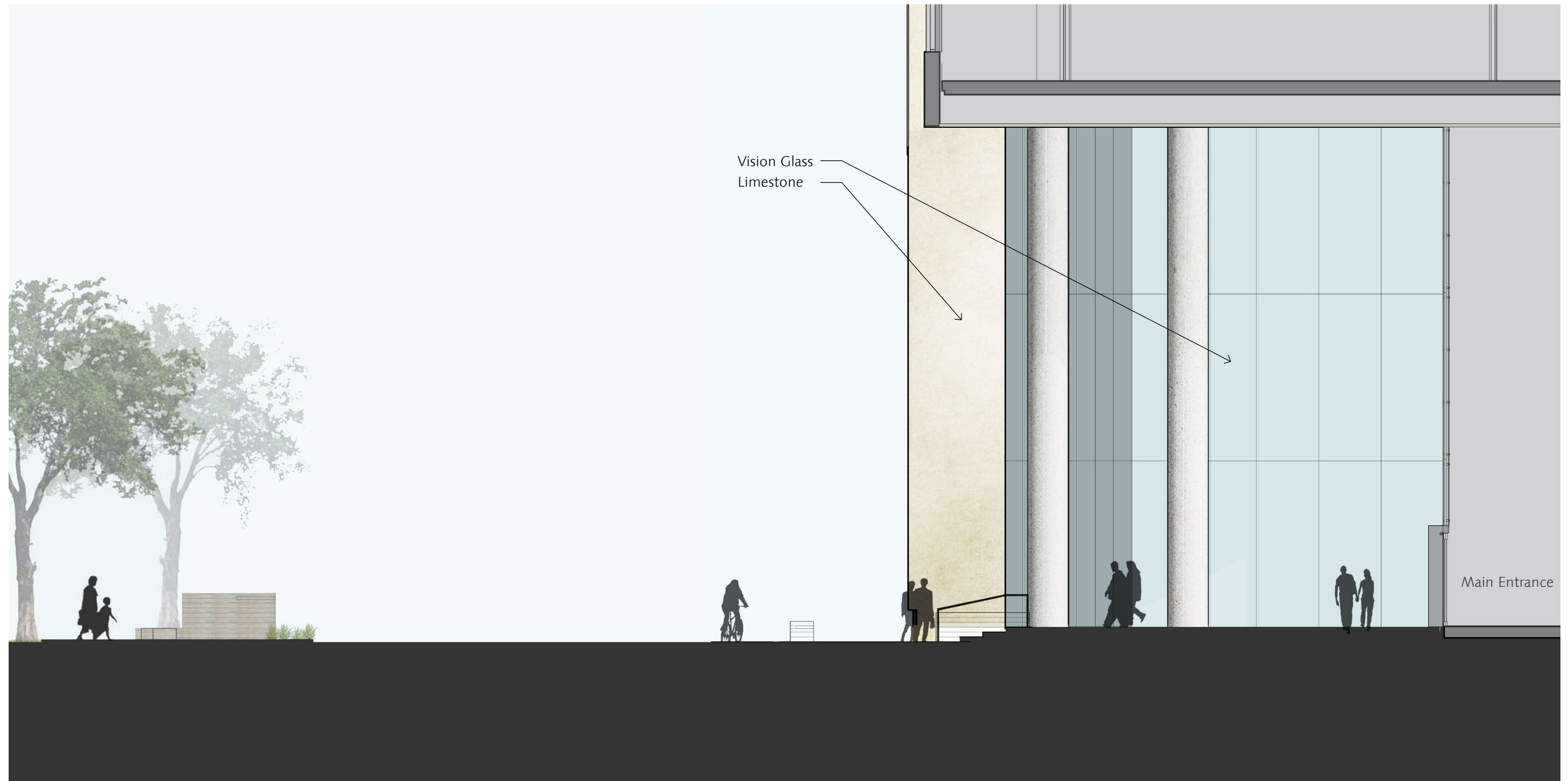


Historic Jefferson Station

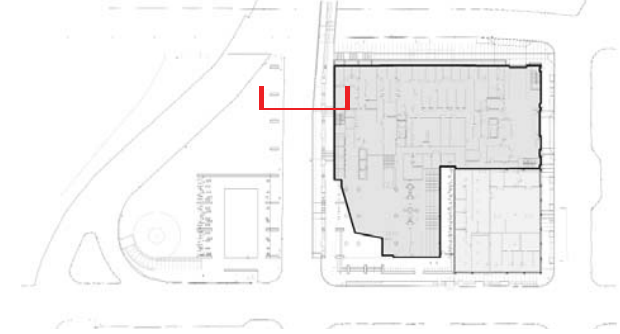
- Metal Accents
- Spandrel Glass
- Vision Glass
- Limestone

- Service Entry/Exit
- Sally Port Exit
- Personnel Access
- Stair Exit

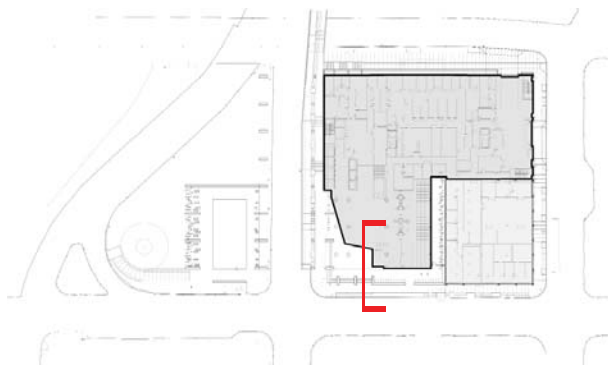
Jefferson Street Elevation



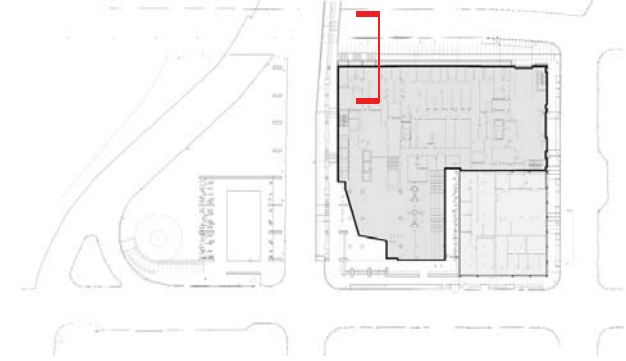
Madison Street Section



Madison Street Section



First Avenue Section



Naito Parkway Section

- Site
- Building *Massing*
- Entry Sequence
- Elevations - Precedents, *Material* and Studies
- Modifications and Adjustments

| REQUIREMENT | REFERENCE | STANDARD | PROPOSAL |
|-------------------------|---|--|---|
| Zone | 33.130.03 (H), 33.510 | CXd - Central Commercial with design overlay - Central City Plan District Design Guidelines | See Zoning Map 3129 and Map 510-1 |
| Primary Uses: | 33.130.100 | Allowed uses. Uses allowed in the commercial zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. | See Table 130-1 |
| Allowed Uses | Table 130-1 | Commercial Zone Primary Uses includes Commercial Categories per Table 130-1. | Office is an allowed use in CX Zone |
| Accessory Uses | 33.130.110 | Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses all development standards. | N/A |
| Lot Size | 33.130.200 | There is no required minimum lot size for development of land in Commercial Zones. | N/A |
| Floor Area Ratio | 33.130.205 (B) , Table 130-3 33.510.200, Map 510-2 | Maximum FAR 4:1, per Table 130-3 Development Standard Maximum FAR 9:1, Per Map 510-2. | Map 510-2 supersedes Table 130-3. The base FAR on the block is 9:1. |
| Height | 33.130.210, Table 130-3, Map 510-3 | Maximum height per Table 130-3 Development Standards for CX zone is 75 ft. but, maximum height is limited to 200 ft. by Map 510-3, pg p3. | Map 510-3 supersedes Table 130-3. The maximum height on the block is 200'. Because of the unusual floor-to-floo height , 18', of the 10 courtroom floors, the proposed building requires about 300'. The site is one of 17 blocks at the western approach to the Hawthorned Bridge slated to be increased to a maximum height of 325' in the Central City Plan Update now underway at the Bureau of Planning and Sustainability, but the plan will not be implemented in time for this project. For this reason, the County is seeking a legislative change in current Zoning Code to increase the height on only this block. The process to amend the height is now well underway. |
| FAR Bonuses | 33.510.200 (C), 33.510.210, 33.130.205 (C) | Section 33.510.200 (C) limits bonus FAR to a maximum of 3:1. Section 33.510.210 lists the on- and off-site amenities for which bonus FAR can be earned. Section 33.130.205 (C) allows the transfer of unused base FAR on sites with historic buildings to other nearby sites. | Under the provsions of Section Section 33.510.200, this 40,000-sf site the maximum FAR is 12:1, or 480,000 gsf. However, the proposed building only requires about 440,000 gsf of above-grade space (FAR does not apply to below-grade space), so the project only needs an FAR bonus of about 2.8. The County is now considering the optimum mix of on- and /or off-site amenities allowed by Section 33.510.210 to achieve the desired bonuses. Another potential source is the transfer of unused base development capacity from the existing Jefferson Station Building, which is listed on the National Register of Historic Places, as permitted in Section 33.130.205. |

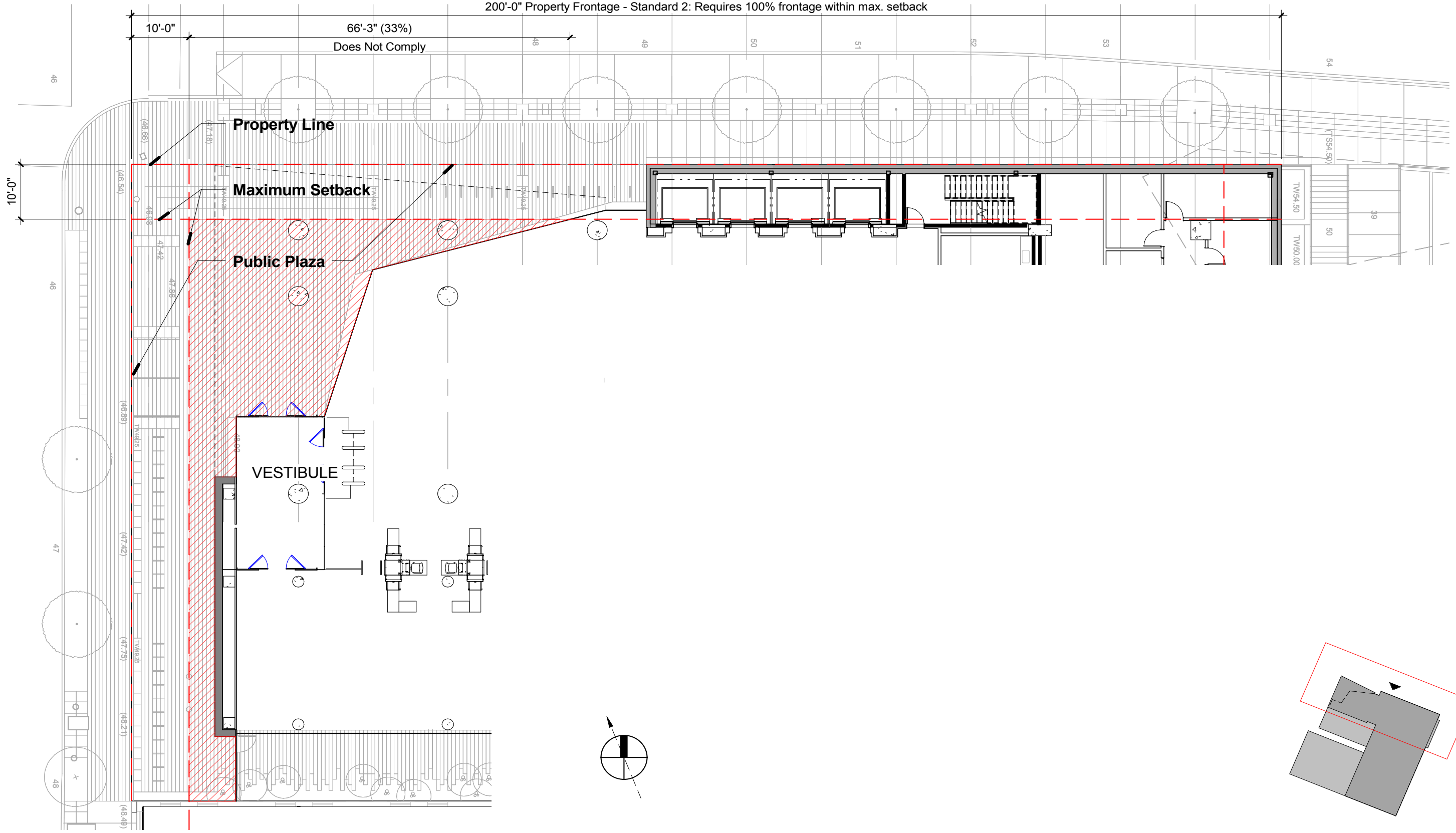
| REQUIREMENT | REFERENCE | STANDARD | PROPOSAL |
|--|---|---|--|
| Minimum Setbacks | 33.130.215 (B), Table 130-3 | Minimum Setback for CX zone is 0 ft. per Table 130-3. Purpose: The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial zones. The CX setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. | There are no minimum setbacks on this site. |
| Maximum Setback Standards | 33.130.215 (C)(2)(c), Table 130-3 | Maximum Setback for CX zone is 10'-0" Max Setback at Transit or Pedestrian Street, Standards: (1) Standard 1: At least 50 percent of the length of the ground level street-facing facade of the building must be within the max. setback; (2) Standard 2: 100 percent of the length of the ground level street-facing facade of the building must be within the max. setback. | See below. |
| Maximum Setbacks | 33.130.215 (C)(2)(e), Table 130-3 | Where the site is in a Pedestrian District: (6) Where the site is adjacent to two or more intersecting transit streets, the following standards must be met on the frontage of the street with the highest transit classification and any intersecting transit street; • Standard 2 must be met on the frontage of the street with the highest transit classification.; and • Standard 1 must be met on an intersecting transit street; | As it is designated as a Major Transit Priority Street, SW Madison Street must meet Standard 2. As it has the lesser transit designation, Transit Access Street, SW 1st Avenue must meet Standard 1. Applicant is requesting an Adjustment to meet the development standards |
| Required Building Lines | 33.510.215 , Map 510-6 | SW 1st Avenue is identified as having a Required Building Line, per Map 510-6. Required Building Line:- 75% of frontage to be at lot line or within 12', up to 15' high. Space between building and lot line to be designed as an extension of the sidewalk and committed to public uses, specifically "stopping places". | Applicant is requesting a Design Modification |
| Ground Floor Windows in the CX Zone | 33.130.209 (A-D), 33.510.220; Table 130-3 | Per Table 130-3: Yes. In CX zone, all exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard. The windows must be at least 50 % of the length and 25 % of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9' above the finished grade. Per Section 33.510.220, The Central City Plan district modifications to the base zone standards...to provide additional flexibility in meeting the standard. | Applicant is requesting a Design Modification |

| REQUIREMENT | REFERENCE | STANDARD | PROPOSAL |
|-------------------------------------|-------------------------|---|---|
| Screening | 33.130.235 | In CX zone - Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street...Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. | Garbage and recycling collection is screened within the building. Mechanical Equipment is recessed within a vault below sidewalk level. Thus, these regulations do not apply. |
| Pedestrian Standards | 33.130.240, Table 130-3 | Per Table 130-3: Yes. Standards include connections, materials, and lighting. | Complies |
| Transit Street Main Entrance | 33.130.242 | Generally. If the site has frontage on more than one transit street, the standards of Subsection C, below, must be met on at least one of the transit streets; | Portland Transportation System Plan (TSP) Map 6.42.2 SW Madison St. (Major Transit Priority Street) SW 1st Ave (Transit Access Street) SW Jefferson St. and SW Naito (Local Service Transit Street) |
| Location | 33.130.242(C) | The main entrance must: 1. Be within 25' of the transit street ; 2. Allow pedestrians to both enter and exit the building; and 3. Either: Face the transit street; or Be at an angle of up to 45 degrees from the transit street | Entry is within 25'-0" from SW 1st Avenue and faces SW Madison Street, although its lies more than 25' to the south. Thus, this standard is met. |
| Drive-Through Facilities | 33.130.260 | Not Applicable | The sally-port is not a "drive-through facility", as it does not serve the public but is a unique safety feature of a courthouse. |
| Fences | 33.130.270 | Fences not on the property line. The height for fences is the same as the regular height limits of the zone. | The proposed fence [location] is in compliance with this standard. |
| Demolitions | 33.130.275 | Demolitions of all structures must comply with tree preservation provisions of Section 11.50.040, Tree Preservation Standards. | Development in the CX zone is exempt from these provisions. |
| Signs | 33.130.295 | All signs are subject to the provisions of Title 34, Signs. | In the Design Review process, the applicant is required to provide to-scale drawings of all major signs, including the major building identifier. |
| Street Trees | 33.130.227 | Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations. | |
| Recycling Areas | 33.130.310 | Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270 All businesses shall recycle 75% of the solid waste they produce. | The applicant will be required to meet this standard but it is not the subject of Design Review. |
| Parking and Access | 33.510.261 | Purpose. The parking and access regulations implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City. | The CCTMP regulates maximum parking ratios; there are no minimum parking ratios (as documented immediately below) and no off-street parking is proposed. |
| Bicycle Parking: | 33.266.210; Table 266-6 | Min. req'd bicycle parking per Table 266-6 for Office Use Category: Long-term Spaces - 2 per 10,000 sq. ft. of net building area Short-term Spaces - 2 per 40,000 sq. ft. of net building area | Using these ratios, the project must provide 46 long-term and 12 short-term bicycle parking spaces. |

| REQUIREMENT | REFERENCE | STANDARD | PROPOSAL |
|----------------------------------|------------------------|--|--|
| Long-term bicycle Parking | 33.266.220 (B)(2)(a-d) | Standards. Required long-term bicycle parking must meet the following standards: a. use approved racks per 33.266.220 (C)(5)(a): Minimum dimensions: 2' x 6' ; b. Location: within 300ft of the site; c. at least 50% must be covered; d. Security: (5).In an area that is monitored by a security camera | As the 1st floor plan documents, the required long-term parking spaces will be placed in the Jefferson Station portion of the facility, monitored with security cameras . The bicycle racks will meet all City standards as documented during the building permit review. |
| Loading: | 33.266.310 (A) | Purpose. A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way. | See below. |
| Number of Loading Spaces | 33.266.310 (C)(2) | Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living. | Applicant is requesting an Adjustment to reduce the number of loading spaces and an Adjustment to establish an on-street loading space in lieu of an on-site loading dock. The applicant is preparing a Loading Demand Study by a Traffic Engineer per PBOT Early Assistance Review Comments (See further discussion immediately below.) |
| Size of Loading Spaces | 33.266.310 (D)(a) | Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance(vertical) of 13 feet. | Proposal requests: One loading space of 35 ft linear for on-street loading, Vacating Tri-met stop and eliminating public parking for safety concerns, and Proposes providing on-street parking for County Sheriff Vehicles. |

SW Madison St.
Major Transit Priority Street as classified
per Portland Transportation System Plan -
Map 6.42.2

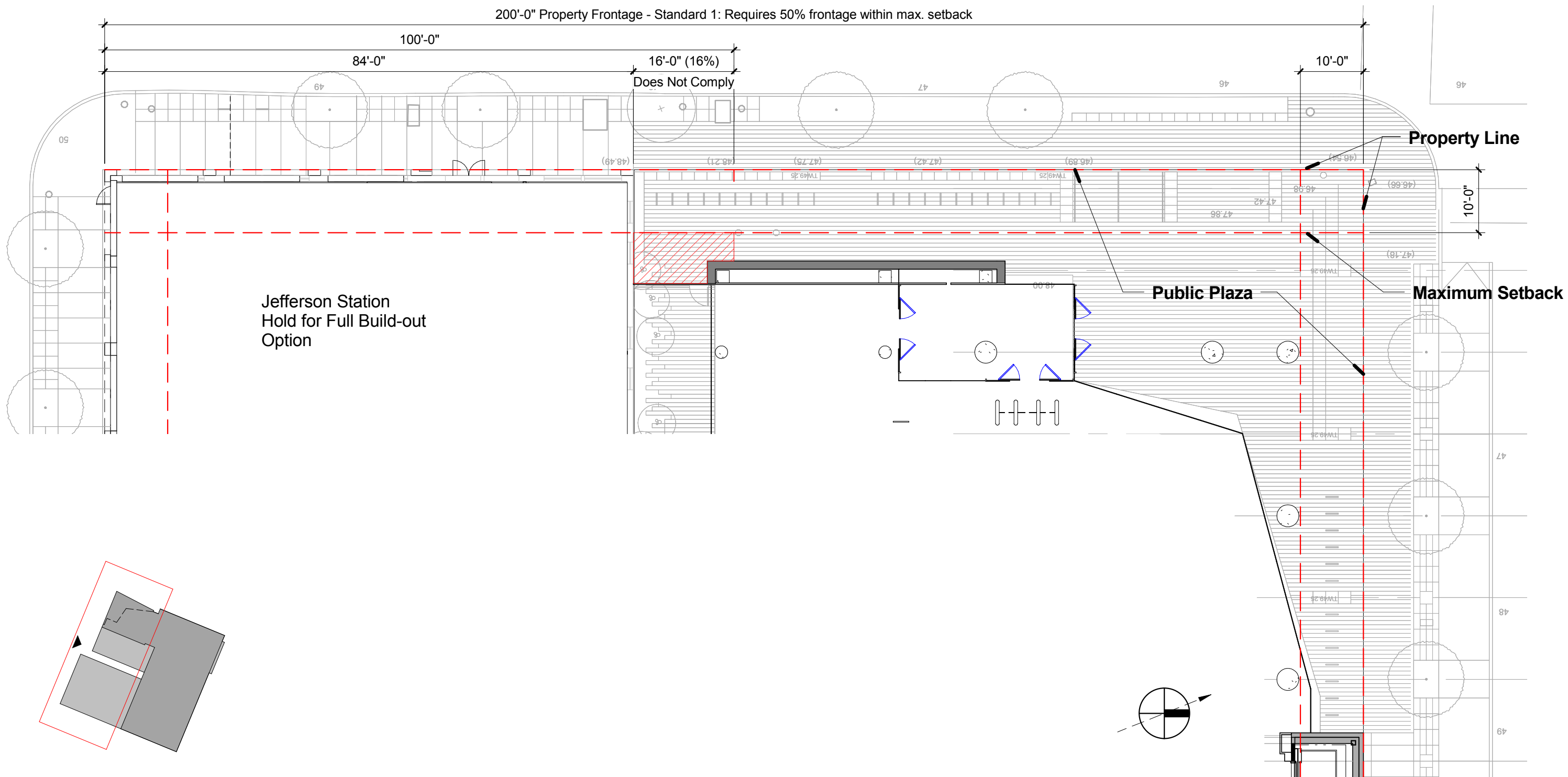
200'-0" Property Frontage - Standard 2: Requires 100% frontage within max. setback



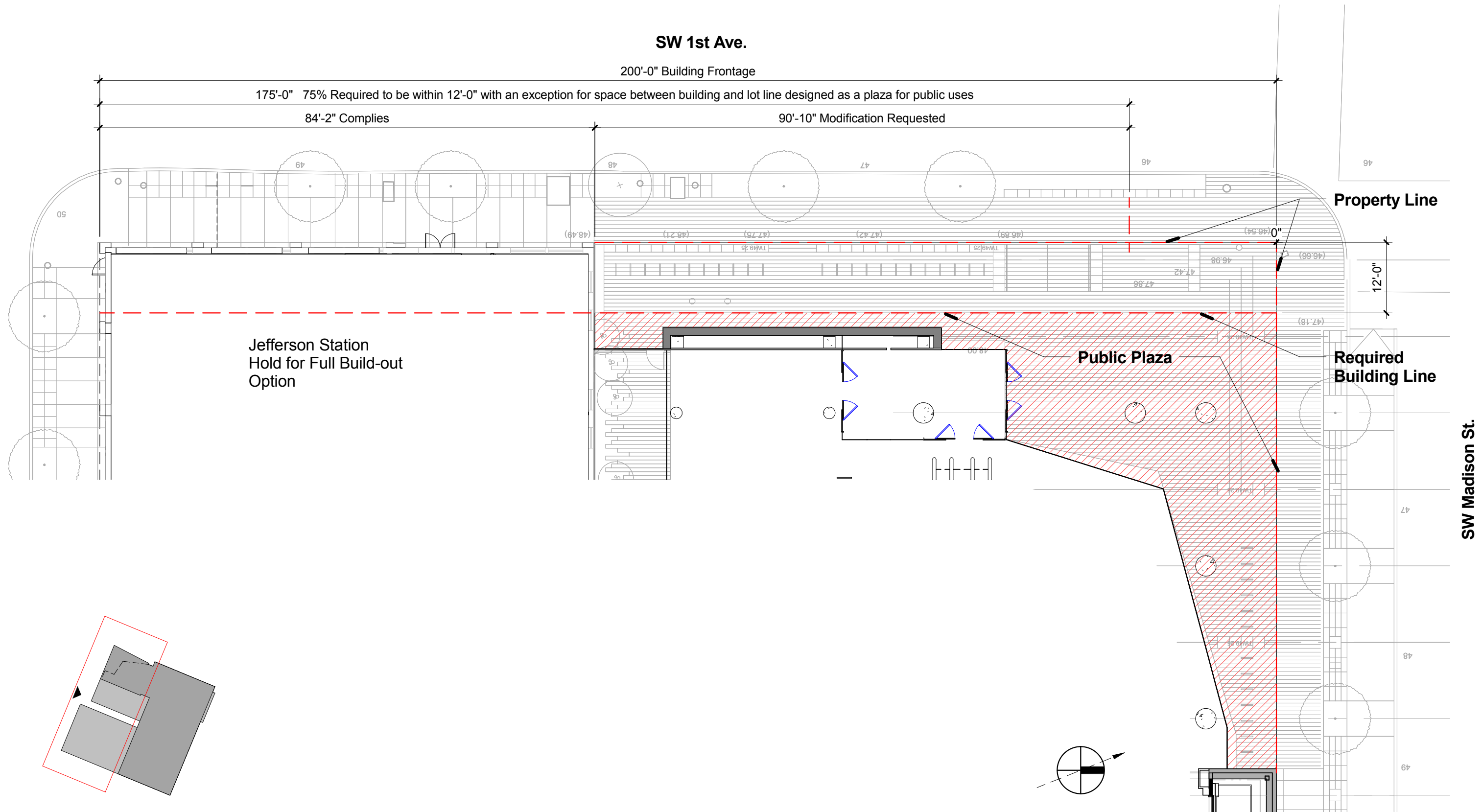
Maximum Setback_33.130.215(C)(2)(e)- SW Madison St.

SW 1st Ave.

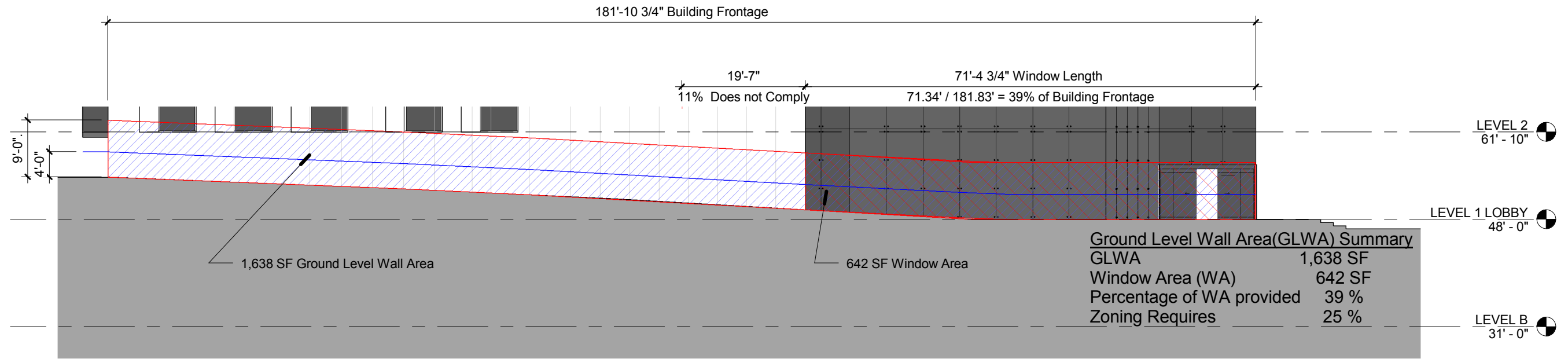
Transit Access Street as classified per
Portland Transportation System Plan
- Map 6.42.2



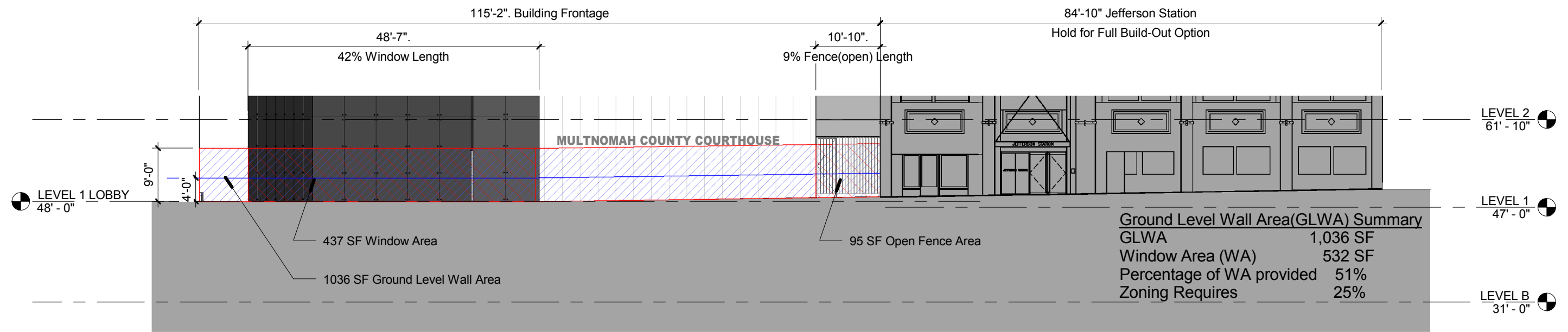
Maximum Setback_33.130.215(C)(2)(e)- SW First Ave.



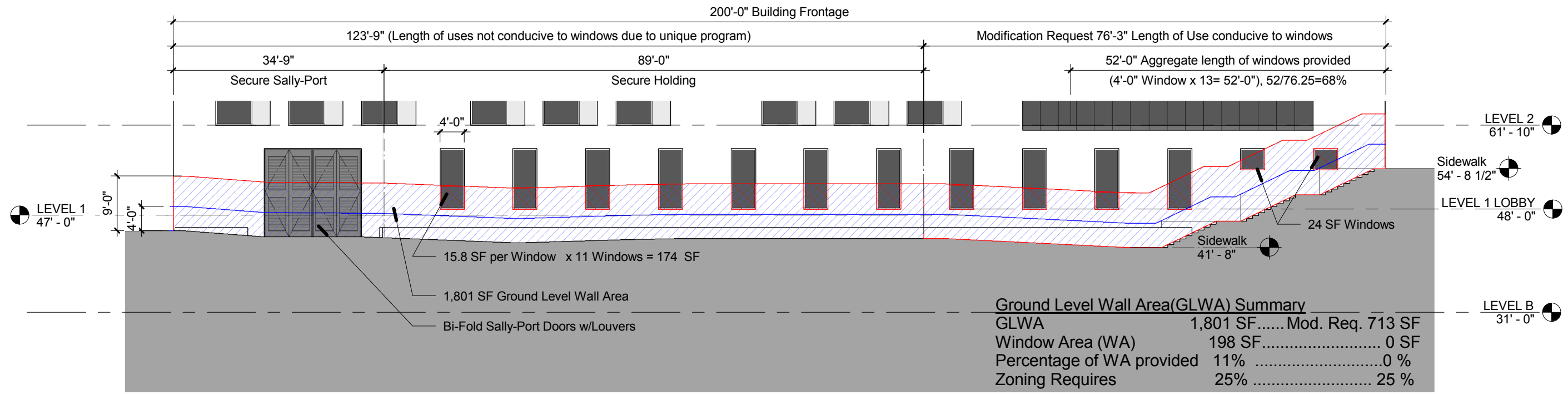
Required Building Line_33.510.215- SW First Ave.- Modification



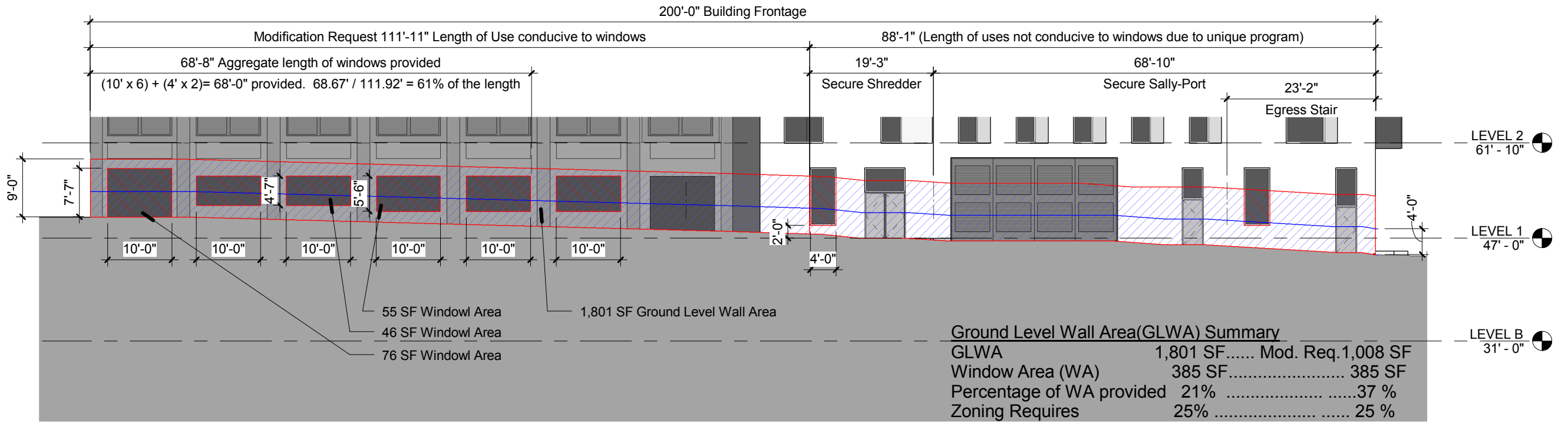
SW Madison St. Elevation



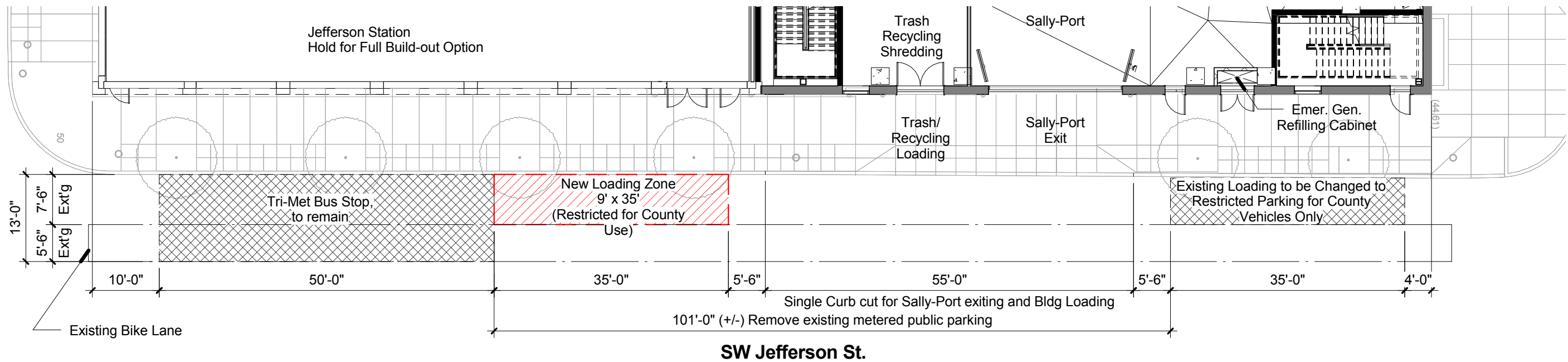
SW 1st Ave. Elevation



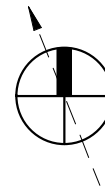
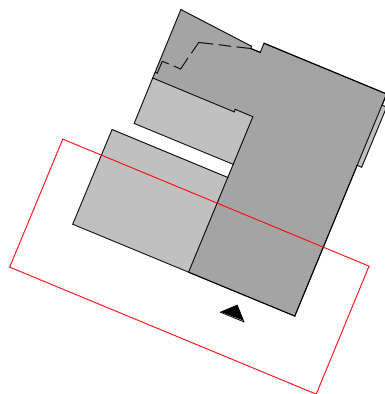
SW Naito Pkwy. Elevation



SW Jefferson St. Elevation

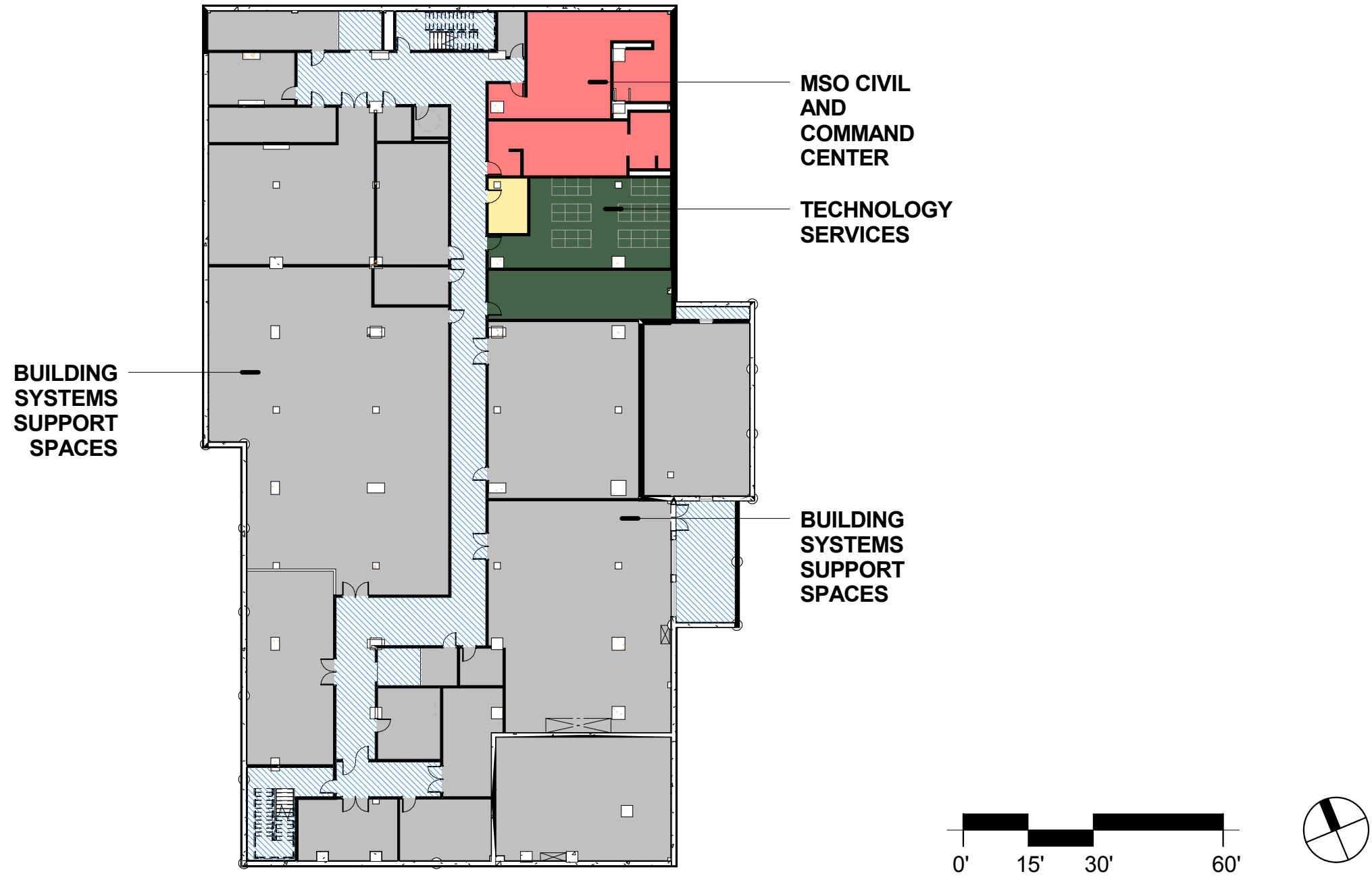


On-Street Loading

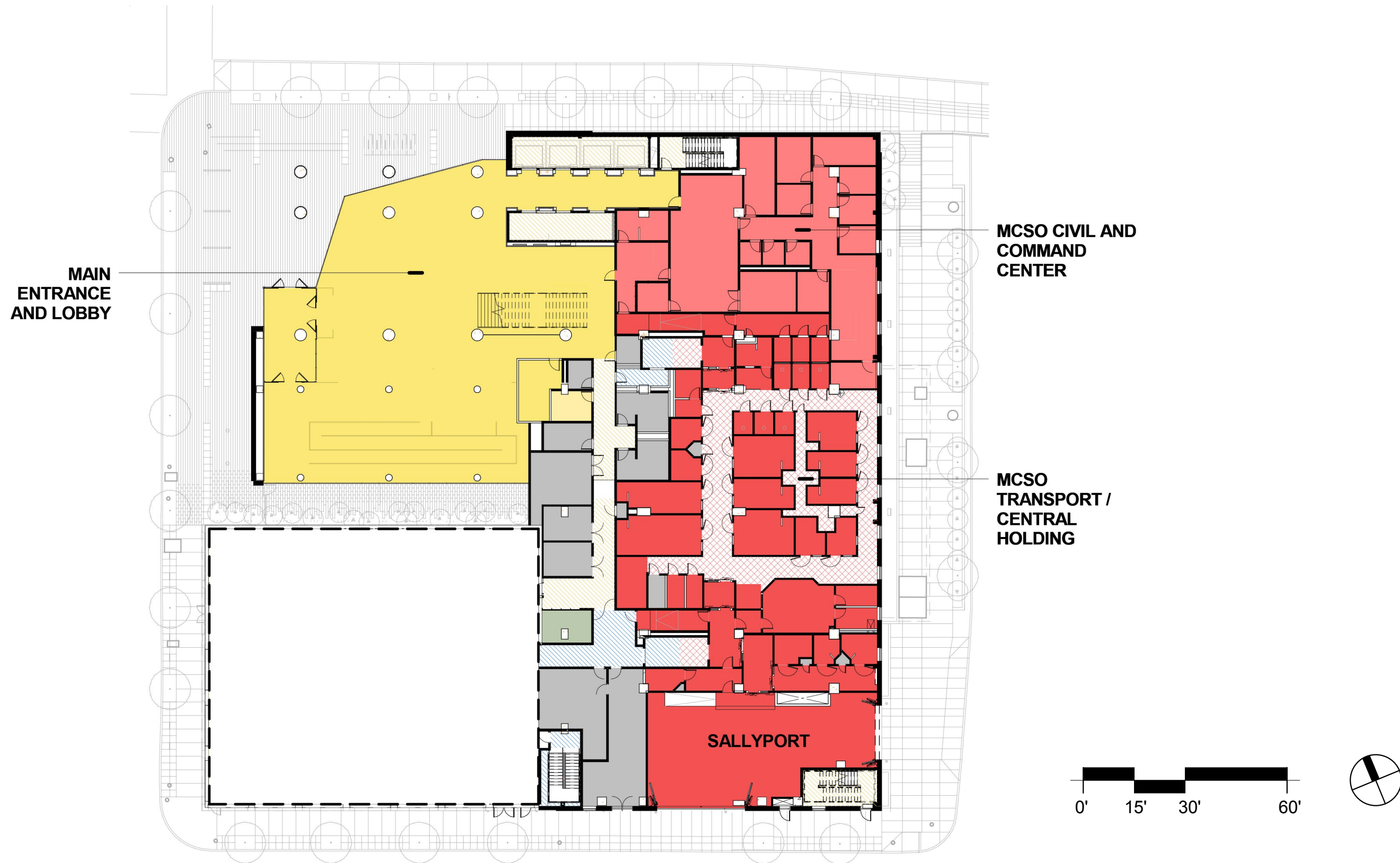




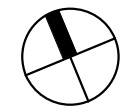
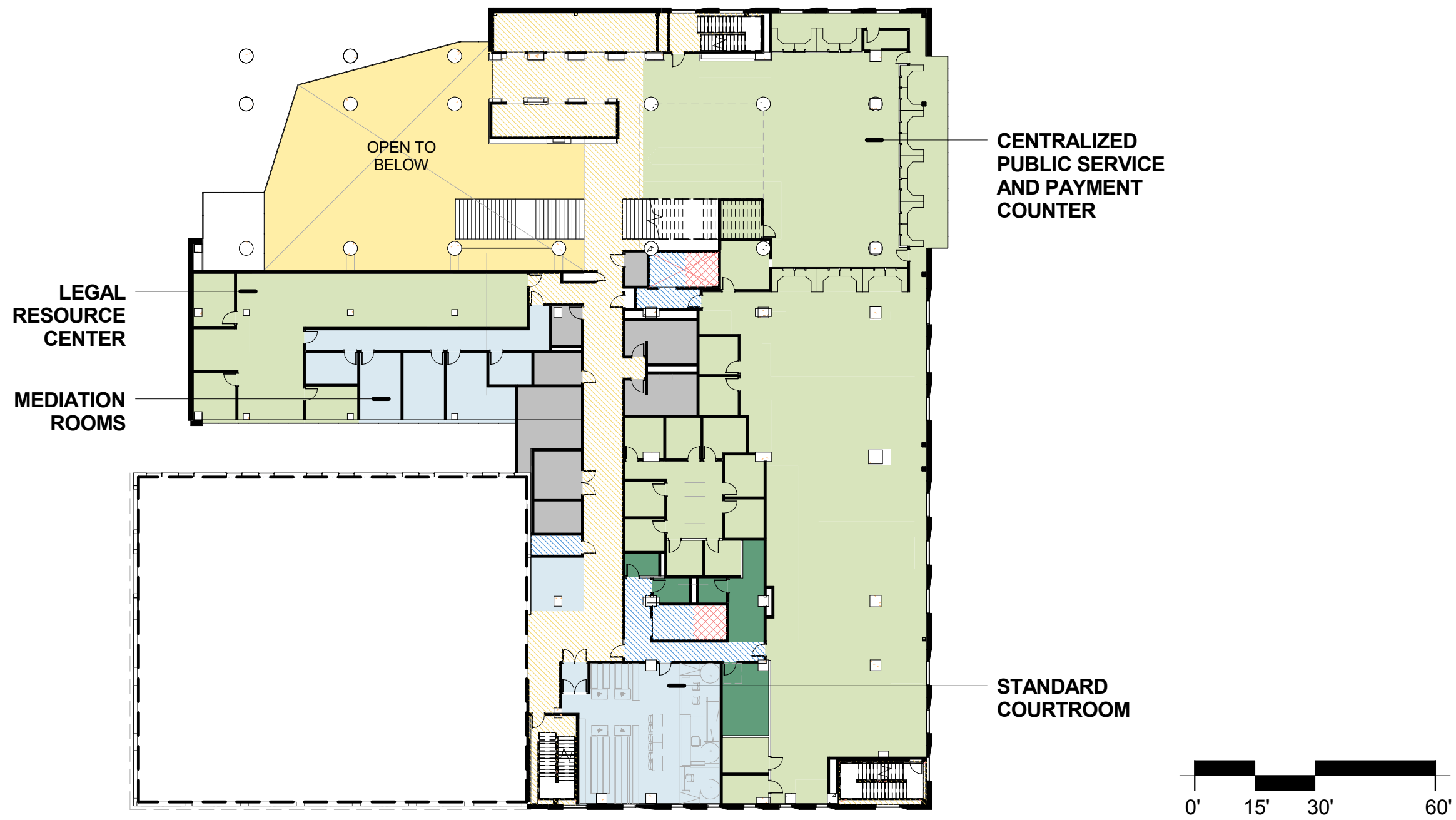
Appendix



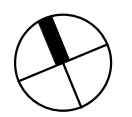
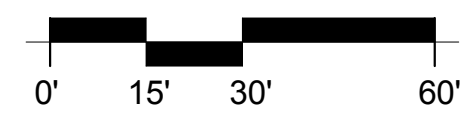
Basement Plan



Level 1 Plan



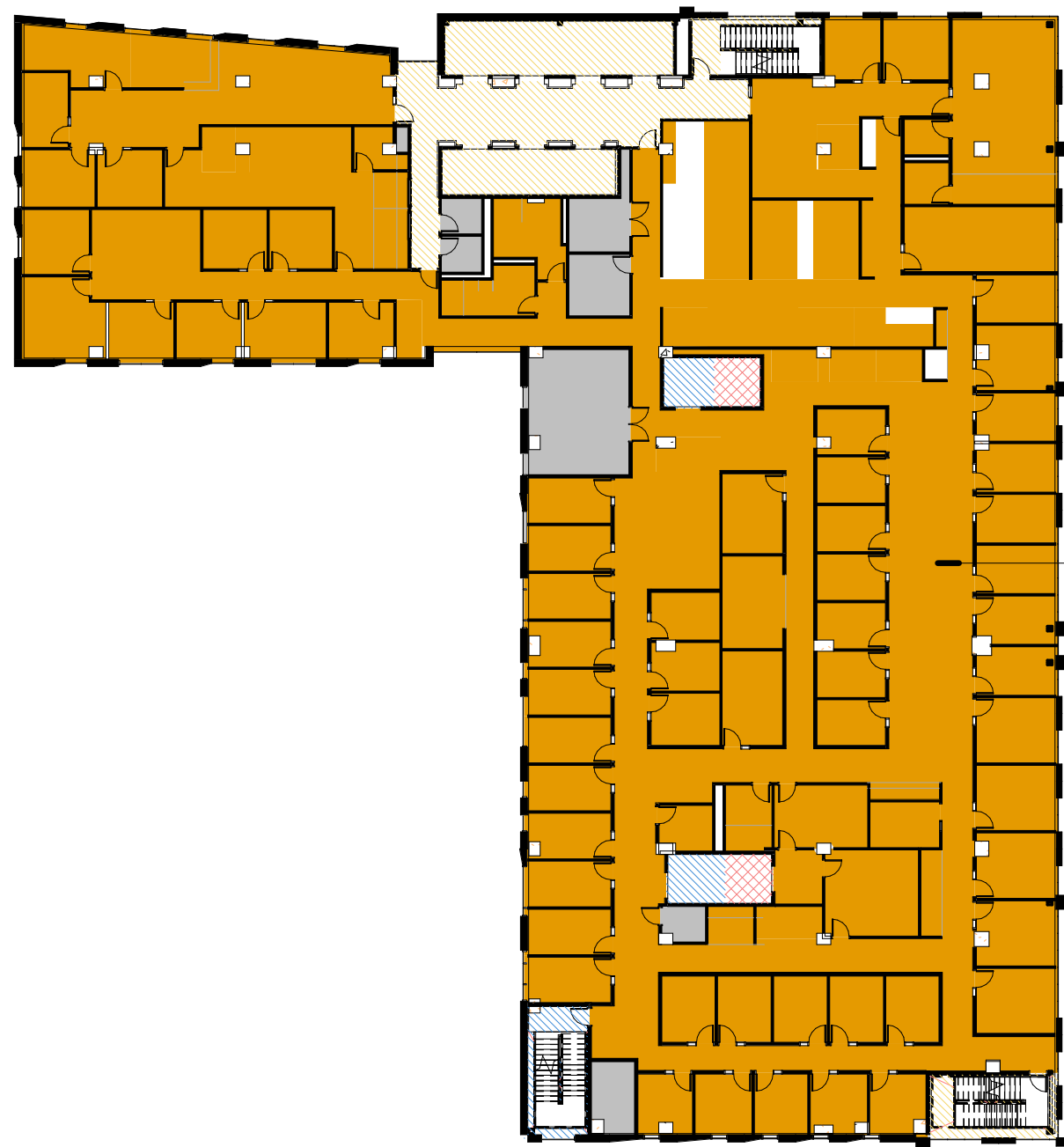
Level 2 Plan



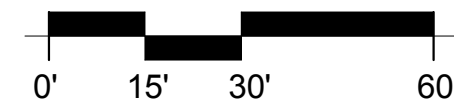
Level 3 Plan



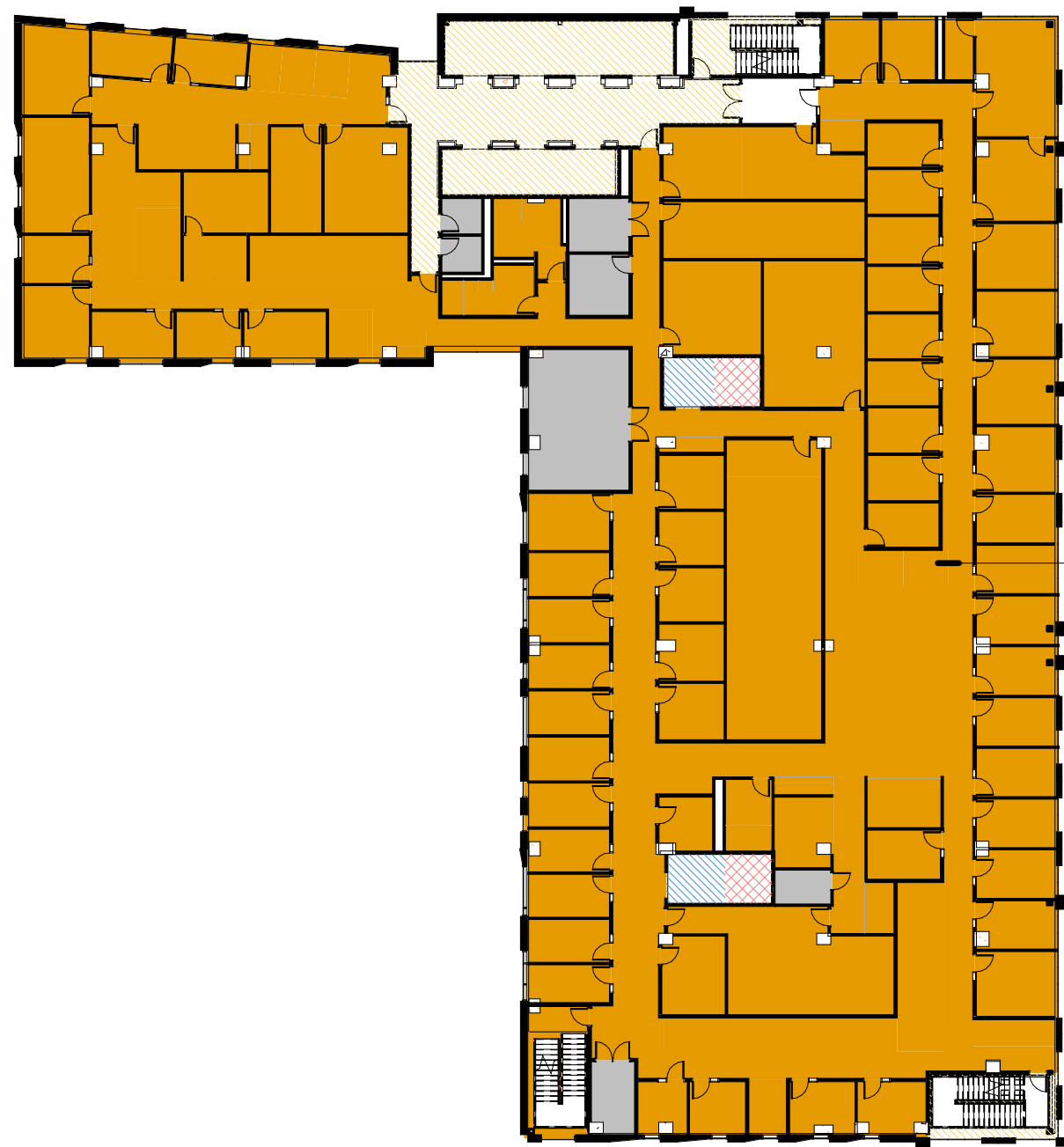
Level 4 Plan



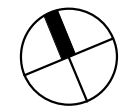
DISTRICT
ATTORNEY
OFFICE



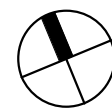
Level 5 Plan



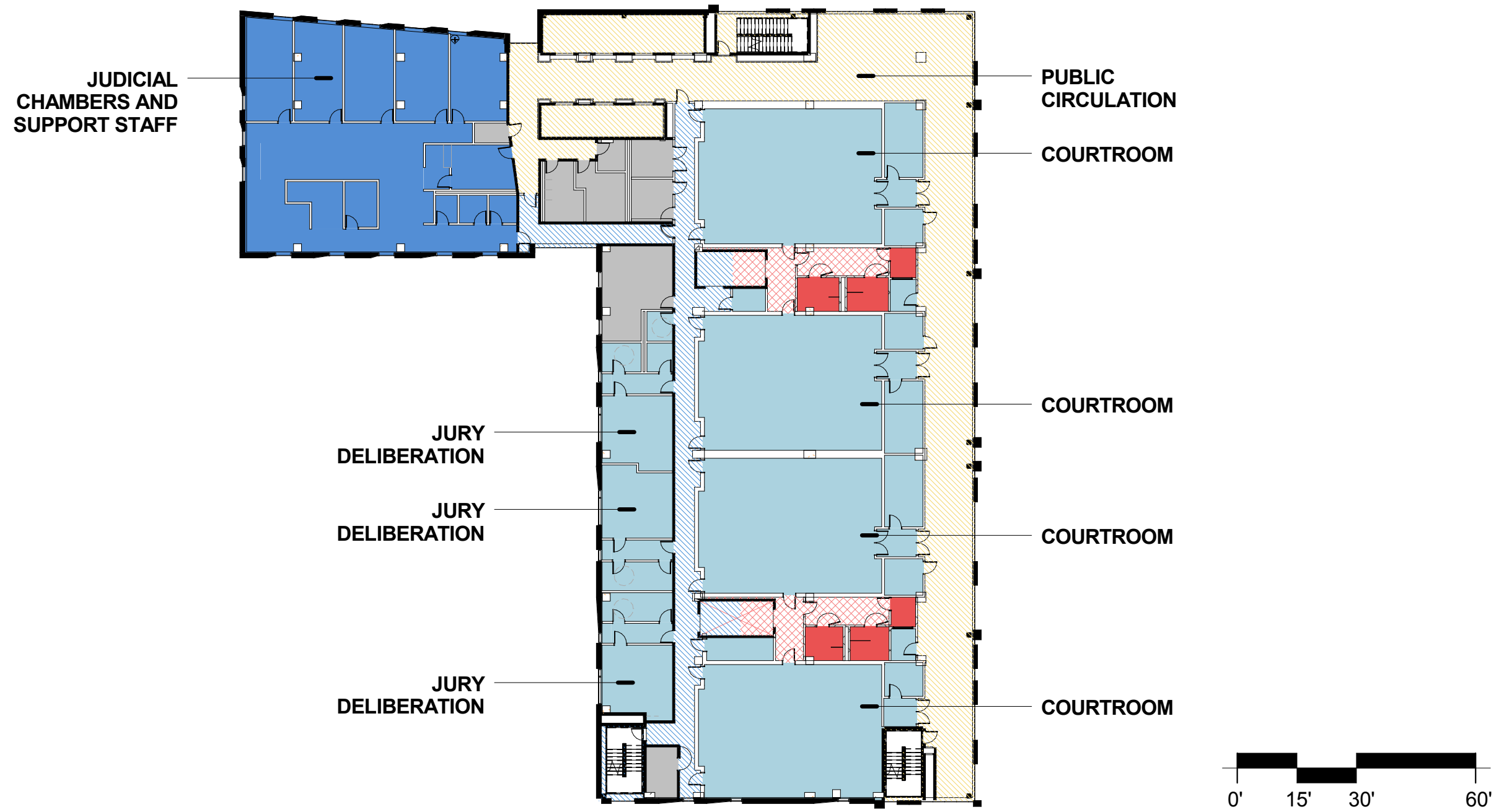
DISTRICT
ATTORNEY
OFFICE



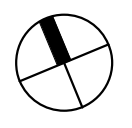
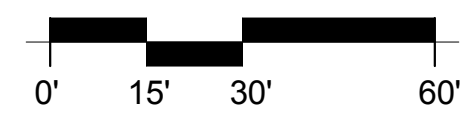
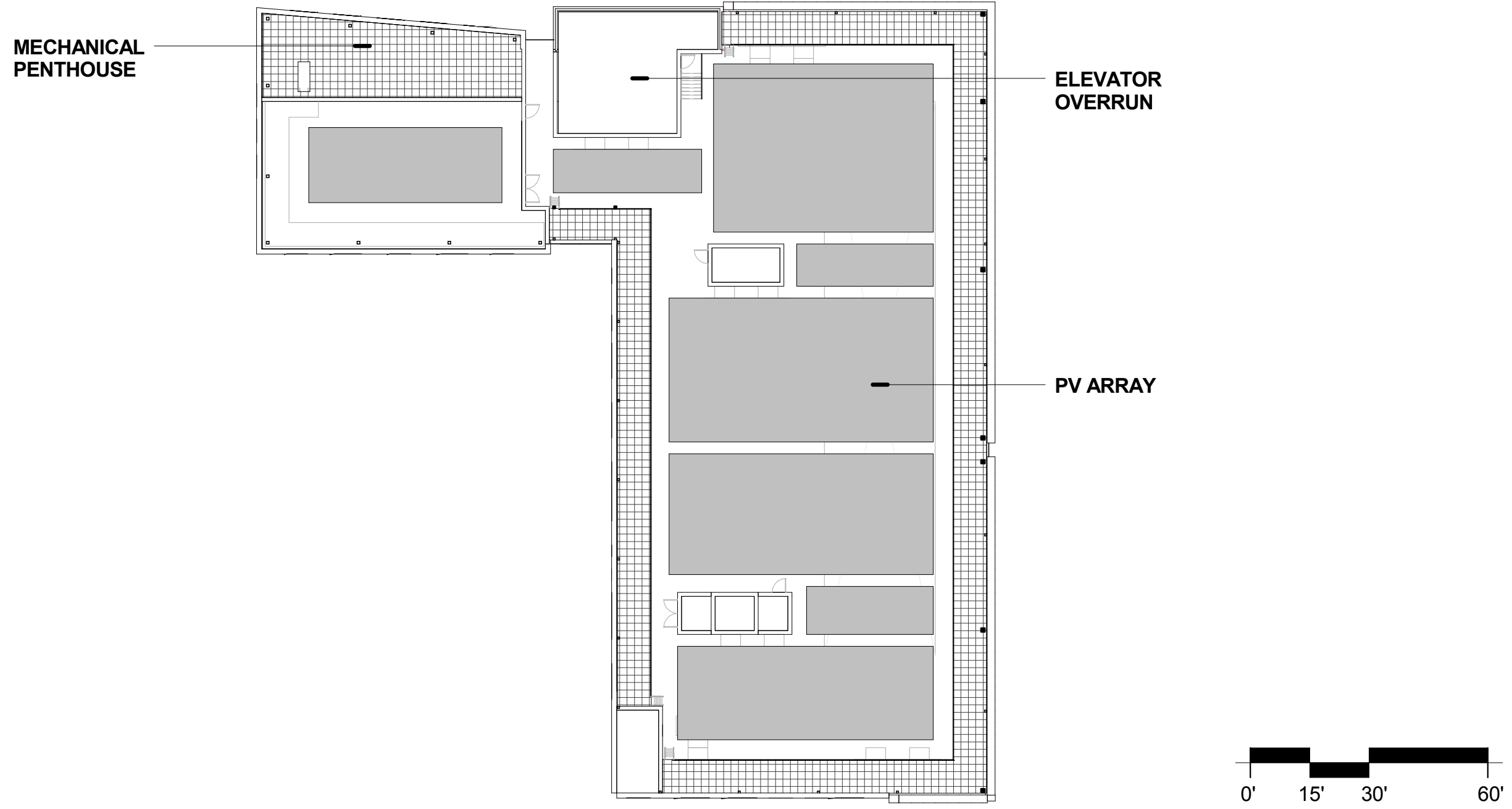
Level 6 Plan



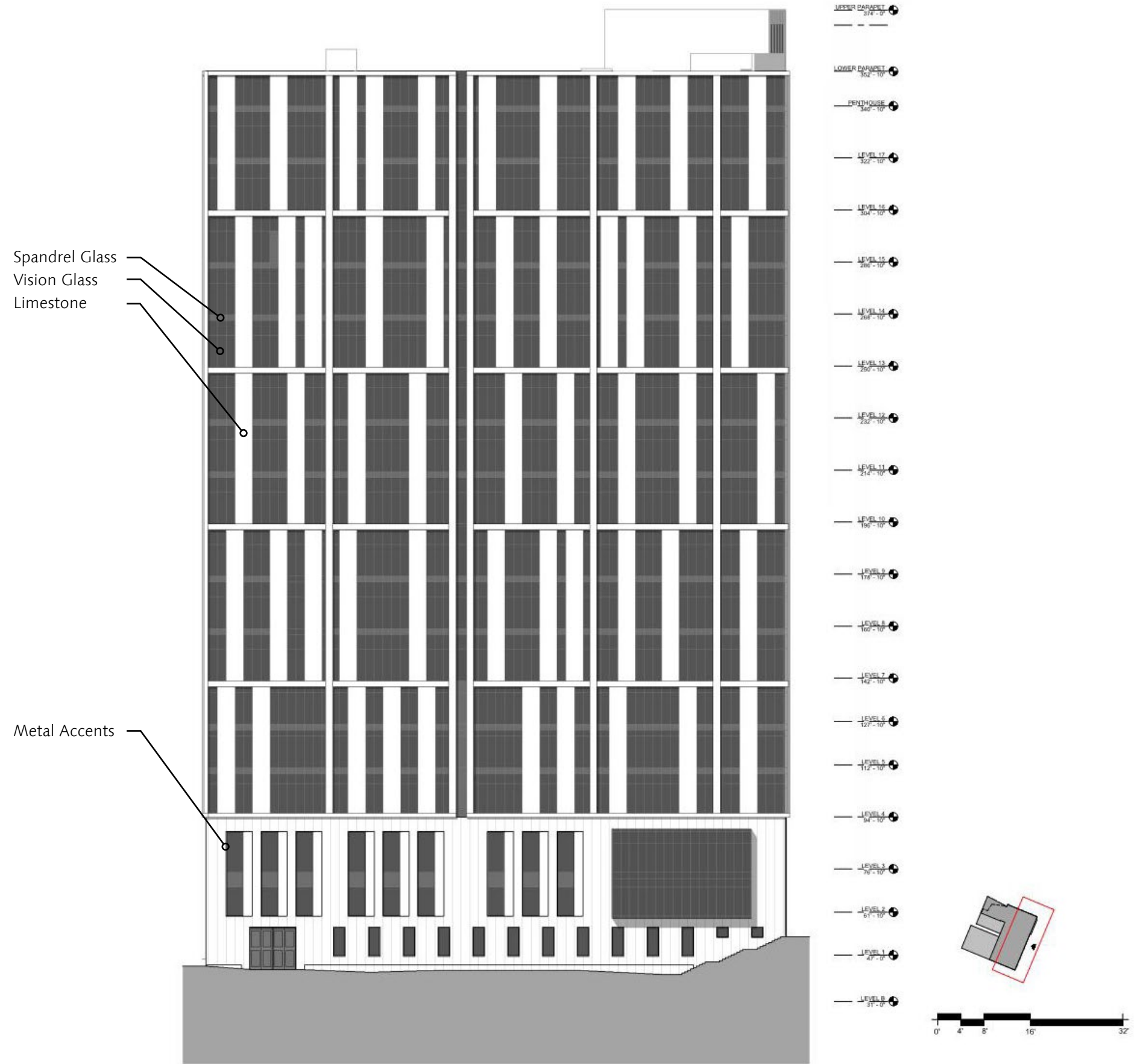
Level 7 Plan



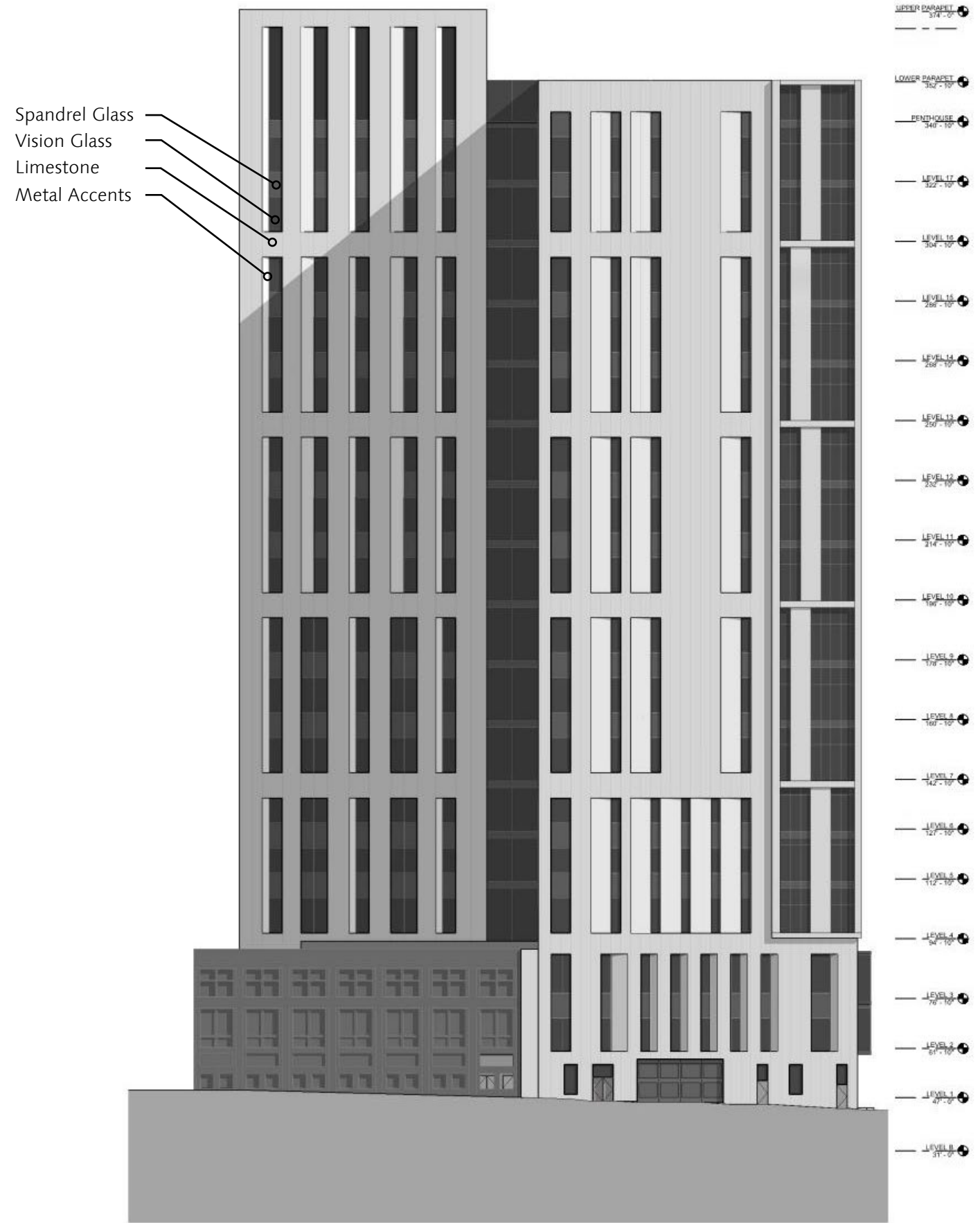
Level 8-17 Plan



Roof Plan

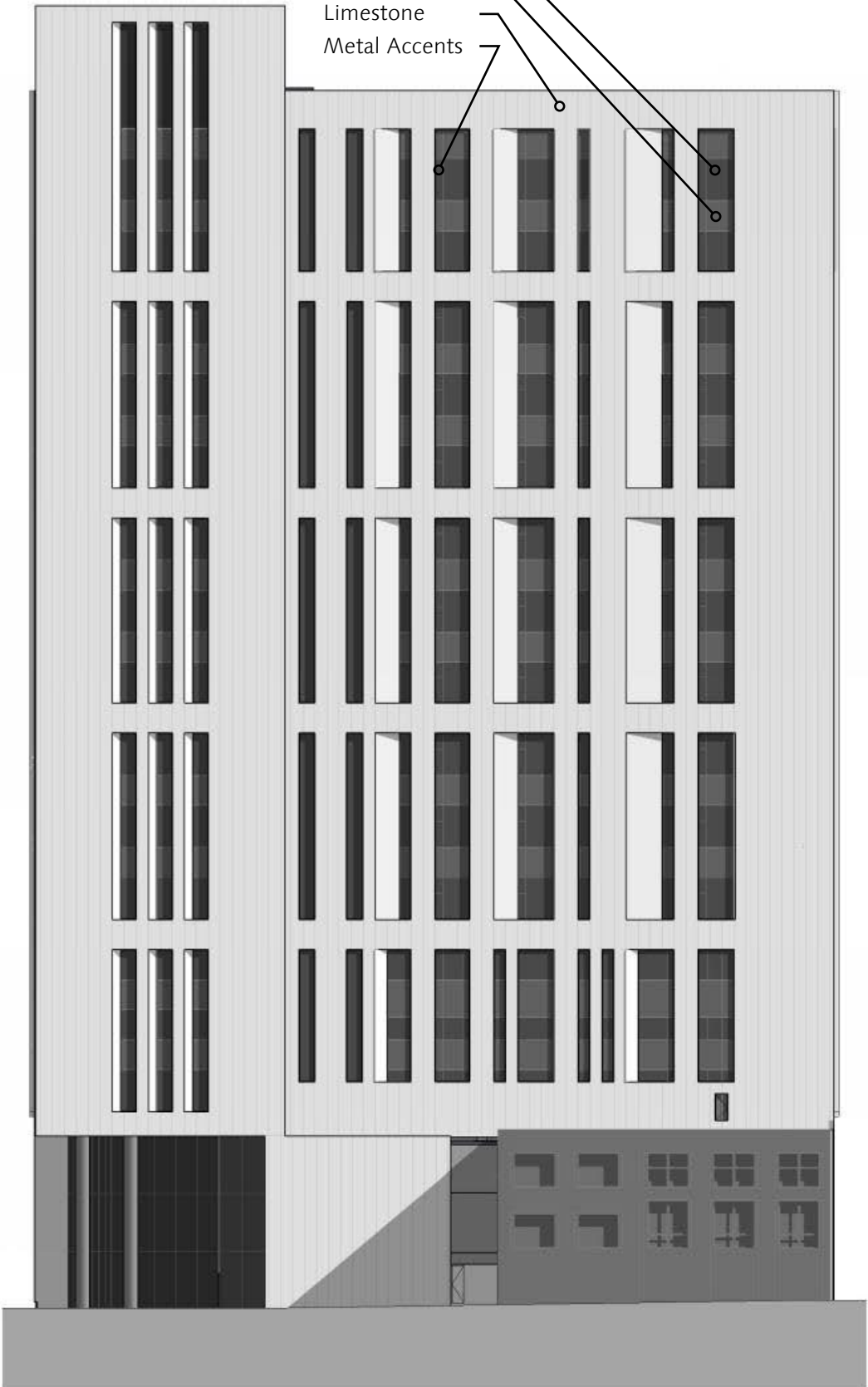


East Elevation

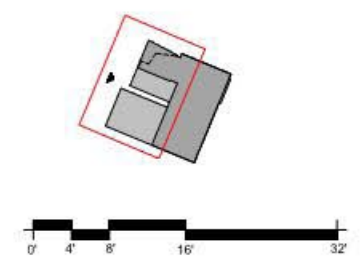


South Elevation

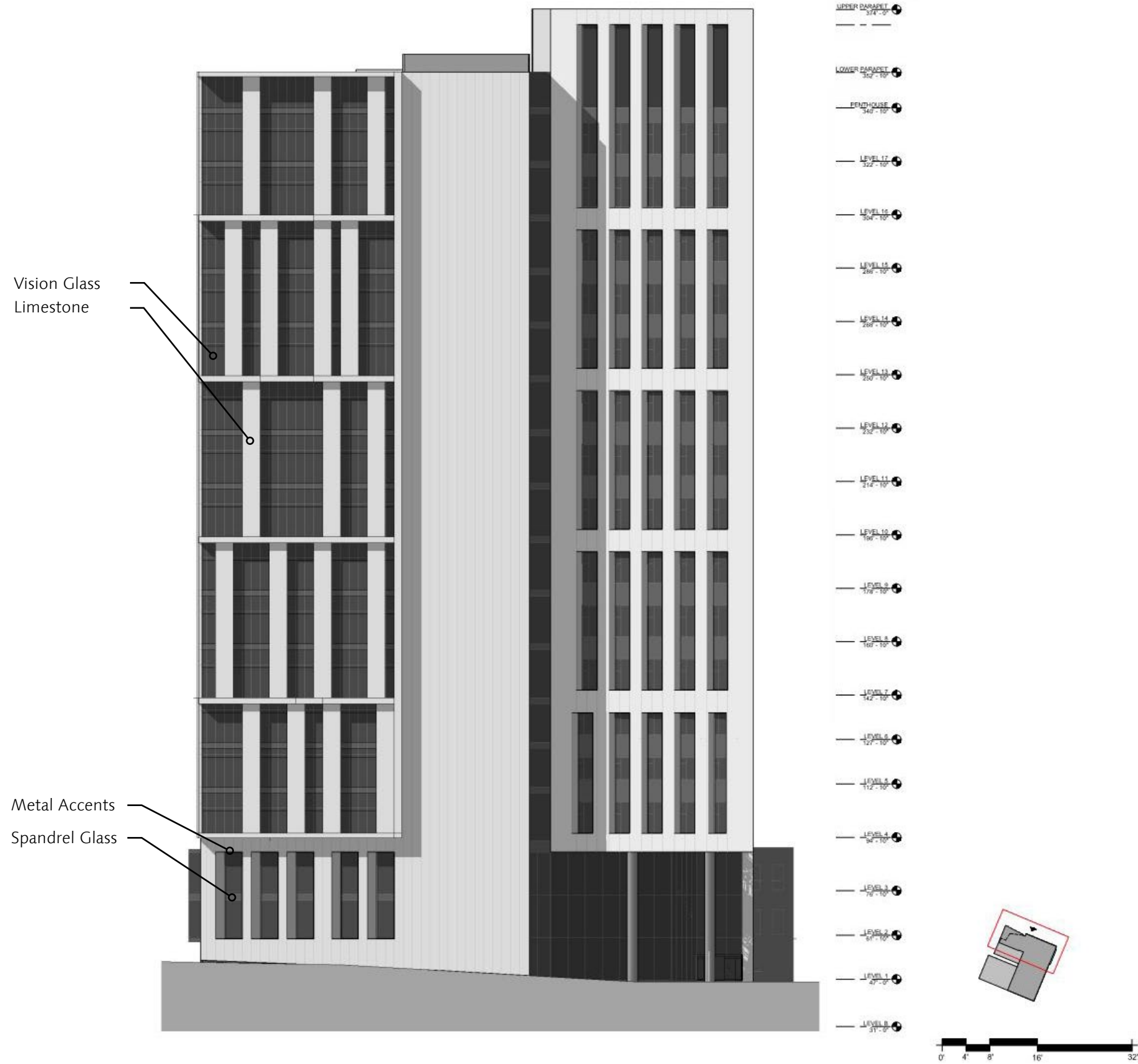
Vision Glass
Spandrel Glass
Limestone
Metal Accents



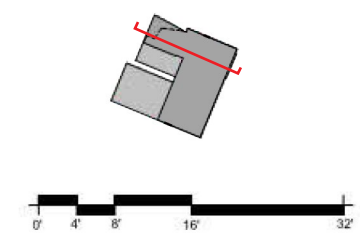
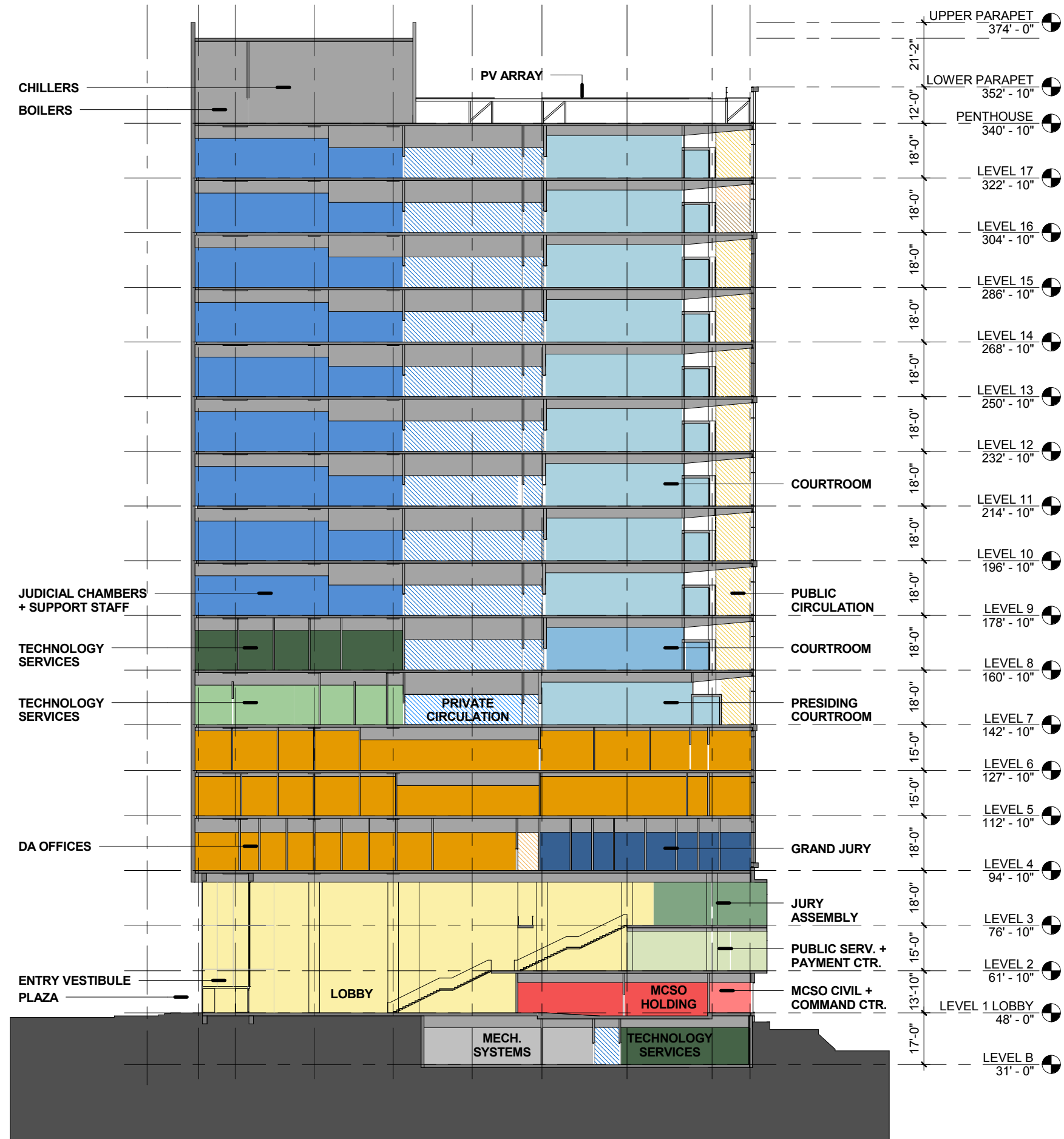
- UPPER PARAPET 374'-10"
- LOWER PARAPET 352'-10"
- PENHOUSE 340'-10"
- LEVEL 17 322'-10"
- LEVEL 16 304'-10"
- LEVEL 15 286'-10"
- LEVEL 14 268'-10"
- LEVEL 13 250'-10"
- LEVEL 12 232'-10"
- LEVEL 11 214'-10"
- LEVEL 10 196'-10"
- LEVEL 9 178'-10"
- LEVEL 8 160'-10"
- LEVEL 7 142'-10"
- LEVEL 6 124'-10"
- LEVEL 5 106'-10"
- LEVEL 4 88'-10"
- LEVEL 3 70'-10"
- LEVEL 2 52'-10"
- LEVEL 1 34'-10"
- LEVEL 0 16'-10"



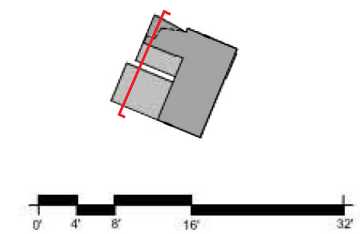
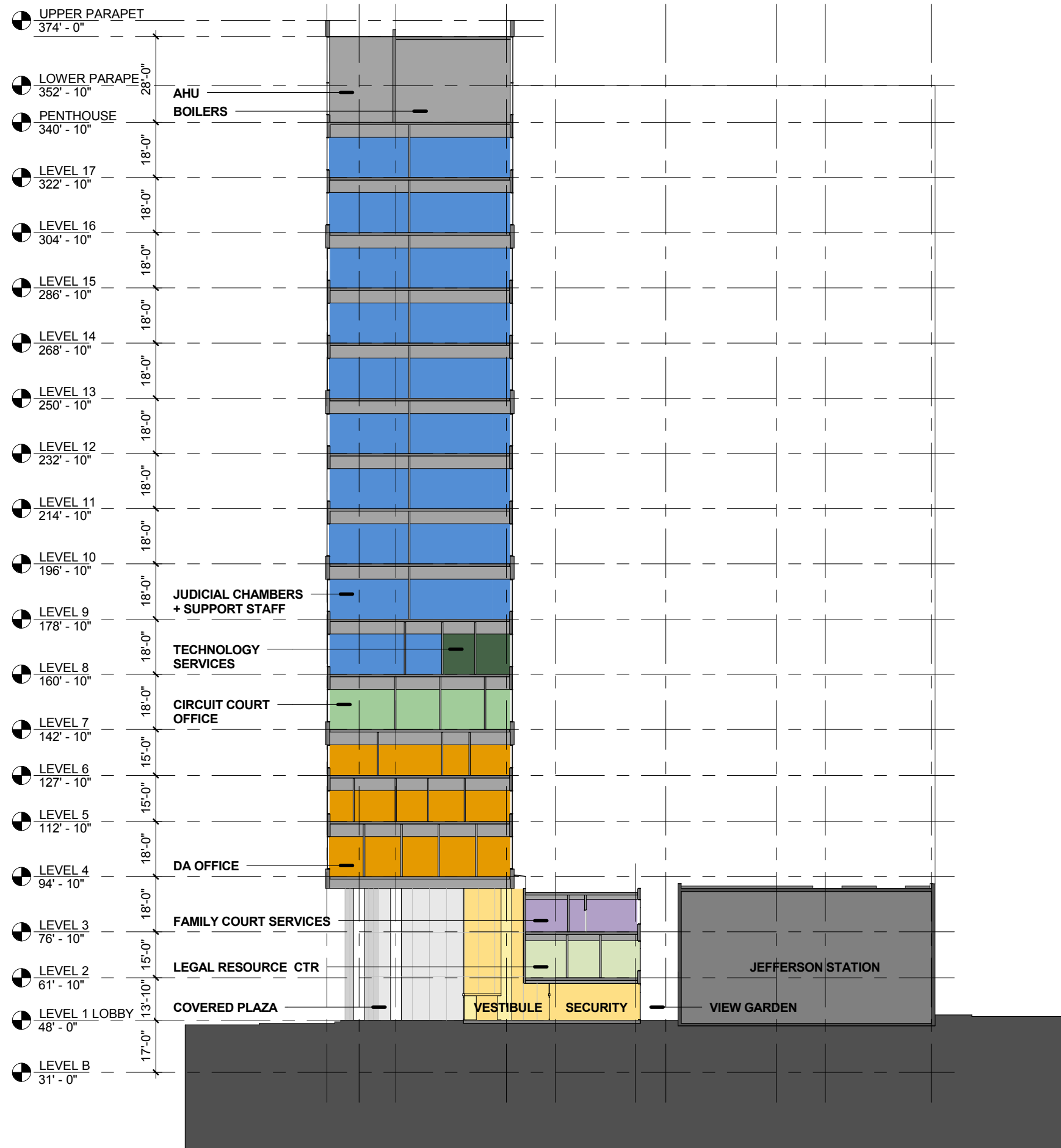
West Elevation



North Elevation



West to East Building Section Through Lobby



North to South Building Section Through Entry