

Adidas East Village Expansion

5060 N Greeley

April 13, 2018

Site Address

5060 N Greeley Ave

Site Area

620,457 sf *

Site Tax Account Number

R211379

Adjacent Properties (owned by same entity)

R211376, R211378

Zoning

EG2 - General Employment 2 Zone

Neighborhood

Overlook

Early Assistance Conference

February 2, 2018; EA 17-281227

Required Land Use Reviews

Proposal is for a new 5 story office building, new 3 story amenity building, new underground parking garage, right of way work, new site work & landscape at the existing Adidas Village. The project will be subject to a Type II Design Review based on the thresholds per table 825-1 of Section 33.825.025 for development proposal in design overlay zones in the Albina Community Area.

*The Site is defined as an ownership as per Section 33.910 and includes lots that are owned by the same entity but are separated by a shared right of way. Therefore, the entire Adidas complex would be considered as "Site".

Modifications

Loading Standards

33.266.310.C.2.c

This project seeks to provide a single campus loading facility at the North West Surface parking lot for Standard A trucks. Additional loading accommodations for Standard B trucks will be provided in the new parking garage.

Previous Land Use Reviews

LUR 97-00685 CP ZC

December 11, 1997

Portland City Council approved a comprehensive plan map amendment and zoning map amendment, converting the previously institutional residential base zone to an office commercial CO2, except for:

Two properties bordering N Emerson that were converted to RS.
Tax lot 76 at southern edge of lower parking lot, which was converted to OS and is owned by the City's Park Bureau.
"D" and "C" overlay zones retained.

LUR 98-00458 MP AD

December 31, 1998

14.36 acre site divided into eight lots to more accurately reflect existing development and the new zoning.

Motor vehicle access prohibited b/w lot 6 and Delaware or Sumner. Only access for Lot 6 is already provided by Sumner via Greeley. Within 3 years or in conjunction with any bldg permit issued for lots 6,7,8, pedestrian improvements on N Delaware from Webster to Madrona park shall be constructed.

When development of lot 6 or 7 occurs, 15' wide public walkway easements connecting sky bridge to Delaware at Webster and Alberta shall be improved.

Ordinance No. 173607

August 4, 1999

Vacate the portion of N. Alberta Street that lies between N. Greeley and N. Delaware Avenues. Petitioner to enter into an agreement with the Parks Bureau to assume perpetual maintenance of the pedestrian facility where it is adjacent to or encroaches upon Parks Bureau land.

LUR 99-00594 EF

September 10, 1999

Excavation and fill review approved.

Encroachment Review

December 16, 1999

Encroachment review for a proposed new skywalk across N. Greeley.

Recent Land Use Reviews

LUR 99-00784 DZ

Modifications to Height

Because of site slope, previous max height increased from 45' to 54'-4" for Building D & F, 65'-8" for Building E.

Modifications to Setbacks

Transit street setback increased beyond max 25' to be 40-43 feet for Building D, 35 feet for Building E, 22-58 feet for Building F.

Modifications to Transit Street Main Entrance

Entrances exceed max 25 feet from transit street on Building B, D, E, and F.

ROW Improvements

N Greeley Ave

Bikes lanes added, traffic signal at parking garage added, red maple trees planted 25' apart on Greeley, Pyrus calleryana trees at plaza, 12' wide sidewalks with 4 ft tree cutouts or 4 foot planting strips adjacent to curb.

Bus stops moved south towards project center determined by Tri-met and PDOT.

N. Delaware Ave

New grading and walkways at intersections of Delaware with Wygant and Humboldt.

**Req'd as a condition of approval of the previously approved N Alberta Street vacation.

12' wide pedestrian walkway constructed from terminus south to N Humboldt St. 5' asphalt path connects Humboldt to Wygant. Stairs req'd b/w Humboldt and Wygant to avoid excessive ramp thru environmental conservation zone.

Lower grading infilled to make walkway accessible up to Humboldt.

Madrona Park

Surface lot converted to children's playground and half basketball court. Skateboard park also proposed adjacent to Greeley.

Project Program and Goals

Renovate 215,000 sf of office and add 137,000 sf of new office, add 856 parking spaces below grade and 136 surface parking spaces.

"Goal is to develop the program in a manner that blends in with the existing hospital to create a "sports village" environment that emphasizes accessible pedestrian circulation, open plazas, and relates to the surrounding residential neighborhood. New buildings and sports facilities are designed around open plazas that are intended to establish a "village" atmosphere."

"Major emphasis is given to pedestrian circulation and plazas. Parking is placed in subterranean garages to conceal the cars. Proposed modifications to N. Greeley change the street from one that separates the neighborhood, to one involved in its surroundings."

-"The Adidas Village is open to the public realm, offering a pedestrian network through and around the site, gathering places within plazas, and open spaces dedicated to sports activities."

Project Design

Develop site as a unified whole, linking both east and west sides of N Greeley by creating visual and spatial relationships between existing and new.

Existing Kaiser buildings

North responds to Greeley orientation, South responds to city grid. Remainder creates small plaza.

This idea to be carried out across the street with new buildings and plaza.

Oval building showcases recreation activities, flanked by stairs linking the plaza to Greeley, signals primary entrance to buildings and is the "heart of the Adidas Village."

Parking Garage

One exit, three entry lanes. May be changed in the future but only with agreement from the Office of Transportation.

Sidewalks

N. Greeley Ave

Required to construct 12' wide sidewalks, including curb, 4' planter, 6' sidewalk, 1.5' buffer.

North Delaware Ave

Required to construct sidewalk, including curb, 4' planter, 6' sidewalk, 1.5' buffer with lighting.

Connectivity and Pedestrian Access

Connect neighborhood to Greeley with walkways aligning with approximate street alignments at Webster and Alberta. Third walk to connect Delaware to south of site with south end of plaza.

**Two of the three connections will be completely ADA accessible.

Transit Setback

Since not possible to have all buildings meet setback, the plaza and crossing are a unifying element for the buildings, the modification is acceptable to Transportation. Also applies to Transit Street Main Entrance Requirement.

PDOT Conditions of Approval

15' walkways from Webster at Delaware to sky bridge

15' walkway from Alberta at Delaware to sky bridge

From Delaware south of Alberta to sky bridge via ADA accessible plaza entrance on south boundary of site

Garage access with three entry lanes, one exit unless otherwise approved by city traffic engineer.

Gates minimum 100' away from east edge of striped crosswalks at new garage / Greeley intersection.

Design Guidelines

P Portland Personality Guidelines

P1 Community Plan Area Character

Previous Land Use Review

The design seeks to strengthen the combination of dynamic topography, stunning views, and urban park lands. The new buildings respond to the existing structures with complementary siting and compatible scale, concentrating their placement along N. Greeley Ave. The scale of this massing diminishes into low lying open space and pedestrian pathways, responding to the adjacent residential community to the east. With the compact village design of office building and plaza, much of the site remains open to allow for pedestrian circulation, fostering the neighborhood pedestrian connections.

Response for Current Proposed

The design seeks to reinforce the original response to topography, urban park lands, and village connections to the neighborhood. The new buildings respond to the existing structures with geometry and massing that mediates between the angle of the existing structures and the neighborhood grid. The new buildings respond to the scale of both the existing structures and the adjacent neighboring houses. Buildings G and H are setback 25' from the property line. The North Building's (Bldg G) mass is broken up on the North edge to respond to the residential house fronts across N. Sumner. The upper workspace levels of Building G are setback further along this edge from the active ground floor to help reduce the impact of the massing to the street level and houses across the N. Sumner. Green space acts as a soft transition between the neighborhood and village, with the center of the site remaining open for pedestrian circulation and neighborhood connections. The loading building on the Silver Site responds to the scale and character of the adjacent houses to the north.

P3 Gateways

Previous Land Use Review

No existing gateways indicated in neighborhood, Adidas Village will act as a gateway to North Portland with street trees, pedestrian environment, and the sky bridge.

Response for Current Proposed

Emphasis on the previously-defined gateway at the sky bridge and Blue Building (Bldg E) will be shifted to the new intersection to the North. This newly defined gateway will strengthen the entry arrival to the village with the addition of an entry pavilion, relocated aligned intersection, and relocated public transportation.

E Public Emphasis Guidelines

E1 Pedestrian Networks

Previous Land Use Review

Village concept emphasizes pedestrian circulation. All buildings, parking, streets, sidewalks, and open space connected and easily accessible.

Response for Current Proposal

The Village concept continues to emphasize pedestrian circulation, maintaining all open space connections that are easily accessible from both the village and neighbors. By shifting the entry drive and reworking the grade at N. Sumner, the design simplifies pedestrian connections at the North edge of the site from N. Delaware to N. Greeley. A new pedestrian connection is created from the proposed village park / transportation node at N. Sumner, South to the heart of campus. Additionally, a new central bicycle storage and maintenance hub is proposed for the plaza.

E2 Stopping Places

Previous Land Use Review

Planters and low seat walls provided to allow rest and encourage casual interaction. Steps and planters by soccer field provide generous plaza seating. Cafe at Building E open to public with seasonal plaza seating.

Response for Current Proposal

New seating and stopping places will be added within the main plaza as well as the addition of a new entry pavilion and corresponding village park and transportation node. The new café and porch at the North side of the plaza and new seating along the East edge of the soccer field will further activate the plaza. The design for the shared pedestrian and vehicular entry drive emphasizes the arrival to the village with a pedestrian-oriented overlook.

E3 The Sidewalk Level of Buildings

Previous Land Use Review

Covered walkways in Building F's parking garage with street level planters adding color and human scale. Building E has large portions of glass so inside activities are visible. Adjacent to Building D are terraced planters.

Response for Current Proposal

Covered walkways along the entry sequence of the North building will provide protection from the elements. Overhangs at both the North and South provide outdoor covered areas for active use facing the main plaza. Glass at the main levels of the North and South building provide clear views to activities inside. Street level facades of the North Building and landscape along the property lines respond to the elevated houses and topography across N. Sumner and N. Delaware streets.

E4 Corners that Build Active Intersections

Previous Land Use Review

Center of project is focused on mid-block crossing at parking garage driveway.

Response for Current Proposal

The addition of the entry pavilion, transportation node, village park, and new aligned intersection will create a new active and clearly-defined central village intersection. The main plaza also defines an active central pedestrian intersection accessible from all village buildings and neighboring houses.

E5 Light, Wind, Rain

Previous Land Use Review

Street trees and plaza trees included to provide protection and soften the built environment. Shade trees filter light and sound for a quieting effect both visually and acoustically. Bus shelters provide protection from rain.

Response for Current Proposal

Covered walkways along the entry sequence of the North building will provide protection from the elements upon entry to the North Building and main plaza. Overhangs on both North and South buildings provide active covered spaces facing the main plaza and soccer field. Street trees and plaza trees, along with new landscaping in the setbacks along the property lines provide shade and softens the built environment. The new entry pavilion and bus shelter will provide protection for those taking public transportation.

D Project Design Guidelines

D1 Outdoor Areas

Previous Land Use Review

Building footprints cover 33% of total site. Pedestrian circulation serves as the primary organizing structure for the site. Connections are made between significant outdoor areas, to the neighborhood, to Madrona Park, and across Greeley.

Response for Current Proposed

Building footprints cover 41% of the east village site. Pedestrian circulation remains as the primary organizing structure of the site, being the centrally-accessible connector between all village buildings. Connections are maintained between significant outdoor areas, including the neighborhood, Madrona Park, across Greeley. A new outdoor café porch in the plaza will focus energy at the heart of the village. An additional village park is proposed at the west end of the N. Sumner St. ROW for public use.

D2 Main Entrances

Previous Land Use Review

This project is based on a village concept: an ensemble of buildings clustered around a series of activities and public open spaces. Sidewalk plazas crossing Greeley serve as the main entry rather than an individual building. This entry is clearly identified by stairs framing Building E, the pedestrian bridge, and the plaza on the west side of Greeley. Individual building entrances relate to pedestrian circulation established throughout village.

Response for Current Proposal

The East Village Expansion maintains the village concept, with the plaza serving as the unifying connector to all areas of the village. The arrival sequence is improved with a more grand entry sequence leading up to the Arrival Plaza from N. Greeley Ave and directing visitor's view to the heart of the village below. Individual building entries further activate the main unifying plaza. The centralized double-height café / lobby for the North Building anchors the building to both the village pedestrian and vehicular arrival sequence as well as to the main plaza below. The new plaza North café porch and the active ground floor of the South Building both front the soccer field, serving to connect indoor and outdoor activity.

D3 Landscape Features

Previous Land Use Review

Landscape features provided by means of street trees and landscape buffers on Greeley provide visual and physical separation between vehicles and pedestrians. Plaza includes planting, open space, and recreation and acts as a transition to the adjacent neighborhood. Paths connect to Madrona Park.

Response for Current Proposal

Street trees and landscape buffers along Greeley are maintained to provide visual and physical separation between vehicles and pedestrians. The improved plaza is to include plantings, open and active space, recreation, and circulation connecting the village and the neighbors. Pathways are maintained connecting to Madrona Park and extended to connect to the new village park at the North end of the site. New landscaping along the North and East property lines help to transition from the village to neighborhood by relating to existing language of berms and retaining walls while breaking down to reflect the scale of the neighboring houses and yards.

D4 Parking Areas and Garages

Previous Land Use Review

Parking below grade to allow site to have more open space and less visual presence of cars. The garage is generally hidden from view by grade. Existing on-grade parking includes large scale trees to the north and medium scale trees between aisles with mature shrubs screening at perimeter to neighborhood.

Response for Current Proposal

Existing surface parking will be relocated to a new 5-story underground parking beneath the North Building that connects to the existing underground lot. This aims to ease parking within the neighborhood, and allow for faster vehicular traffic at peak times with exits at both lighted intersections. A 6' dedication to the ROW along the existing Silver Site parking lot on the West side of Greeley will provide a more continuous edge. This lot will be restriped with better vehicular flow with new landscaping to help shade and conceal vehicles and the new loading area.

D5 Crime Prevention

Previous Land Use Review

Security on site is achieved through well lit walks and open spaces with ample views in all directions. Site lighting includes bollard and pole lights, as well as wall lights at stair and retaining walls. Entrances and windows located on plazas and public streets. Security gates separate the garage from plaza.

Response for Current Proposed

Security on site is maintained with the continuation of well lit walks and open spaces visibly accessible from all directions. Site lighting will include bollard and pole lights, as well as recessed lights at stairs and retaining walls. Security gates will maintain separation of the garage to plaza. The South Building will become an active hub, drawing people to the underused Southeast corner of the village. This amenity building will not only provide views out to the West hills, it will also serve to provide additional safety at the Eastern and Southern edges of the village and Madrona Park by providing "eyes on the park."

D6 Architectural Integrity

Previous Land Use Review

Design intent is neither to mimic the existing nor makeover the existing to resemble the new. Careful introduction of new and related materials respect character of existing buildings and connects them to new construction.

Response for Current Proposed

Architectural character will be addressed at DAR 2

D7 Blending into the Neighborhood

Previous Land Use Review

Design of new buildings is intentionally modern, incorporating massing, volumes, and proportions that relate to existing structures. New buildings are adjacent to Greeley and allow open space transition to neighborhood. New buildings use similar materials as existing to engage dialog between East and West sides of Greeley.

Response for Current Proposed

Design of the new buildings works to bridge the geometries of the existing village buildings, based on alignment with N. Greeley, with the grid of the neighborhood to the North and East. The North Building (Bldg G) breaks down in scale to respond to the neighbors to the North. The new buildings aim to remain quiet and respectful to neighbors without competing against existing village buildings. Massing, orientation, and proportions aim to relate to existing surrounding structures. The street level massing and landscape transition zone between the village property and neighbors aims to break down and relate to the scale of houses and residential lots.

D8 Interest, Quality, and Composition

Previous Land Use Review

Massing, materials, and details provide visual interest for vehicles and pedestrians. Sited to respond to existing structures. Large scale to human scaled elements.

Response for Current Proposed

Architectural character will be addressed at DAR 2

Employment and Industrial Zone Standards – Based on pending May 24, 2018 Portland zoning update.

33.140.100 Primary Uses

Per Table 140-1, Office and Retail Sales and Service (limited to 20,000 square feet) are permitted uses in the EG2 zone.

33.140.205 Floor Area Ratio

Maximum FAR is 3 to 1. Project complies.

33.140.210 Height

Per Table 140-3, No limit

33.140.215 Setbacks

Per Table 140-3, Minimum Building setbacks at Street Lot Line are 25 ft.. Minimum Building Setbacks at Lot line abutting an R zoned lot is 15 ft. Minimum Building Setbacks at Lot line abutting an OS zoned lot is 0. Per Table 140-4, Minimum Landscape Buffer from Residential lot lines is 10 ft. @ L3 at side and rear lot lines of R zoned lots.

THE FOLLOWING WILL BE COVERED IN DAR 2

33.140.220 Building Coverage

Per Table 140-3, Maximum Building coverage is 85% of site area. Project complies.

33.140.225 Landscaped Areas

Per Table 140-3, Minimum Landscaped area is 15% of site area. Project complies.

33.140.235 Screening

B. Exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Screening must comply with at least the L3 or F2 standards.

C. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators, must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards, and be tall enough to screen the equipment

33.120.240 Pedestrian Standards

B.1. Connections. Pedestrian connections are required as specified below:

a. Connection between streets and entrances.

(1) Sites with one street frontage.

- Generally. There must be a connection between one main entrance of each building on the site and the adjacent street. The connection may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less.

B.1.a.2. Sites with more than one street frontage. Where the site has more than one street frontage, the following must be met:

- The standard of B.1.a (1) must be met to connect the main entrance of each building on the site to the closest sidewalk or roadway if there are no sidewalks.
- An additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing facade is within 10 feet of the street, no connection is required to that street.

b. Internal connections. The system must connect all main entrances on the site, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities.

B2. Materials.

- a. The circulation system must be hard-surfaced, and be at least 6 feet wide.
- b. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.
- c. Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.

3. Lighting.

The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

33.140.295 Parking and Loading

The standards pertaining to the minimum required and maximum allowed number of auto parking spaces, minimum required number of bicycle parking spaces, parking lot placement, parking lot setbacks and landscaping, and loading areas are stated in Chapter 33.266, Parking And Loading.

33.140.300 Signs

The sign regulations are stated in Title 32, Signs and Related Regulations.

33.140.315 Recycling Areas

Requirements for recycling areas are regulated by the Bureau of Planning and Sustainability. See Section 17.102.270, Businesses and Multifamily Complexes Required to Recycle, of the Portland City Code.