



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

Amanda Fritz, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: May 22, 2015
To: Interested Person
From: Jeff Mitchem, Land Use Services
503-823-7011 / Jeffrey.Mitchem@portlandoregon.gov

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has **approved** a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 15-149436 DZM **MODIFICATION TO BICYCLE PARKING FACILITY**

GENERAL INFORMATION

Applicant: Whit Middlecoff | GBD Architects
1120 NW Couch #300 / Portland OR 97209

Representative: AAT Lloyd District LLC
11455 El Camino Real #200 / San Diego CA 92130-2047

Site Address: 700 NE MULTNOMAH ST

Legal Description: LOT 1, LLOYD BLOCKS; LOT 2, LLOYD BLOCKS; LOT 3, LLOYD BLOCKS; LOT 4, LLOYD BLOCKS

Tax Account No.: R502560050, R502560100, R502560150, R502560200, R502560200

State ID No.: 1N1E35BB 02601, 1N1E35BB 02602, 1N1E35BB 02603, 1N1E35BB 02604, 1N1E35BB 02604

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 with a Design Overlay

Case Type: DZM, Design Review with Modifications

Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:
The applicant seeks Design Review for the approval of a Modification to **33.266.220.C.3.b**.
A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a

bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

The project proposes the bikes racks be stacked vertically and horizontally, and be staggered at 18” on center.

Design Review is required because the proposal is for a Modification to standards applied to a previous Land Use Approval – LU13-127647 DZM.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- 33.825.040 Modifications that will better meet Design Review requirements
- Central City Fundamental Design Guidelines
- Lloyd District Design Guidelines

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 Hassalo). The northern boundary is NE Multnomah (City Walkway, Transit Access Street, City Bikeway), the southern boundary is NE Holladay (Regional Transitway and Major Priority Street, MAX Line, Central City Transit/Pedestrian Street), the eastern boundary is NE 7th Avenue (Streetcar Line, City Walkway, Transit Access Street, City Bikeway), and the western boundary is NE 9th Avenue (City Walkway).

The site consists of a 16-story office building with ground level retail, Lloyd 700, at the northwest corner of the site. This International Style office tower was built in 1971. The remainder of the site is surface and structured 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). To the south is Oregon Square (AAT owned), beyond that is the State office building abutting Interstate 84 to its south. To the north is a 6 block Superblock with a similar 1970’s office tower and a substantial parking area for the remainder of the site (AAT owned). 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 Zone (CX) 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 Subdistrict of this plan district.

Land Use History: City records indicate that prior land use reviews since 1998 include:

- **LU 11-192699 DZM** approved an extension of the timeline established prior (LU 06-119638 DZM) for completion of parking lot landscaping for the site. This approval included 3 Modifications to Zoning Code standards and 2 Conditions of Approval. Once development occurs on the surface parking lots of the Lloyd 700 Superblock, the requirements of this case related to the Lloyd 700 Superblock will not apply, as the approved development would establish conformance with the Zoning Code or the appropriate Modifications/Adjustments would be processed. However, “site” is defined by developed lots in common ownership, which means any prior requirements and/or conditions of approval for the other lots in the “site” must be met at the time of building permit.
- **LU 06-119638 DZM** approved a 3-year timeline to upgrade parking lot landscaping for the site. This approval included several Modifications to Zoning Code standards and Conditions of Approval. Once development occurs on the surface parking lots of the Lloyd 700 Superblock, the requirements of this case related to the Lloyd 700 Superblock will not apply, as the approved development would establish conformance with the Zoning Code or the appropriate Modifications/Adjustments would be processed. However, “site” is defined by developed lots in common ownership, which means any prior requirements and/or conditions of approval for the other lots in the “site” must be met at the time of building permit.
- **LU 06-148259 DZM** approved an ornamental freestanding clock in the public right-of-way on NE Multnomah Street.
- **LUR 99-00547 DZ** approved the following upgrades to the Lloyd 700 office tower: enclose the south entry vestibule, replace existing storefront doors, modify the column bases at the entries, install colored concrete paving at entries, remove an accessible ramp in conjunction with the creation of other ramps for accessibility, relocate 2 planters from the north entry to the south entry, and remove 2 planters at the north entrance.
- **LU 13-127647 DZM** approved three new buildings, a landscaped private drive, an outdoor plaza/pedestrianway and exterior alterations to the existing Lloyd 700 office tower. The project is proposing to add over 1,000,000 square feet of new construction which includes: over 600 apartment units, 44,000 square feet of retail, and 1,200 below grade parking stalls.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **April 21, 2015**. No bureaus responded.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on April 21, 2015. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

MODIFICATION REQUESTS (33.825)

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 Modification is requested:

33.266.220.C.3.b. Standards for all bicycle parking

Standards. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes the bikes racks be stacked and staggered at 18" on center.

Findings: The project includes 986 total long term bicycle parking spaces, which is the amount required by code.

- A. *The resulting development will better meet the applicable design guidelines.* Accommodating these bicycle parking spaces in a horizontal rack at 24" on center would consume considerable floor area. Relying upon a combined vertical/stacked staggered bike rack at 18" on center is a more efficient use of space, and is identical to the parking system recently approved in numerous Design Reviews throughout Central City. The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as office lobby space and retail tenant spaces.
- B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The primary purpose of the standard is to ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and damage. The proposed bike rack system is engineered to stack bikes vertically to allow the handle bars to overlap. This allows the proposed racks, within an 18" space, to provide the same level of service that would be provided by a standard 24" on center spacing. The staggered clearance between adjacent bikes and allowance for sliding hangers ease the hanging and locking of a bike. A 5' minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room within the parking garage. 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 overall solution is consistent with the purpose of the bicycle parking standard.

This Modification therefore merits approval.

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

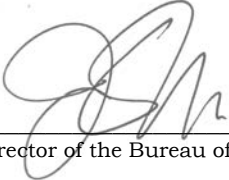
Portland's culture, zoning code and design guidelines encourage design supportive of bicycle travel. The bicycle parking for Phase I of the Hassalo on Eighth project requires 986 long-term bike parking spaces. All of the parking will be located within dedicated and secure bike storage rooms and in areas of the parking garage which will be securely monitored and patrolled. By densifying this requirement to 18 inches on-center spacing, the project will be able to store more bikes with a closer proximity to the apartment units and office spaces. The new spacing also eases floor plan demands and allows for additional architectural opportunities within the buildings.

ADMINISTRATIVE DECISION

Approval of bikes racks stacked vertically and horizontally and staggered at 18" on center within a development in the Lloyd Sub-district of the Central City Plan District, per the approved site plans, Exhibits C-1 through C-2, signed and dated May 18, 2015, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 15-149436 DZM. No field changes allowed."

Staff Planner: Jeff Mitchem

Decision rendered by:  **on May 18, 2015.**

By authority of the Director of the Bureau of Development Services

Decision mailed: May 22, 2015

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on April 15, 2015, and was determined to be complete on **April 15, 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 15, 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 did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: August 13, 2015.**

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 decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on June 5, 2015** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 12:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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.

- *Unless appealed,* The final decision may be recorded on or after **June 8, 2015 – (the day following the last day to appeal).**
- 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.

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

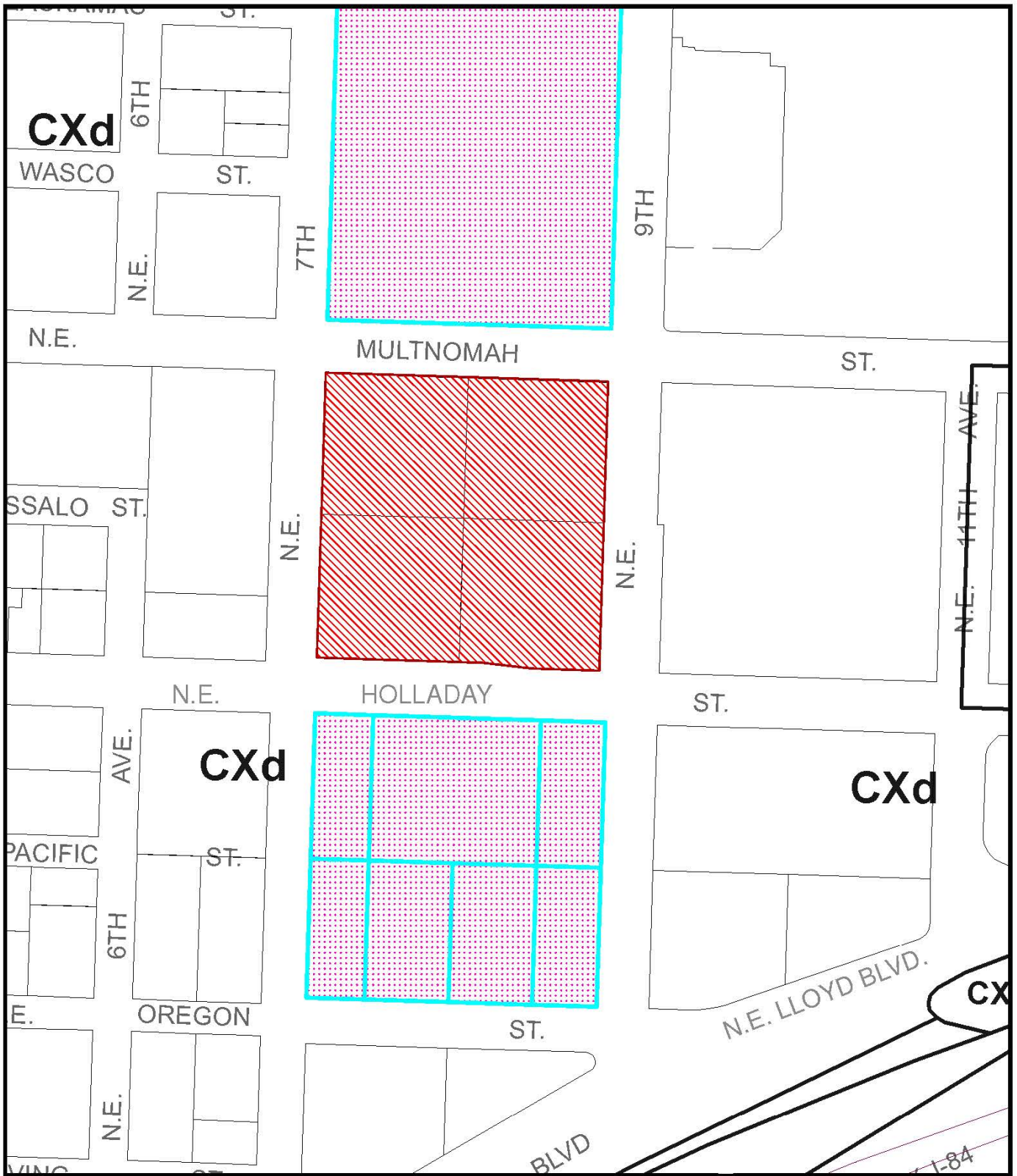
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Saris Bike Tracs Specifications
 - 2. Bike Tracs Recommended Spacing (attached)
 - 3. Saris Vertical Racks
 - 4. Saris Vertical Racks Recommended Spacing
 - 5. Urban Racks Double Stacker Illustration
 - 6. Urban Racks General Specifications (attached)
 - 7. Urban Racks Double Stacker Specifications
 - 8. Floor Plan
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
None
- F. Correspondence:
None
- G. Other:
 - 1. Original LU Application

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).



ZONING

-  Site
-  Also Owned

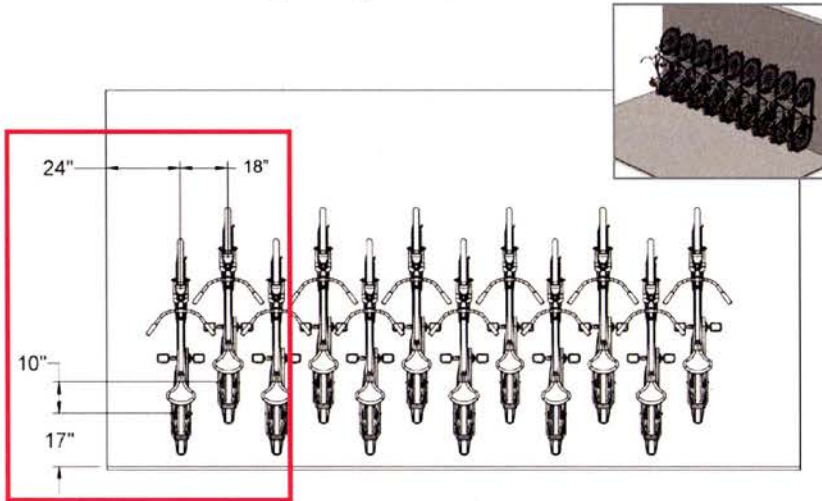


This site lies within the:
CENTRAL CITY PLAN DISTRICT
LLOYD DISTRICT SUBDISTRICT

File No. LU 15-149436 DZM
 1/4 Section 2931
 Scale 1 inch = 200 feet
 State_Id 1N1E35BB 2604
 Exhibit B (Apr 15, 2015)

Bike Tracs

Recommended Spacing



Product Details

- Wide wheel track accepts all bikes
- Full length tray keeps bike in place and protects wall surface
- Two locking mechanism options available



Bike Tracs as manufactured by Saris

Product Information



1 bike per trac



Powder coat black only



Recommended anchor: #6264



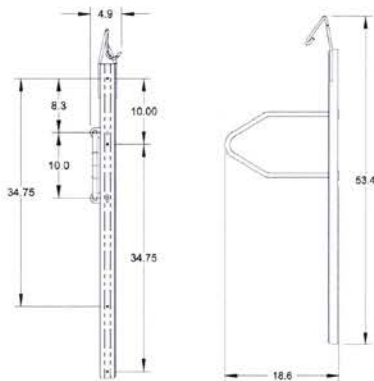
At 18" Spacing, stagger Tracs 10"
At 21" Spacing, Tracs can be installed at the same height.



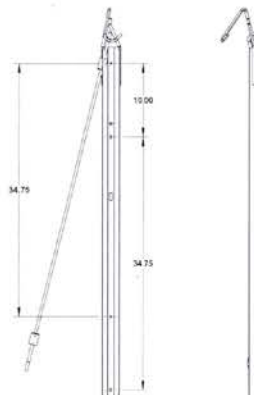
80" minimum ceiling height

Anchors must be purchased separately

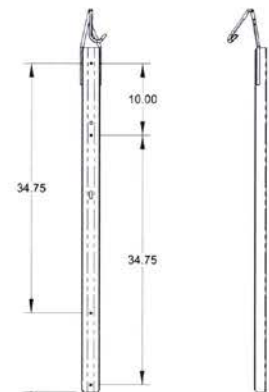
6006



6003C



6003T



Downloadable product resources available online:



URBAN RACKS

INNOVATIVE | BICYCLE PARKING

FEATURES AND BENEFITS

EASE OF USE

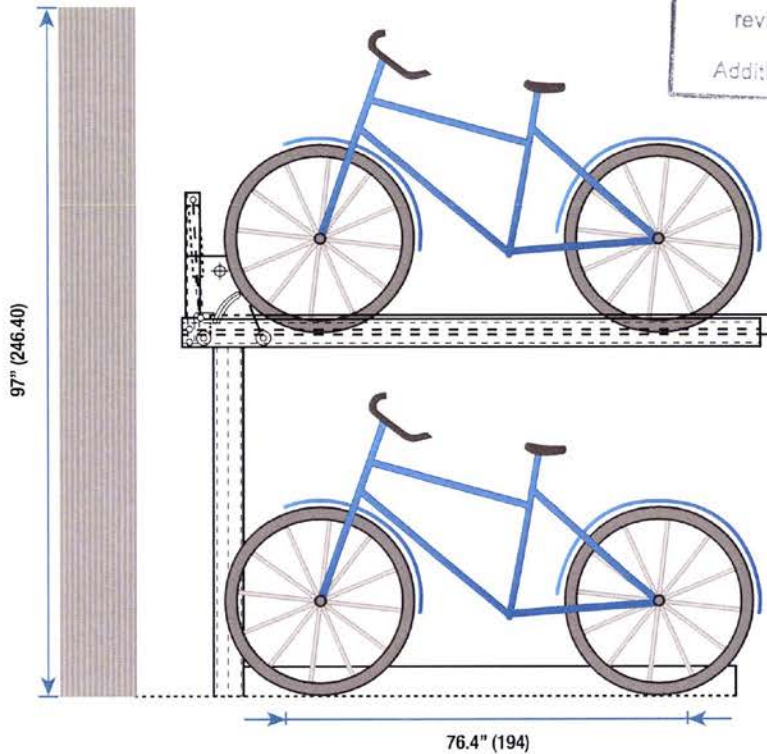
- Ergonomically designed to simplify loading of your bike
- Top tray is easily lowered and lifted
- The Hydraulic Lift Assist assures that anyone can lift bike and tray into place

FLEXIBLE INSTALLATION

- Double up your parking capacity
- Modular flexibility
- Vertical pairs can be installed in any combination required

STACKER RACK SPECIFICATIONS

SIZE & DIMENSIONS

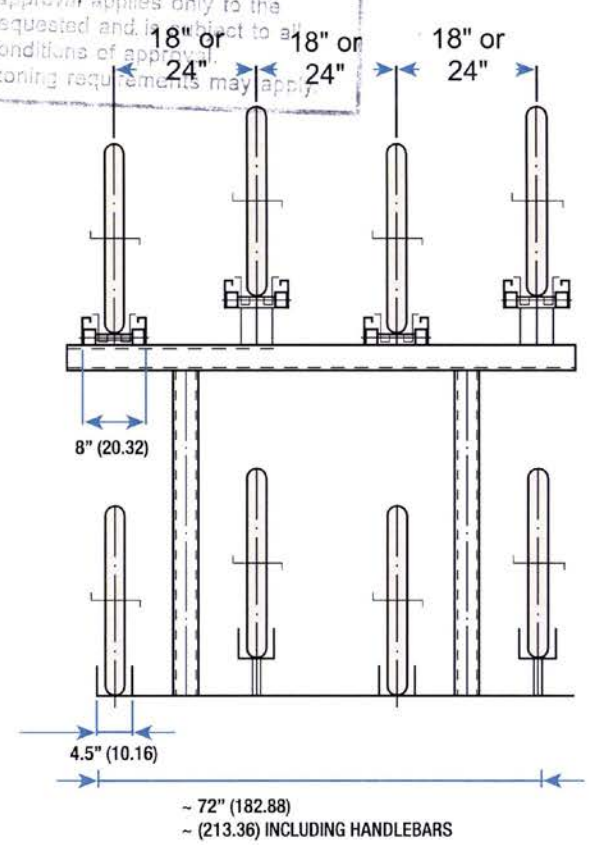


ACCESSIBILITY

- Available in straight or angled access configurations

SUSTAINABILITY

- LEED compliant
- Lead free powder coating and galvanizing
- Minimum 26% recycled materials used in manufacturing
- 99% recyclable at end of life



CLEARANCE DESIRED FOR ADEQUATE MOVEMENT IS > 5'

THE SET SHOWN IS OUR 4 UNIT STACKER WHICH HOLDS 8 BIKES. HOWEVER, THIS "SET" CAN BE BUILT IN ANY CONFIGURATION FROM 1 TO 6 SETS, EVEN OR UNEVEN.



Full Replacement & Installation Warranty Available

INNOVATIVE | BICYCLE PARKING

W 15 - 149436DEM

Ext LLC

sales@urbanracks.com

www.urbanracks.com

1.888.717.8881

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