



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

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**FINAL FINDINGS AND DECISION BY THE DESIGN
COMMISSION RENDERED ON August 8, 2019**

CASE FILE NUMBER: LU 19-152117 DZM
100 NE Multnomah Office Building
PC # 19-130218

BUREAU OF DEVELOPMENT SERVICES STAFF: Tim Heron 503-823-7726 /
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GENERAL INFORMATION

Representative: Amanda Hills, ZGF Architects
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Owner: Eric Jacobsen, Prosper Portland
222 NW 5th Ave
Portland OR 97209

Applicant: Mark Atteridge, Mortenson Construction
710 NW 14th Ave #300
Portland OR 97209

Site Address: 1075 NE 2ND AVE

Legal Description: BLOCK 49 LOT 1&4&5&8 EXC PT IN ST LOT 2&3&6&7, HOLLADAYS
ADD

Tax Account No.: R396200960

State ID No.: 1N1E34AA 03800

Quarter Section: 2930

Neighborhood: Lloyd District Community, contact Ziggy Lopuszynski at
zlopuszynski@cportland.com

Business District: Lloyd District Community Association, contact at admin@lloyddistrict.org

District Coalition: Northeast Coalition of Neighborhoods, contact Laura Becker at 503-388-6088.

Plan District: Central City - Lloyd District

Zoning: CXd, Central Commercial 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 proposed 100 Multnomah Office Building is an addition to the nearly complete Oregon Convention Center Hotel & Parking Garage Blocks project, located in NE Portland’s Lloyd District and approved in 2016 under case file # LU 15-274415 DZM. The 14-story hotel, owned and operated by Hyatt Corporation, located on NE Multnomah Avenue between NE 2nd Avenue and NE Martin Luther King Jr Boulevard, includes 600 guest rooms, meeting space, amenities spaces and a 32,000 sf ballroom. On the adjacent block to the west, a 7-story parking structure for 419 cars has been constructed to support the hotel via self-park and valet supported parking.

The garage structure, which is owned and will be operated by Prosper Portland, was designed as a potential multi-phased project. The 7-story parking garage is Phase I, with ground-level lease space for Tri-Met police offices, was structured to support a future office expansion above. A Concept Design for an 11-story office tower addition to this structure was represented in the 2016 Type III Land Use Review application. While not approved as part of that application, the potential addition was encouraged by the Design Commission and addressed for consideration by future potential development.

The proposed 100 Multnomah Office Building, as a Phase II expansion, includes 9 stories with approximately 120,000 square foot class “A” office space added to and rising above the north portion of the garage. A two-story ground floor lobby on the corner of NE 2nd Avenue and NE Multnomah Street.

The following three Modifications are being requested:

- **Modification Request 1: 33.266.310 Loading Standards.** The project is requesting to reduce the size and location of one (1) of the required two (2) Type A loading spaces to 8’6” wide x 18’ deep x 7’ tall.
- **Modification Request 2: 33.510.215 Required Building Lines.** The project is requesting to reduce the amount of required landscape area to 13% in lieu of 50% in the setback area at least 6’ and less than 12’ from the street lot line along NE Holladay, and to 9% in the setback area greater than 12’ from the street lot line along NE Holladay.
- **Modification Request 3: 33.510.225 Ground Floor Active Uses.** The project is requesting to reduce the required distance from finished floor to the bottom of structure above from 12’-0” to 11’-5” for 49% of the area designed to accommodate active uses along NE Multnomah Avenue.

Because the proposal is a large-scale addition to an existing building in the Central City Plan District, Design Review is required.

Approval Criteria:

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

- Central City Fundamental Design Guidelines
- Lloyd subdistrict Design Guidelines
- 33.825.040 Modifications requested through Design Review
- Oregon Statewide Planning Goals

ANALYSIS

Site and Vicinity: This project will complete a planned two phase development of the Oregon Convention Center Hotel and Parking Garage. The two blocks are just north of the Oregon Convention Center Hotel in the City of Portland's Lloyd District. The subject parking garage site is conveniently located close to multiple modes of transportation, including bus, light rail, and major highways. The Tri-Met Rose Quarter Transit Center, a major bus transfer location and located within the Fareless Square, is less than 500 feet from the project site.

Stations for each of the three MAX lines are also located within easy walking distance, including the Rose Quarter station, which is diagonally across from the project site at NE 1st and NE Holladay Street. The off-ramp for the Rose Quarter/Steel Bridge exit from Interstate-84 West terminates at the intersection of NE 1st and NE Holladay Street. The site is also very visible from both the north- and southbound lanes of Interstate 5.



The two blocks comprising the site are bounded by NE 1st Avenue at the west, Martin Luther King Jr. Boulevard (MLK) on the east. NE Holladay Street creates the southern boundary to the site while NE Multnomah Street and the private street named Hassalo Place define the northern boundary of the site. NE 2nd Avenue runs between the larger hotel site on the east and the parking garage site on the west.

Zoning: 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.

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.

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

- LU 07-158489 DZM, AD – Design Commission Approval for a 19-story, Class-A office building and parking garage with 442 parking spaces.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **June 13, 2019**. The following Bureaus have responded with no concerns:

- Bureau of Environmental Services, Exhibit E.1
- Site Development, Exhibit E.2
- Life Safety Plans Review, Exhibit E.3
- Portland Bureau of Transportation, Exhibit E.4

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **June 13, 2019**.

One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- May 7, 2019 Go Lloyd Chair Wage Lange and Lloyd Enhance Services District letter of support.

Procedural History:

- July 11, 2019 Design Commission Hearing. Tentative approval pending resolution of remaining PBOT issues with Loading Modification. Hearing continued to July 18, 2019.
- July 18, 2019 Design Commission Hearing. Remaining issue with PBOT still unresolved. Hearing continued to August 8, 2019.
- August 8, 2019 Design Commission Hearing. Approved with Conditions.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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 guidelines for the area.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the Lloyd sub-District, the applicable approval criteria are listed in Central City Fundamental Design Guidelines and the Special Design Guidelines of the Lloyd District.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Responses to the Design Guidelines are addressed by “Three Tenets of Design Review”: Context, Public Realm, and Quality and Permanence.

CONTEXT

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: The office building is relatively close to the Willamette River and users will have easy pedestrian access to the river via bike and pedestrian paths under I-5 and through the East Bank Esplanade Park. The nearby Steel Bridge provides vehicular, pedestrian and light rail river crossings to the west. The office building provides an active lobby at the northeast corner designed to enhance the experience of those traveling along NE Multnomah Street toward the river. The building’s tower will be visible from the river and users of the office building will have dramatic upriver views from the top floor amenity space and outdoor terrace.

This guideline is met.

A2: Emphasize Portland Themes

When provided, integrate Portland-related themes with the development’s overall design concept.

Findings: Several themes are noted in the office building design as related to and referencing the local Portland and Lloyd District context. The sustainability features, eco-roof and PV arrays, specifically speak to Portland’s and the Lloyd District’s focus on sustainability. Locally sourced materials, including wood are used inside the main entry lobby referencing the prevalent use of forest products in the surrounding neighborhood. The warmth of wood at the transparent lobby also enhances the pedestrian experience from the street. The warm color and texture of facade materials were selected to complement the brick dominated Lloyd District neighborhood and the palette already set in the existing Parking Garage below.

This guideline is met.

A3: Respect 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.

A3-2: 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.

Findings: While the office building sits on a traditional 200' block and does not touch the ground along Holladay Street, the building entry at NE 2nd Avenue and NE Multnomah Street is visible from and easily accessible from Holladay Street. The existing parking garage fronts Holladay Street.
This guideline is met.

A5: Enhance, Embellish & 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.

Findings: At 9-stories, and on a rising grade above the adjacent I-5 Freeway, the office tower will be a significant addition to the skyline of the Lloyd District with visibility from the Broadway and Burnside Bridges, I-5 and the Willamette River. The transparent and glassy entry creates a sense of arrival and place on the northeast corner. The top floor tenant amenity space with its outdoor terrace will be an identifying beacon visible from I-5 and the Convention Center, while providing views back to the city center and river. The office tower will add to the commercial viability of the area and increase daily pedestrian activity.
This guideline is met.

A5-2: Accommodate or Incorporate Underground Utility Service

Accommodate or incorporate underground utility service to development projects.

Findings: All utilities servicing the office building are designed to be underground.
This guideline is met.

A5-3: Incorporate Works of Art

Incorporate works of art into development projects.

Response: The team has met with Peggy Kendellan from the Regional Arts & culture Council (RACC) and is scheduled to presented the design to the RACC Public Art Committee on May 8th, 2019. The team is committed to incorporating art in an integrated and meaningful way. RACC will be meeting with Go LLOYD to discuss possible opportunities for district wide art given the truly public footprint of this office building is very small at the street level. This is an ongoing process and will be finalized in the coming months.
This guideline is met.

A5-4: Incorporate Water Features

Enhance the quality of major public spaces by incorporating water features.

Findings: With a very small street level footprint available to the office tower, the street level water feature for this block is focused on the existing terraced rain garden adjacent to the bicycle plaza on Holladay directly adjacent to the public sidewalk. The office building is providing a rooftop eco-roof that speaks to the Lloyd District’s focus on sustainability as an “Eco-District”.

This guideline is met.

A5-5: Use Public Right-of-Way Design Criteria Established for the Lloyd District

Use the public right-of-way design criteria as established and administered by the City Engineer especially for the Lloyd District from the adopted “Lloyd District Transportation Capital Improvements – District-Wide Design Criteria.”

Findings: The office building does not impact the existing public-right-of-way. All previous modifications in this regard were made and approved during the existing parking garage approvals process.

This guideline is met.

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: As part of the Eco-District within which the office building sits, the roof, outside of the required mechanical penthouse, is covered with an eco-roof. There are also planting strips located on the amenity terrace on the 9th floor. Street level landscaping was previously approved in the parking garage design and the office building will not impact any existing street trees within the existing public right of way.

This guideline is met.

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.

Findings: The office building complements the design of the existing parking garage which creates the primary frontage on NE Holladay Street. The parking garage design responded to the widening of NE Holladay Street to cohesively reinforce the linkages in the east/west direction.

This guideline is met.

A6: Re-use, Rehabilitate, Restore Buildings

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Findings: The office building is Phase II of the development on this site and sits on top of Phase I, the existing parking garage. The office tower is essentially re-using the existing structural system and foundation to support the new structure.

This guideline is met.

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 subdistrict’s emerging characteristics.

Findings: The existing parking garage and office building site is in a prominent position along the Light Rail Transit line on NE Holladay. The parking garage approvals indicate it was designed to create a “unique gateway expression architecturally” via the expressive metal sails on the south facade along NE Holladay and NE 1st Avenue. The office building will contribute to this expression by complementing and referencing the materials and forms already established in the parking garage and described in Guideline A4. The Lloyd District’s characteristic light and warm material palette has been carefully interpreted through the use of lighter and warmer tones of metal panel. The office building top floor amenity terrace and canopy further highlight the special nature of this prominent site.

This guideline is met.

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 facades that create visual connections to adjacent public spaces.

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: This guideline was previously met by the Phase I Parking Garage of this project. The Phase II office building is not adding parking and the massing is similar to that previously proposed in the parking garage application. The office building facade and form is integrated into the design of the existing parking garage in a complementary way as also described in Guideline A-4 below.

This guideline is met.

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.

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: Any building signage will meet the requirements of Title 32 Signs and Related Regulations, will be under 32 square feet, and is exempt from design review.

This guideline is met.

C4: Complement the Context of Existing Buildings

Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings: The office building has been designed to be a complementary addition to the existing parking garage by referencing similar materials (metal panel) and forms (bent profile metal panel) as further described in Guideline A4. The surrounding Lloyd District aesthetic is represented in the use of light and warm toned materials, canopies and sustainability features.

This guideline is met.

PUBLIC REALM

A4: Use Unifying Elements

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

C3: Respect Architectural Integrity

Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions, that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

Findings: The office building sits atop the existing parking garage, a complementary addition in palette and form to the existing building. The parking garage approvals noted that it is to be considered its “own building type rather than using exterior materials and elements that link it to the hotel”. In our meeting with the Lloyd District Business Association to discuss the design of the office building, they also supported the notion of “doing something different”. To that end the material palette for the office building complements the parking garage with the use of metal panel and canopies while emphasizing an iridescent metal skin, folded and woven around the upper structure designed to reflect changing light conditions throughout the day. The metal panel's bent profile references the perforated “sail” expression on the parking garage creating a vibrant and dynamic facade. The use of mica finish and warm grey/rose tone on the metal panel will blend the warmth of the district's traditional tan brick with the silver greys of the parking garage. Where the buildings intersect and overlap, facade proportions and details align with datums set by the parking garage. Where the office building touches the ground at the northeast corner, a distinct and notable glass clad entry connects the vertical circulation spine of the parking garage to the tower floors above.

This guideline is met.

A7: Establish and Maintain a Sense of Urban Enclosure

Define public rights-of-way by creating and maintaining a sense of urban enclosure

Findings: The office building will reinforce the edges and continuous facades already established by the existing parking garage. The northeast corner where the office building touches the ground provides a strong urban edge and corner of the block at the intersection of NE 2nd Avenue and NE Multnomah Street.

This guideline is met.

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.

A8-1: Incorporate Active Ground Level Uses in Parking Structures

Incorporate active ground-level uses in new and modified parking structures that are near active retail and pedestrian areas.

Findings: The office building main entry lobby is a highly transparent space with a double height lobby. The lobby activity contributes to a vibrant streetscape and the entry canopy provides a welcoming cover for pedestrians.

This guideline is 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.

Findings: The pedestrian zones in all public rights-of-ways are convenient, accessible and maintained and in alignment with the existing parking garage approvals. The new office tower footprint does not impact the public right-of-way.

This guideline is 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.

Findings: Mechanical systems supporting the office tenant space at the northwest corner of the existing parking garage will be provided within an interstitial floor between level 1 and 2. These systems are exhausted via a 3' band of stainless steel linear architectural grilles integrated into the facade on the north and west facade, and elevated a minimum of 14', and aggregate of 20' or greater above the sidewalk. The remaining mechanical exhausts for the office building are located on the roof behind a screened mechanical penthouse and do not impact the quality of the pedestrian environment.

This guideline is 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.

Findings: The office building incorporates an integrated lighting approach to support a cohesive streetscape environment that aligns with lighting already in place on the existing parking garage and adjacent hotel. The subtle uplight on the glass entry and canopy at the lobby provides visibility approaching the double height lobby. On the exterior, the subtle metal panel carved reveals on the building facade are gently washed with a concealed linear cove light to highlight recesses in the facade. The top floor amenity space is highlighted with uplight fixtures washing a warm glow over the canopy soffit.

This guideline is met.

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.

Findings: The office building does not impact previous approvals related to vehicular movement and the pedestrian environment as part of the existing parking garage design.

This guideline is met.

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.

Findings: There are no barriers or obstacles to pedestrian movement as part of the office building. Any issues in this regard were addressed as part of the existing parking garage approvals.

This guideline is 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.

Findings: A recessed covered entry area is provided at the northeast corner outside the main entry doors and adjacent to the sidewalk in the public right-of-way to provide weather protection and a comfortable outdoor waiting area for pedestrians.
This guideline is met.

B5: Make Plazas, Parks & 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 main entry for the office building fronts a recessed covered entry area off the sidewalk public right-of-way. The remaining pedestrian environment remains unchanged and was previously approved as part of the existing parking garage approvals process.
This guideline is 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: A generous canopy and recessed entry vestibule is provided at the main entry to the office building. Previously approved canopies around the remaining perimeter of the parking garage frontages are being retained.
This guideline is met.

B7: Integrate Barrier-Free Design

Integrate access systems for all people within building's overall design concept.

Findings: All areas of the office building are designed for accessibility. All floors of the office building are accessible by elevator from the main lobby. Levels 1 and 5 through 7 of the parking garage are accessible by elevator from the office.
This guideline is met.

C6: Develop Transitions Between Buildings & 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: This site does not directly abut a dedicated public open space. The northeast entry corner does provide a recessed covered entry point that provides a gracious transition between the building entry and the sidewalk public right-of-way for pedestrians and building users.
This guideline is 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.

Findings: The existing parking garage fronts Holladay Street between 1st and 2nd and previously met this guideline. The office building tower fronts NE Multnomah Street and is set back 55' from the parking garage face fronting NE Holladay Street
This guideline is met.

C7: Design Corners that Build Active Intersections

Use design elements including, but not limited to, varying building heights, changes in facade 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: The office tower touches the ground at the northeast corner of the site where a double height, glassy and transparent building lobby and main entry is located. A welcoming canopy at the corner highlights the entry providing cover for pedestrians and building users. The corner is further activated by a second floor lounge that overlooks the double height lobby space.
This guideline is met.

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.

Findings: The sidewalk level of the office building is distinct from the upper floors in its curtain wall expression and double height space. The middle field of the facade is characterized by a pattern of punched openings and woven metal panels. The top floor is differentiated from the field by the tenant amenity space that steps back from the building facade on the southwest corner with folding glass walls that open out to a covered outdoor terrace.
This guideline is met.

C9: Develop Flexible Sidewalk Level Spaces

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings: The office building touches the ground at the northeast corner of the site. The sidewalk level of the building at this corner is dedicated to an active, transparent entry and lobby space where building users can interact and pedestrians can pause beneath a welcoming entry canopy.
This guideline is 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.

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.

Findings: The existing parking garage is designed per design review comments to reflect a more distinct aesthetic when compared to the surrounding tan brick/masonry prevalent in the Lloyd District. The Lloyd District Business Association has also expressed their support of “doing something different” with the parking garage/office

building. The primary materials on the office building are metal and glass to complement the parking garage.
This guideline is met.

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.

Findings: The glazing on the office tower focuses on visible light transmittance balanced with energy performance. Above the transparent and glassy double height ground floor, the facade is composed of large punched openings alternating with folded metal panels. There are a variety of widths of punched openings that gradient horizontally across each facade to provide a subtle level of variety and playfulness. Each elevation has a carved curtainwall recess that breaks up the facade and is associated with datums already set by the parking garage. The carves help articulate the negative spaces in the facade adding interest and subtle contrast to the field of punched openings.
This guideline is met.

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: The overall color tone of the office tower is warm in tone and light in color. As described in guideline A4, an iridescent metal skin, folded and woven around the upper structure is designed to reflect changing light conditions throughout the day creating a vibrant and dynamic facade. The use of warm grey/rose tone on the metal panel will blend together the warmth of the tan brick of the district and the silver greys of the parking garage.
This guideline is 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 stormwater management tools.

Findings: The entire roof top of the tower, outside of the mechanical penthouse is covered with a 12,000sf eco-roof. The mechanical penthouse is integrated into the massing of the tower as the north and east facades are seamless extensions of the facade system of metal panels below. The south and west facades step back significantly from the roof edge to make space for the eco-roof. At these two elevations, the penthouse is screened by metal panel matching the finish of the building facade metal panel. The city skyline is enhanced by the top floor tenant amenity space located on the southwest corner of the building, with a canopy and expansive views upriver and back toward the city center. This amenity space also has a small eco-roof.
This guideline is met.

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: Refer to response to Guideline B1-2 for a description of the exterior lighting design and how it is integrated in to the building architecture. The building will be LEED Gold and therefore will be required to reduce light pollution by not being overly lit and limiting night sky illumination.
This guideline is met.

QUALITY AND PERMANENCE

C2: Promote Permanence & Quality in Design

Use design principles and building materials that promote quality and permanence.

Findings: The materials for the office tower have been selected for their quality and longevity. The way in which the materials are articulated creates a dynamic visual experience that will reflect changing light conditions throughout the day. Curtainwall glazing at the street level highlights the activity of the double height entry lobby and active use at the base of the office tower.
This guideline is met.

C2-1: Maximize View Opportunities

Maximize view opportunities.

Findings: The office tower is in a prominent location, positioned with spectacular views toward the downtown Portland, the Willamette River, Washington Park, the Convention Center and Rose Quarter. The building design maximizes these views through the use of large punched windows on all sides and the addition of a top floor tenant amenity space and terrace with views south and west back to the city.
This guideline is met.

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.

Findings: In approvals for the existing parking garage, the Design Commission requested the parking garage be distinct from the surrounding Lloyd District and adjacent hotel building and “stand on its own merit relative to coherency in its architectural design”. The office tower massing and material palette of metal panel (as described in Guideline A4) contributes to its coherency with the existing parking garage below. The warm tone of the metal panel provides a subtle reference to the tan brick character of the broader Lloyd District. Where the office tower and parking garage intersect, facade proportions and details align with respective elements or datums already set by the existing parking garage thus reinforcing a coherent building design where Phase I and Phase II appear as an integrated and complete building. The lighting design of the office tower as described in B1-2 follows along the design intent already set up by the parking garage for a holistic lighting approach.

This guideline is met.

(2) 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 three Modifications are being requested:

1. **Modification Request 1: 33.266.310 Loading Standards.** The project is requesting to reduce the size and location of one (1) of the required two (2) Type A loading spaces.
2. **Modification Request 2: 33.510.215 Required Building Lines.** The project is requesting to reduce the amount of required landscape area to 13% in lieu of 50% in the setback area at least 6' and less than 12' from the street lot line along NE Holladay, and to 9% in the setback area greater than 12' from the street lot line along NE Holladay.
3. **Modification Request 3: 33.510.225 Ground Floor Active Uses.** The project is requesting to reduce the required distance from finished floor to the bottom of structure above from 12'-0" to 11'-5" for 49% of the area designed to accommodate active uses along NE Multnomah Avenue.

Modification Request 1: 33.266.310 Loading Standards

The project is requesting to reduce the size and location of one (1) of the required two (2) loading spaces. See C.13.

A. Better meets design guidelines

Findings: Due to the pressures of grade change, traffic flow and public transit access at this site, large service functions and access to the parking garage are focused along NE 2nd Avenue. This approach of consolidation was previously approved during design review for the existing parking garage. In order to meet the requirements for ground floor active use and windows, and retain activated corners, one of the required loading spaces has been reduced in size and is accessed via the parking garage rather than a dedicated loading dock. Loading still occurs in a protected area, off the street and out of the public right-of-way, and the extent of previously approved active ground floor uses, required ground floor windows and activated corners are preserved. Design Guidelines A8 Contribute to a Vibrant Streetscape and C9 Develop Flexible Sidewalk Level Spaces are better met by this proposal.

B. Purpose of the standard

Findings: Access via two off-street loading spaces is still provided and integrated within the parking garage. One loading space meets Standard A as required: 35' long, 10' wide, 13' clearance with a separate loading access door. The second loading space can accommodate a delivery van sized at 18' long, 8'-6' wide, with 7' clearance and is accessed via the parking garage vehicular entry. It is located on level 5 of the parking garage with direct access to the freight elevator servicing the adjacent tower. See APP.17 for reference diagram. PBOT also recommends support with Conditions.

Therefore, with the following Conditions of Approval, this Modification is met.

1. *Prior to Building Permit approval, the applicant shall seek a new temporary truck loading zone (TLZ) with PBOT's Parking Control Section. The TLZ will be located at the southern end of NE 1st Ave, north of NE Multnomah.*
2. *Prior to Building Permit approval, the applicant shall submit a loading management plan to PBOT. The plan shall include all meaningful measures to minimize loading-related impacts to the abutting rights-of-ways.*

Modification Request 2: 33.510.215 Required Building Lines

The project is requesting to reduce the amount of required landscape area to 13% in lieu of 50% in the setback area at least 6' and less than 12' from the street lot line along NE Holladay, and to 9% in the setback area greater than 12' from the street lot line along NE Holladay.

A. Better meets design guidelines

Findings: The design of the pedestrian environment along NE Holladay contributes to the vibrancy of the streetscape by incorporating active ground-level retail uses at the base of the parking garage. The sidewalk and elevated walk along Holladay provides a variety of options for pedestrians traveling east or west along this corridor adjacent to the MAX line. The elevated walkway is more protected from passing trains and was widened to provide this benefit as requested by the Design Commission in approvals for the existing parking garage. Design Guidelines A8 Contribute to a Vibrant Streetscape and C9 Develop Flexible Sidewalk Level Spaces are better met by this proposal.

B. Purpose of the standard

Findings: The pedestrian environment along NE Holladay provides an active street frontage with an extended street level and elevated sidewalk encouraging the safe and varied movement of pedestrians along this MAX line corridor. A series of landscaped stormwater planters and street trees enhance the pedestrian experience. See APP.15 for reference diagram.

Therefore, this Modification merits approval.

Modification Request 3: 33.510.225 Ground Floor Active Uses

The project is requesting to reduce the required distance from finished floor to the bottom of structure above from 12'-0" to 11'-5" for 52% of the area designed to accommodate active uses along NE Multnomah Avenue.

A. Better meets design guidelines

Findings: An active and transparent lobby for the office building and visual access to Tri-Met's tenant space are provided along the ground floor facing NE Multnomah Avenue. The activity contributes to a vibrant streetscape and canopies provide cover for pedestrians. Design Guidelines A8 Contribute to a Vibrant Streetscape and C9 Develop Flexible Sidewalk Level Spaces are better met by this proposal.

B. Purpose of the standard

Findings: The ground level active uses along NE Multnomah Avenue support a vibrant streetscape and reinforce the continuity of the pedestrian realm at the ground level that are not impacted by this minor reduction from the standard. See APP.16 for reference diagram.

Therefore, this Modification merits approval.

(3) OREGON STATEWIDE PLANNING GOALS

Goal 1: Citizen Involvement

Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

Findings: The City of Portland maintains an extensive citizen involvement program which complies with all relevant aspects of Goal 1, including specific requirements in Zoning Code Chapter 33.730 for public notice of land use review applications that seek public comment on proposals. There are opportunities for the public to testify at a local hearing on land use proposals for Type III land use review applications, and for Type II and Type Ix land use decisions if appealed. For this application, a written notice seeking comments on the proposal and notifying of the public hearing was mailed to property-owners and tenants within 400 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 1,000 of the site. Additionally, the site was posted with a notice describing the proposal and announcing the public hearing.

The public notice requirements for this application have been and will continue to be met, and nothing about this proposal affects the City’s ongoing compliance with Goal 1.
Therefore, the proposal is consistent with this goal.

Goal 2: Land Use Planning

Goal 2 outlines the basic procedures of Oregon’s statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan’s policies into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

Findings: Compliance with Goal 2 is achieved, in part, through the City’s comprehensive planning process and land use regulations. For quasi-judicial proposals, Goal 2 requires that the decision be supported by an adequate factual base, which means it must be supported by substantial evidence in the record. *As discussed earlier in the findings that respond to the relevant approval criteria contained in the Portland Zoning Code, the proposal complies with the applicable regulations, as supported by substantial evidence in the record. As a result, the proposal meets Goal 2.*

Goal 3: Agricultural Lands

Goal 3 defines “agricultural lands,” and requires counties to inventory such lands and to “preserve and maintain” them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

Goal 4: Forest Lands

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will “conserve forest lands for forest uses.”

Findings for Goals 3 and 4: In 1991, as part of Ordinance No. 164517, the City of Portland took an exception to the agriculture and forestry goals in the manner authorized by state law and Goal 2. Since this review does not change any of the facts or analyses upon which the exception was based, the exception is still valid and Goal 3 and Goal 4 do not apply.

Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 5 relates to the protection of natural and cultural resources. It establishes a process for inventorying the quality, quantity, and location of 12 categories of natural resources. Additionally, Goal 5 encourages but does not require local governments to maintain inventories of historic resources, open spaces, and scenic views and sites.

Findings: The City complies with Goal 5 by identifying and protecting natural, scenic, and historic resources in the City's Zoning Map and Zoning Code. Natural and scenic resources are identified by the Environmental Protection ("p"), Environmental Conservation ("c"), and Scenic ("s") overlay zones on the Zoning Map. The Zoning Code imposes special restrictions on development activities within these overlay zones. Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts. *This site is not within any environmental or scenic overlay zones and is not part of any designated historic resource. Therefore, the proposal is consistent with Goal 5.*

Goal 6: Air, Water and Land Resources Quality

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Findings: Compliance with Goal 6 is achieved through the implementation of development regulations such as the City's Stormwater Management Manual at the time of building permit review, and through the City's continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities. The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed no objections to approval of the application, as mentioned earlier in this report. *Therefore, the proposal is consistent with Goal 6.*

Goal 7: Areas Subject to Natural Disasters and Hazards

Goal 7 requires that jurisdictions adopt development restrictions or safeguards to protect people and property from natural hazards. Under Goal 7, natural hazards include floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. Goal 7 requires that local governments adopt inventories, policies, and implementing measures to reduce risks from natural hazards to people and property.

Findings: The City complies with Goal 7 by mapping natural hazard areas such as floodplains and potential landslide areas, which can be found in the City's MapWorks geographic information system. The City imposes additional requirements for development in those areas through a variety of regulations in the Zoning Code, such as through special plan districts or land division regulations. *The subject site is not within any mapped floodplain or landslide hazard area, so Goal 7 does not apply.*

Goal 8: Recreation Needs

Goal 8 calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expediting siting of destination resorts.

Findings: The City maintains compliance with Goal 8 through its comprehensive planning process, which includes long-range planning for parks and recreational facilities. Staff finds the current proposal will not affect existing or proposed parks or recreation facilities in any way that is not anticipated by the zoning for the site, or by the parks and recreation system development charges that are assessed at time of building permit. Furthermore, nothing about the proposal will undermine planning for future facilities. *Therefore, the proposal is consistent with Goal 8.*

Goal 9: Economy of the State

Goal 9 calls for diversification and improvement of the economy. Goal 9 requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Findings: Land needs for a variety of industrial and commercial uses are identified in the adopted and acknowledged Economic Opportunity Analysis (EOA) (Ordinance 187831). The EOA analyzed adequate growth capacity for a diverse range of employment uses by distinguishing several geographies and conducting a buildable land inventory and capacity analysis in each. In response to the EOA, the City adopted policies and regulations to ensure an adequate supply of sites of suitable size, type, location and service levels in compliance with Goal 9. The City must consider the EOA and Buildable Lands Inventory when updating the City's Zoning Map and Zoning Code. *Because this proposal does not change the supply of industrial or commercial land in the City, the proposal is consistent with Goal 9.*

Goal 10: Housing

Goal 10 requires local governments to plan for and accommodate needed housing types. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Findings: The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards. *Since this proposal is not related to housing or to land zoned for residential use, Goal 10 is not applicable.*

Goal 11: Public Facilities and Services

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

Findings: The City of Portland maintains an adopted and acknowledged public facilities plan to comply with Goal 11. See Citywide Systems Plan adopted by Ordinance 187831. The public facilities plan is implemented by the City's public services bureaus, and these bureaus review development applications for adequacy of public services. Where existing public services are not adequate for a proposed development, the applicant is required to extend public services at their own expense in a way that conforms to the public facilities plan. *In this case, the scope of the project does not warrant review by the City's public services bureaus; Goal 11 is not applicable.*

Goal 12: Transportation

Goal 12 seeks to provide and encourage "safe, convenient and economic transportation system." Among other things, Goal 12 requires that transportation plans consider all modes of transportation and be based on inventory of transportation needs.

Findings: The City of Portland maintains a Transportation System Plan (TSP) to comply with Goal 12, adopted by Ordinances 187832, 188177 and 188957. The City's TSP aims to "make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs." The extent to which a proposal affects the City's transportation system and the goals of the TSP is evaluated by the Portland Bureau of Transportation (PBOT). *The scope of this project does not warrant*

transportation review; therefore Goal 12 is not applicable.

Goal 13: Energy

Goal 13 seeks to conserve energy and declares that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.”

Findings: With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current building code. *For these reasons, staff finds the proposal is consistent with Goal 13.*

Goal 14: Urbanization

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an “urban growth boundary” (UGB) to “identify and separate urbanizable land from rural land.” It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Findings: In the Portland region, most of the functions required by Goal 14 are administered by the Metro regional government rather than by individual cities. The desired development pattern for the region is articulated in Metro’s Regional 2040 Growth Concept, which emphasizes denser development in designated centers and corridors. The Regional 2040 Growth Concept is carried out by Metro’s Urban Growth Management Functional Plan, and the City of Portland is required to conform its zoning regulations to this functional plan. *This land use review proposal does not change the UGB surrounding the Portland region and does not affect the Portland Zoning Code’s compliance with Metro’s Urban Growth Management Functional Plan. Therefore, Goal 14 is not applicable.*

Goal 15: Willamette Greenway

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

Findings: The City of Portland complies with Goal 15 by applying Greenway overlay zones which impose special requirements on development activities near the Willamette River. The subject site for this review is not within a Greenway overlay zone near the Willamette River, so Goal 15 does not apply. *Therefore, the proposal is consistent with Goal 15.*

Goal 16: Estuarine Resources

This goal requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”

Goal 17: Coastal Shorelands

This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for “water-dependent” or “water-related” uses.

Goal 18: Beaches and Dunes

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

Goal 19: Ocean Resources

Goal 19 aims “to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19’s main requirements are for state agencies rather than cities and counties.

Findings: *Since Portland is not within Oregon’s coastal zone, Goals 16-19 do not apply.*

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 requirements of Title 11 can be met, and 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

As now finally designed as a completed ensemble to the Oregon Convention Center Hotel and Parking Garage, the 100 NE Multnomah Office Building is poised to become the long-envisioned compliment to the Oregon Convention Center and a prominent skyline feature for the City of Portland.

The office building addition is a well detailed architectural tower that integrates with and complements the parking garage in materiality and form. Approvals for the parking garage noted that the parking garage be designed “to be more unified as its own building type rather than using exterior materials and elements that link it to the hotel”. The office tower builds upon the materials palette established by the parking garage, combining light reflecting metal panel with warm tones referencing the tan brick of the Lloyd District.

The proposal completes the parking garage development set by the Oregon Convention Center Hotel, meets the Design Guidelines and the Modification Approval Criteria, and therefore merits approval.

DESIGN COMMISSION DECISION

Approval of the 100 Multnomah Office Building, a 9-story addition with approximately 120,000 square foot class “A” office space on the north portion of the existing Oregon Convention Center Hotel Parking Garage.

Approval of the following Modifications:

- **Modification Request 1: 33.266.310 Loading Standards.** Reduce the size and location of one (1) of the required two (2) Type A loading spaces to 8’6” wide x 18’ deep x 7’ tall.
- **Modification Request 2: 33.510.215 Required Building Lines.** Reduce the amount of required landscape area to 13% in lieu of 50% in the setback area at least 6’ and less than 12’ from the street lot line along NE Holladay, and to 9% in the setback area greater than 12’ from the street lot line along NE Holladay.

- **Modification Request 3: 33.510.225 Ground Floor Active Uses.** Reduce the required distance from finished floor to the bottom of structure above from 12'-0" to 11'-5" for 49% of the area designed to accommodate active uses along NE Multnomah Avenue.

Approval subject to the stamped and dated Exhibits C.1-C.40 and the following Conditions of Approval:

- A. As part of the building permit application submittal, the following development-related conditions (B through E) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 19-152117 DZM ". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

And the following technical requirements per the Portland Bureau of Transportation:

- D. Prior to Building Permit approval, the applicant shall seek a new temporary truck loading zone (TLZ) with PBOT's Parking Control Section. The TLZ will be located at the southern end of NE 1st Ave, north of NE Multnomah.
- E. Prior to Building Permit approval, the applicant shall submit a loading management plan to PBOT. The plan shall include all meaningful measures to minimize loading-related impacts to the abutting rights-of-ways.

By: 
Sam Rodriguez, Design Commission Vice-Chair

Application Filed: April 19, 2019
Decision Filed: August 9, 2019

Decision Rendered: August 8, 2019
Decision Mailed: August 22, 2019

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 19, 2019, and was determined to be complete on May 21, 2019.

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 19, 2019.

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 A.2. The **120 days expire on: April 18, 2020.**

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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on September 5, 2019 at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

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 City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or 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).**

Neighborhood associations may qualify for a waiver of the appeal fee. 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. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **September 5, 2019** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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 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.

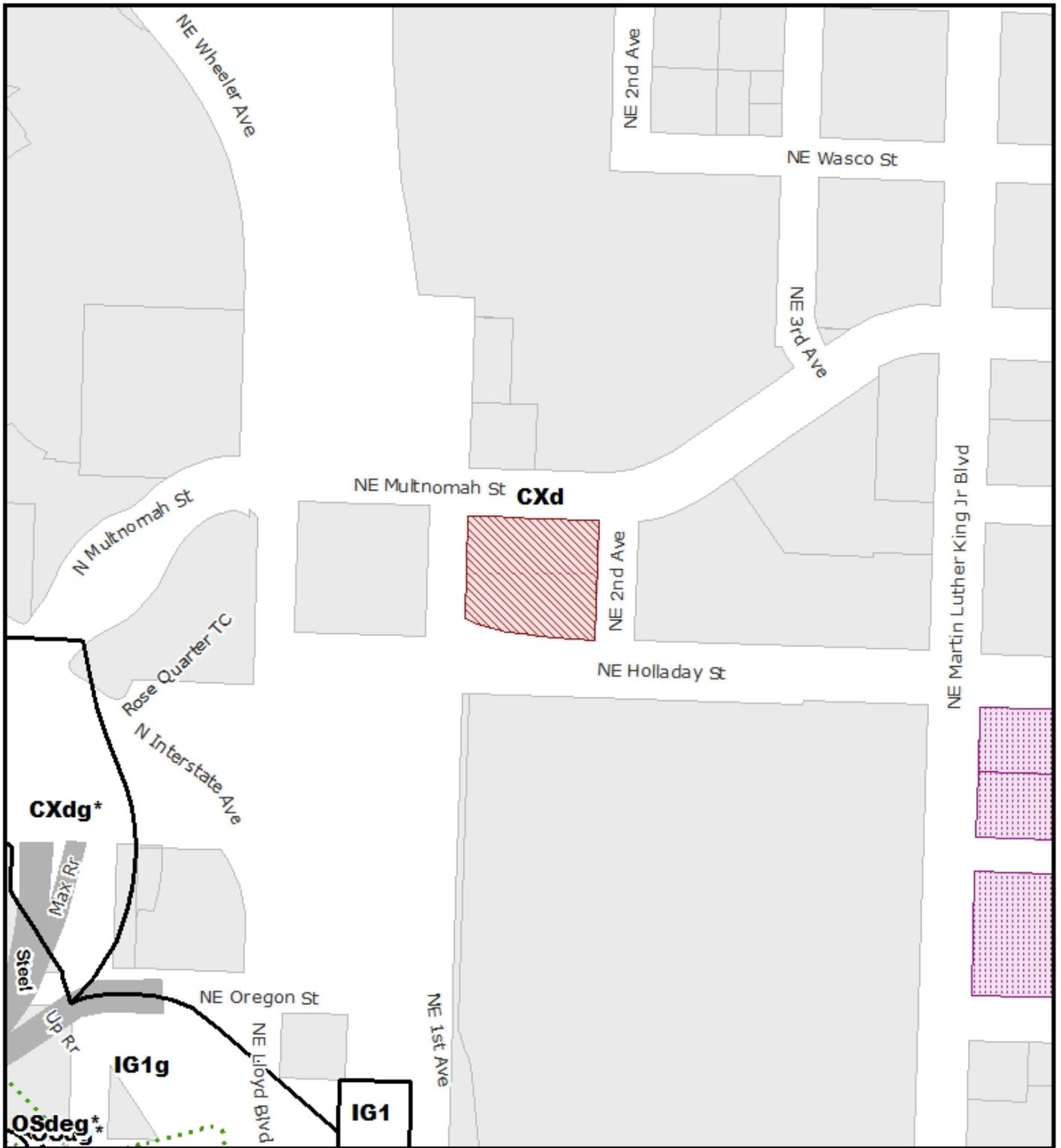
Tim Heron
August 19, 2019

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).

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement & Drawings
 - 1. April 19, 2019 Drawings and Narrative
 - 2. April 25, 2019 120-day waiver
 - 3. May 21, 2019 Revised Drawings and Narrative
 - 4. June 21, 2019 Revised Drawings and Narrative
 - 5. July 17, 2019 Kittelson Loading Analysis
 - 6. July 18, 2019 Revised Drawings
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. SITE PLAN - SITE DIAGRAM [attached]
 - 2. FLOOR PLAN - LOWER LEVEL & LEVEL 1
 - 3. FLOOR PLAN - INTERSTITIAL LEVEL
 - 4. FLOOR PLAN - LEVEL 2
 - 5. FLOOR PLAN - LEVEL 3-4
 - 6. FLOOR PLAN - LEVEL 5
 - 7. FLOOR PLAN - LEVEL 6-8
 - 8. FLOOR PLAN - LEVEL 9
 - 9. FLOOR PLAN - MECHANICAL PENTHOUSE
 - 10. FLOOR PLAN - ROOF
 - 11. ELEVATION - NORTH B/W
 - 12. ELEVATION - EAST B/W
 - 13. ELEVATION - SOUTH B/W
 - 14. ELEVATION - WEST B/W
 - 15. ELEVATION - NORTH
 - 16. ELEVATION - EAST
 - 17. ELEVATION - SOUTH
 - 18. ELEVATION - WEST
 - 19. BUILDING SECTIONS - NORTH-SOUTH
 - 20. BUILDING DETAILS - NORTH ENTRY
 - 21. BUILDING DETAILS - NORTH LOUVER
 - 22. BUILDING DETAILS - NORTH
 - 23. BUILDING DETAILS - EAST AT ENTRY
 - 24. BUILDING DETAILS - EAST AT GARAGE
 - 25. BUILDING DETAILS - EAST, TYPICAL
 - 26. BUILDING DETAILS - SOUTH AT GARAGE
 - 27. BUILDING DETAILS - SOUTH TERRACE
 - 28. BUILDING DETAILS - SOUTH
 - 29. BUILDING DETAILS - WEST AT GARAGE
 - 30. BUILDING DETAILS - WEST AT TERRACE
 - 31. BUILDING DETAILS – METAL PANEL SECTIONS
 - 32. BUILDING DETAILS – METAL PANEL PLANS
 - 33. LANDSCAPE PLAN
 - 34. CIVIL PLAN - EXISTING GARAGE AND RIGHT-OF-WAY
 - 35. CIVIL PLAN - GRADING PLAN
 - 36. EXTERIOR LIGHTING - LEVEL 1
 - 37. EXTERIOR LIGHTING - UPPER LEVELS
 - 38. CUT SHEETS - EXTERIOR LIGHTING T1
 - 39. CUT SHEETS - EXTERIOR LIGHTING T2
 - 40. CUT SHEETS & DETAIL - EXTERIOR LIGHTING T2
- 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. Bureau of Environmental Services
 2. Site Development
 3. Life Safety Plans Review
 4. Portland Transportation
- F. Letters
1. May 7, 2019 Go Lloyd Chair Wage Lange and Lloyd Enhance Services District letter of support.
- G. Other
1. Original LUR Application & Fee
 2. May 10, 2019 Incomplete Letter
- H. Design Commission Hearing
1. July 1, 2019 Design Commission Memorandum and Attachments
 2. July 11, 2019 Staff PowerPoint



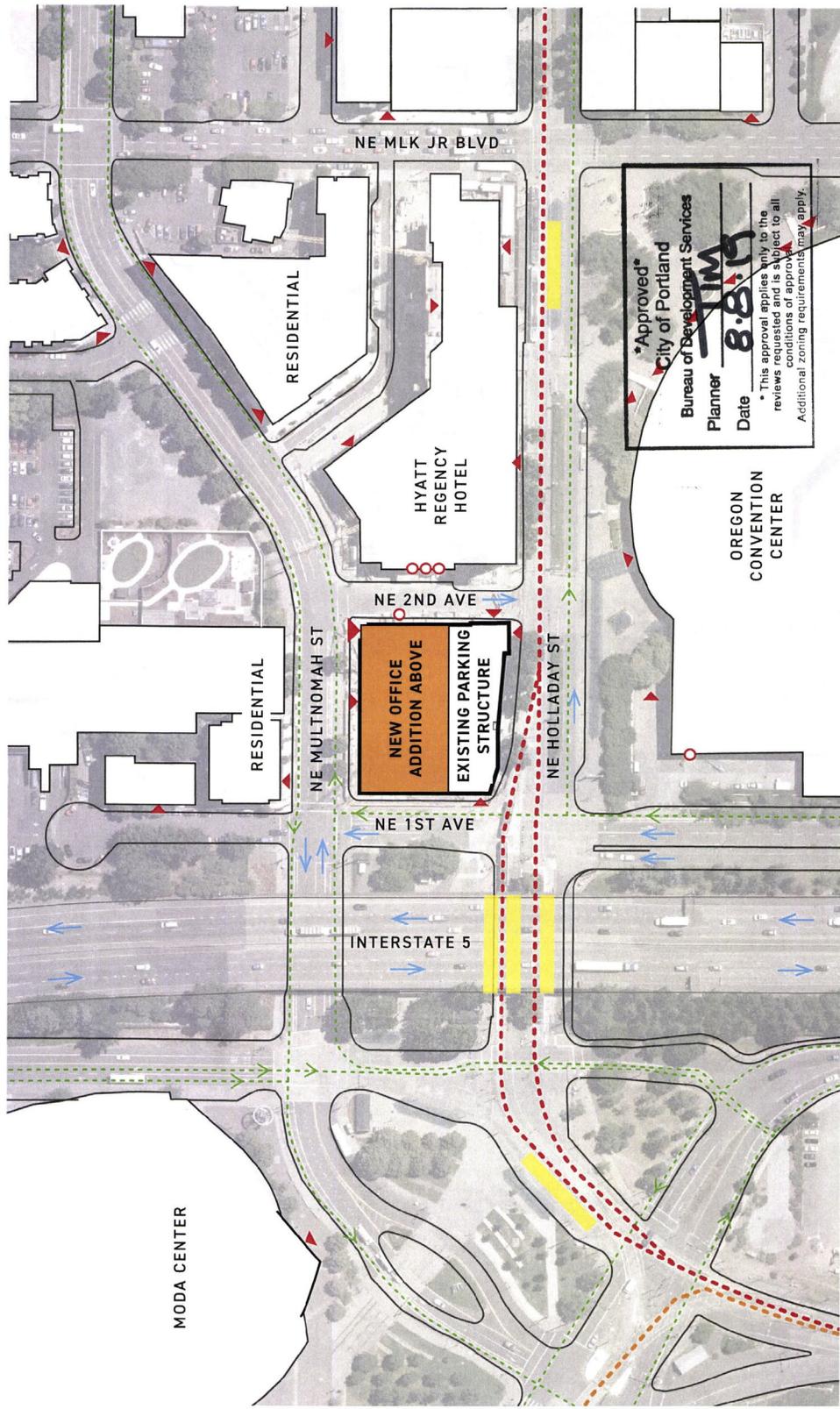
ZONING



THIS SITE LIES WITHIN THE:
CENTRAL CITY PLAN DISTRICT
LLOYD SUBDISTRICT

-  Site
-  Also Owned Parcels
-  Bridge
-  Recreational Trails

File No.	LU 19-152117 DZM
1/4 Section	2930
Scale	1 inch = 200 feet
State ID	1N1E34AA 3800
Exhibit	B Apr 23, 2019



- ENTRANCE
- LOADING DOCK
- MAX STATION
- MAX ROUTE
- AUTOMOBILE
- BIKE

Approved
 City of Portland
 Bureau of Development Services
 Planner **TIM**
 Date **8.8.19**
 *This approval applies only to the review of the site plan. It is subject to all conditions of approval. Additional zoning requirements may apply.



SITE PLAN SITE DIAGRAM

100 MULTNOMAH OFFICE BUILDING

LU 19-152117 DZM

Exhibit C.1