



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

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**FINAL FINDINGS AND DECISION BY THE DESIGN
COMMISSION RENDERED ON October 1, 2020**

**CASE FILE NUMBER: LU 20-161080 DZM
PC # 20-130397
Oregon Square Blocks 90 & 103**

BUREAU OF DEVELOPMENT SERVICES STAFF: Benjamin Nielsen 503-865-6519 /
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The Design Commission has **approved** a proposal in your neighborhood. 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.

GENERAL INFORMATION

Applicant: Kyle Andersen, GBD Architects
1120 NW Couch St, Suite 300, Portland, OR 97209
kyle@gbdarchitects.com, (503) 548-2336

Owner: Wade Lange, American Assets Trust
700 NE Multnomah Street, Suite 300, Portland, OR 97232

Owner: Jerry Gammieri, American Assets Trust
11455 El Camino Real Suite 200, San Diego, CA 92130

Owner on Record: AAT Lloyd District LLC
11455 El Camino Real #200, San Diego, CA 92130-2047

Site Address: 729 & 827 NE OREGON ST

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

Tax Account No.: R396204670, R396204710, R396205720, R396205760

State ID No.: 1N1E35BC 01500, 1N1E35BC 01600, 1N1E35BC 01700, 1N1E35BC 01800

Quarter Section: 2931

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 Jessica Rojas at jessica@necoalition.org

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 applicants request Design Review approval for a proposed two block development on the southern half of the existing Oregon Square block in the Lloyd District Subdistrict of the Central City Plan.

- The western building, Block 90, will be five stories tall (approx. 100'-6" to top of mechanical penthouse) and with approx. 189,270 SF of floor area. An alternate design is also proposed with two additional stories (for a total of seven stories, at approx. 130'-6" tall to top of mechanical penthouse) and with approx. 261,000 SF of floor area total.
- The eastern building, Block 103, will be six stories tall (approx. 115'-6" tall to top of mechanical penthouse) with approx. 224,427 SF of total floor area. An alternate design is also proposed with three additional stories (for a total of nine stories, at approx. 160'-6" tall to top of mechanical penthouse) and with approx. 332,000 SF of floor area total.

Both buildings will sit above a 246-stall below-grade parking garage which has access from NE Oregon St and NE 9th Ave. Both buildings (and their alternate designs with additional stories) are designed to appear similar and are clad primarily in glass and white precast concrete panels.

The proposal also includes the rebuilding of NE Pacific Street as a private one-way driveway designed as a curbsless street and serving westbound traffic between NE 9th Ave and NE 7th Ave and with a handful of passenger drop-off and pick-up pullouts. Sidewalks at the same grade as the street are proposed on either side of the new private street. These sidewalks are protected from the driving lane by bollards, planters, and seating. A new north-south pedestrian and bicycle pathway with integrated stormwater management planters is also proposed between the two new buildings. The design of this pathway extends the pathway design that exists on the Hassalo on Eighth superblock to the north of the site.

One Modification to zoning code development standards is requested:

1. Required Walkways, Landscaped Areas, and Plazas; Materials (33.293.030.A.2.a).
Modification to reduce the width of required walkways in the east-west direction (along NE Pacific St) from 12 feet minimum to approximately 8 feet in width on both sides of the private street.

Note: the proposal has been revised since the public notice was mailed to eliminate the previously requested Modification to the Ground Floor Windows standard (33.510.230.B). The design of the Block 103 building has since been revised to meet the standard on the south elevation.

Design Review approval is required for proposed new development in the design overlay zone of the Central City Plan District and for requested Modifications to zoning code development standards.

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
- Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan
- PZC 33.825.040, Modifications That Will Better Meet Design Review Requirements

ANALYSIS

Site and Vicinity: The site is located within the Central City Plan District, more specifically, the Lloyd District Subdistrict. The full site is composed of two superblocks: the northernmost being bound by NE 7th Ave, NE Holladay St, NE 9th Ave, and NE Multnomah St; the southernmost being bound by NE 7th Ave, NE Oregon St, NE 9th Ave, and NE Holladay St. The specific area of work lies in the southern half of this southern superblock and is defined by the two southern lots of the superblock plus the vacated rights-of-way of NE 8th Ave and NE Pacific St.

The southern superblock currently consists of four two-story buildings with associated surface parking and a plaza area. NE Pacific St is a private drive that cuts through the middle of the superblock in an east-west direction and linking this superblock to another superblock to the west. A north-south pedestrian passageway cuts through the middle of the superblock in the north-south direction, linking the area of work and this superblock to superblocks to the north. This southernmost superblock is significantly underdeveloped.

The same owner of the southern superblock, American Assets Trust (AAT), also owns the next superblock to the north. This block has recently been redeveloped with new residential mixed-use development on three-quarters of the site, adding to the existing commercial tower on the northwest corner of the block. Like the southernmost superblock, a private drive runs east-west through the middle of this block, and a pedestrian passage runs north south through the middle.

Further north is a 6-block Superblock with a 1970's office tower and a substantial parking area for the remainder of the site. To the south is the State office building abutting Interstate 84. 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 Quarter 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.

In the city's Transportation System Plan, NE 9th Avenue is classified as a Traffic Access Street, Neighborhood Corridor, City Bikeway, and Major City Walkway. It has local service classification for all other modes. NE Oregon Street is classified as a City Walkway with local service for all other modes. NE 7th Avenue is classified as a Major Transit Priority Street, Major City Bikeway, and Major City Walkway. It has local service classification for all other modes.

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

together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. 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 that address special circumstances existing in the Central City area. The site is within the Lloyd District Subdistrict of this plan district.

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

- LU 16-195933 DZM: Approval of a Design Review and housing height bonus for a phased development (Oregon Square) that includes four towers and a public plaza.
- LU 15-156716 DZM: A 2015 Design Review with Modifications approval for the Oregon Square project as a single development, (i.e. not phased).

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **September 11, 2020**. The following Bureaus have responded with no issue or concerns:

- Water Bureau

The Bureau of Environmental Services responded with no objections to the proposal and with information about sanitary service and stormwater management requirements. Please see Exhibit E.1 for additional details.

The Bureau of Transportation Engineering responded with no objection to the proposal, but with a request to redesign NE Pacific St to include a narrower 12-foot wide travel lane, except where needed for fire access, with a larger radius to help prevent cut-through traffic, and with a speed table at the mid-block pedestrian crossing. Please see Exhibit E.2 for additional details.

Staff notes that these requested revisions to the design of NE Pacific Street will likely still meet all applicable approval criteria, particularly since the individual components comprising the street will remain the same.

The Fire Bureau responded noting that all applicable Fire Code requirements will apply at the time of permitting. Please see Exhibit E.3 for additional details.

The Site Development Section of BDS responded with no objections and with additional information about Site Development-related issues that will be examined during permitting. Please see Exhibit E.4 for additional details.

The Life Safety Review Section of BDS responded with general life safety comments. Please see Exhibit E.5 for additional details.

The Bureau of Parks-Forestry Division responded a recommendation to deny the proposal at this time due to lack of a detailed Tree Plan and noting that existing street trees must be preserved through building construction. Please see Exhibit E.6 for additional details.

Staff notes that the street trees designated for preservation by Urban Forestry all lie within the public rights-of-way and are considered standard improvements in the rights-of-way, not subject to Design Review approval. As such, this issue could be resolved during the public works permitting process and, if needed, return for a future Design Review (likely a Type II) to consider any alterations that may be needed to the design of the buildings or the site and/or if nonstandard improvements were to be suggested by Urban Forestry.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **September 11, 2020**.

No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825, Design Review

Section 33.825.010 Purpose

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

Section 33.825.055, Design Review Approval Criteria

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

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

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

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

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

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

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

Lloyd District Design Goals

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

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

Central City Plan Design Goals

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

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

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City and Lloyd District Guidelines are addressed concurrently. Staff has also arranged the guidelines into three broad categories: context, the 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 for A1 & A1-1: The site is not directly adjacent to the Willamette River, which is several blocks to the west, on the opposite side of the Rose Quarter. However, NE Holladay Street is a key vehicle, transit, and pedestrian connector to the Eastbank Esplanade and the Willamette River. Portions higher in the buildings will have access to views toward the river and to the Rose Quarter and Convention Center.

Therefore, these guidelines are met.

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

Findings: The proposal meets this guideline in the following ways;

- The project celebrates several Portland-related themes including a vital pedestrian focused streetscape and an emphasis on bicycle transportation.

- The orientation of the ground-level spaces addresses adjacent streets, and the lush landscape edges and elevated green terraces along the north-south greenway incorporates the natural environment while, at the same time, providing places for people to gather.
- The development incorporates sustainable design principles and tenets of the Lloyd Eco-District program.

Therefore, this guideline is met.

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

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

A5-5. 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 for A3, A3-1, & A5-5: The proposal meets these guidelines in the following ways:

- The project takes two block-sized lots within a four-block superblock and creates a pedestrian-focused development with sidewalks, walkways, and private driveway.
- Both NE Pacific St and the north-south walkway/greenway lie along the vacated rights-of-way of the superblock, which follow the Central City’s typical 200-foot by 200-foot block pattern.
- NE Pacific Street retains the private driveway alignment from NE 9th Ave to NE 6th Ave, and which continues as a public right-of-way, linking the superblocks to the Convention Center. east-west connection.
- Both NE Pacific St and the north-south walkway/greenway through the site maintain the 60-foot width common to public rights-of-way in the Central City.
- Rebuilt sidewalks along NE 7th Ave, NE Oregon St, and NE 9th Ave will conform to Lloyd District design criteria established by PBOT and administered by the City Engineer.

Therefore, these guidelines are met.

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

Findings: The proposal meets this guideline in the following ways:

- The proposal rebuilds NE Pacific St with new landscaping and sidewalks. This

private driveway with a curbless street design helps to connect public spaces on the site to NE Holladay St and the existing public plaza to the north

- The proposed new north-south walkway/greenway connection helps to physically and visually connect the site to NE Holladay St and to the existing public plaza.

Therefore, this guideline is met.

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

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

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

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

Findings for A4, A5, A5-1, & C4: The proposal meets these guidelines in the following ways:

- The proposed new buildings incorporate the same design language, connecting them to each other, and this language incorporates many of the same architectural elements, such as precast concrete panels, large areas of glazing, light color, and tall ground floors, found throughout this area of the Lloyd District.
- The proposed north-south walkway/greenway connection incorporates the same design vocabulary used on the Hassalo on Eighth superblock to the north, helping to unify the two superblocks and define a consistent and identifiable character for the vacated NE 8th Ave right-of-way.
- Plant species, landscape furniture, pedestrian light fixtures, and the overall geometry, rigor, and aesthetic of the landscape is maintained along the north-south walkway/greenway, and these help to establish a shared identity and sense of place on the subject superblock as well as the Hassalo on Eighth superblock.

Therefore, these guidelines are met.

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

Findings: The proposed transformer for both buildings is located underground at the south end of the site and, specifically, at the south end of the parking garage.

Therefore, this guideline is met.

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

Findings: No proposals for works of art have been included with this development proposal, though the applicant notes that art is being considered. Since this is a large-scale development, comprising two standard Portland blocks, art must factor into the design of the public spaces. As such, to satisfy this guideline, art must either be evaluated through a follow-up Type II Design Review, or Public Art must be approved through the Regional Arts & Culture Council (RACC). To ensure art is provided

appropriate to meet the scale of development, a minimum budget of 0.25% of the valuation of the development is also needed. Both of these considerations will be added via a condition of approval.

Finally, since the public spaces in the work area are rather uniform in character—i.e., there is no singular plaza or major gathering space proposed—and since no specific art proposal has yet been submitted, appropriate locations for works of art should be determined through either the aforementioned follow-up Type II Design Review or through the RACC process.

With the following condition of approval, this guideline will be met:

- *Works of art, with a budget equaling at least 0.25% of the valuation of the proposed development, shall be added to the proposal and evaluated either through a follow-up Type II Design Review or through the Regional Arts & Culture Council.*

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

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

Findings for A5-4 & A5-6: The proposal meets these guidelines in the following ways:

- Large stormwater planters line either side of the north-south walkway bisecting the site. These planters are designed to collect and filter water and to showcase this sustainable design feature. The proposed plantings are lush and help to enhance the quality of the north-south walkway.
- Landscaping forms integral elements of the overall site design:
 - As described above, the landscaped stormwater planters help to define the north-south walkway/greenway through the site and connect it with the existing plaza and superblock to the north.
 - Landscape planters along the NE Pacific Street driveway help to define the pedestrian zones of that street with ornamental trees, flowering plants, and lush greenery.

Therefore, these guidelines are met.

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

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

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

Findings for C10-1, C10-2, & C10-3: The proposed development meets these guidelines in the following ways:

- Both proposed buildings are clad in white, honed precast concrete panels as the primary cladding material, except for glazing. The background statement for Guideline C10-1 specifically cites precast concrete as a “masonry material.”
- The white color of the precast concrete panels has a light color value, and darker

metal panels along with spandrel glazing are used in some locations to help articulate the overall design.

- The overall form of the buildings is simple and largely rectangular, save for angled breaks through the middle of the site. This particular gesture begins to suggest that the buildings were cracked open or eroded by the stormwater planters and walkway running north-south between the two. This design parti creates a simple sculptural language with large transparent surfaces in between the two buildings.

Therefore, these guidelines are met.

Public Realm

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

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

Findings for A7 & A8: The proposal meets these guidelines in the following ways:

- The project provides strong and continuous façades facing NE Pacific St, NE Oregon St, NE 7th Ave, NE 9th Ave, and the NE 8th Ave walkway/greenway bisecting the site. These edges are typically highly glazed and are defined by a rhythm of columns on all but the NE 8th Ave facades. These elements help to define the urban edge and rights-of-way and also help to create and maintain a sense of urban enclosure.
- Provision of glass canopies along the public street frontages and along the NE Pacific St frontages further help to create a sense of enclosure along the sidewalks.
- Large, flexible ground floor areas with large amounts of glazing providing for views between inside and outside help contribute to a vibrant streetscape.
 - Commissioners deliberated at some length during the October 1, 2020 hearing on the issue of how clear and how reflective the proposed glazing is along the north-south pedestrian walkway. Commissioners were concerned that the proposed 33% exterior reflectivity on the upper stories in this area would be overly reflective and would detract from creating a vibrant streetscape along this walkway by restricting views into the working areas of the building. Some Commissioners argued that an exterior reflectivity of no more than approximately 20% would be sufficient to create the desired contrast with the vision glass used on the other three facades of both buildings. Ultimately, the Commission concluded that the applicants should further study the issue of using a glass with lower reflectivity and concluded that, based on the applicants' demonstrated record of quality design and activation of public spaces on other projects, a condition of approval was not needed to ensure this guideline is fully met in this instance.
- The large, defined lobby entries to each building help to reveal and identify these important interior spaces, contributing to a vibrant streetscape.
- Terraces at the ground level projecting over the stormwater planters that line either side of the north-south walkway/greenway afford opportunities for interior

activities to spill outside, bringing additional vibrancy to this important pedestrian connection. It should not be overlooked that the lush landscaping itself contributes to the vibrancy of this walkway as well.

Therefore, these guidelines are 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.

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

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings for B1, B1-1, & B2: The proposal meets these guidelines in the following ways:

- The north-south walkway/greenway connection passes through the existing open space and plaza to the north of the site and across NE Holladay Street at the MAX station stops. The walkway continues further north through the Hassalo on Eighth development and beyond, establishing a continuous walkway where NE 8th Ave would otherwise be located and helping to enhance the district's pedestrian system.
- NE Pacific St provides an east-west connection through the site for pedestrians and cyclists using a street section based off Portland's standard 60-foot wide rights-of-way. Sidewalks are located on either side of a drive aisle and buffered from the driveway by landscaping and bollards.
- Where the north-south walkway crosses NE Pacific St, the paving changes to indicate to drivers of motor vehicles that this is a crosswalk.
- Curb cuts for loading and parking access are paired together to minimize the number of interruptions in the sidewalks and furnishing zones along NE Oregon St and NE 9th Ave. Further, only one curb cut for each is provided along either of these streets.
- All sidewalks in the public rights-of-way are designed to meet PBOT standards.
- Mechanical units for both buildings are located on the roof of each building.
- Exhaust systems for ground floor tenants will be routed into a band of louvers placed above canopies at the ground level, elevating the exhaust above the pedestrian realm.

Therefore, these guidelines are met.

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

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural

components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for B1-2 & C12: The proposal meets these guidelines in the following ways:

- City of Portland-standard cobra-head streetlights and twin-ornamental streetlights are proposed along rebuilt sidewalks in public rights-of-way along NE 7th Ave, NE Oregon St, and NE 9th Ave.
- Pedestrian-scaled streetlights are proposed along both the north-south walkway/greenway, and cobra-style streetlights are proposed along NE Pacific St. Both will have limited impacts on the city's skyline at night.

Therefore, these guidelines are 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.

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

Findings for B3 & B3-1: The proposal meets these guidelines in the following ways:

- Pedestrian crossings are spaced at traditional one-block intervals around the edge of the site and also at the crossing of NE Pacific St within the work area of this proposal.
- Where the north-south walkway/greenway crosses NE Pacific St, the paving pattern of the walkway continues across the driveway of NE Pacific St.

Therefore, these guidelines are met.

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

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

Findings for B4 & C6: The proposal meets these guidelines in the following ways:

- The design of the walkway/greenway along and NE Pacific Street includes carved-out areas off the main walkway and sidewalks that provide room for pedestrians to pull out and rest or gather. Furniture is also provided for rest within these spaces.
- Shallow recesses are provided off the main public and private sidewalks at entries into the building. These areas provide space for transition between the public and private realm as well as places for brief socializing off the movement zone of the sidewalks.

Therefore, these guidelines are met.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where

provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

Findings: The proposal meets this guideline in the following ways:

- The proposed new office buildings both have their main lobby entries facing the existing public plaza on this superblock across NE Pacific St. Locating these entries here helps to direct activity to this existing plaza.
- The proposed north-south walkway/greenway connection also helps to link the rest of the site to the existing public plaza and provides a direct connection to the plaza for development immediately to the south of the site.
- The proposed north-south walkway itself serves as a type of open space, with areas off the main walkway for sitting and stormwater gardens with lush plantings. The connection of this walkway to the rest of the open space, walkway, and private driveway system in the rest of the site to the north.

Therefore, 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 for B6 & B6-1: The proposal meets these guidelines in the following ways:

- Glass canopies are proposed along nearly the entire length of the building frontage along NE 7th Ave, NE 9th Ave, NE Oregon St, and NE Pacific St. They are only omitted where driveways serving the parking garage entrances and loading bays are present. These canopies are approximately 8'-0" deep and should provide excellent protection from the effects of wind and rain.

Therefore, these guidelines are met.

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

Findings: Fully-accessible entries are proposed through each building's lobby, which have entries at the sidewalk grade along each building's frontage. Additional entries are provided into individual tenant spaces, and although these often include short stairs on the buildings' interiors, the tenant spaces are large enough to provide flexibility in locating ramps or other means of fully-accessible movement in the interior spaces.

Therefore, 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 façades that create visual connections to adjacent public spaces.

C2-1. Maximize View Opportunities.

Findings for C1 & C2-1: The proposal meets these guidelines in the following ways:

- Clear glazing around all sides of the ground level provide view opportunities

between the interior and exterior of the building.

- Large areas of glazing are also proposed at the upper stories, and these windows provide views to the rest of the district, greater city, and, in some situations, towards the river.
- Glazed areas on the ground floors and upper stories of both buildings help to create visual connections between the buildings' interior spaces and the public spaces in the superblock.
- A proposed top floor terrace on the Block 103 building is oriented towards the west, providing opportunities for views to the river, West Hills, and other areas of the Central City.
- Balconies on each floor of both buildings provide opportunities for views to the surrounding district and beyond, depending on their height and exact location.

Therefore, these guidelines are met.

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

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

Findings for C7 & C9: The proposal meets these guidelines in the following ways:

- Large, flexible spaces are proposed at the corners of each building. Proposed program in these spaces varies from office to large lobbies to fitness rooms. The building is designed in such a way on the exterior and the interior structure that these spaces could be resized or re-arranged to accommodate a variety of uses. These uses are all easily visible through large areas of transparent glazing along the ground level of both buildings.
- Entries into the lobbies of both buildings are located near the corners at the intersections of NE Pacific St and the NE 8th Ave walkway/greenway. These entries are demarcated by distinctive, large openings in the ground level that extend up to the top of the second floor.
- Stairs and elevators in both buildings are located towards each building's central core, keeping the corners and exterior frontage open for flexible and active uses.
- Corners of each building are defined by breaks in the regular façade patterning at both the ground and upper stories. Glazing on the upper stories and ground floor generally wraps around each corner, further highlighting the corners and activating street intersections.

Therefore, these guidelines are 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 proposal meets this guideline in the following ways:

- The ground level of each building is slightly recessed as compared with the upper stories. The ground level is further broken up by columns which continue down to ground level from their expression on the upper stories.
- The sidewalk-level of the building is further defined by glass canopies which wrap three out of the four sides of each building, and by a band of louvers above the storefront windows.
- Whereas the upper stories of each building are defined by a repeating square pattern created by precast concrete beams and columns, the ground level is differentiated by vertically-oriented rectangular bays that help to anchor each building to the ground.

Therefore, this guideline is met.

Quality & Permanence

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: The proposal meets this guideline in the following ways:

- Parking is located below grade, limiting its impact on the building's exterior and on adjacent buildings and the environment.
- Material surrounding the garage doors is the same aluminum composite metal used as accents around other areas of the building.

The staff report originally recommended that one aspect of the proposal did not fully satisfy this guideline:

- Parking garages have coiling, rolling grille overhead doors at each driveway. Overhead doors that limit views to the interior of each garage entry better respect and integrate with existing buildings and the environment visually. Staff recommended that solid coiling doors with either metal panels or translucent panels would better meet this guideline. Perforations in the panels could be provided for panels above 6 feet (or approximate eye level) to allow for needed ventilation. Staff recommended a condition of approval requiring coiling panel doors with solid metal or translucent glazed panels, and with an allowance for perforated panels above 6 feet, to ensure that this guideline is fully met.

At the October 1, 2020 Design Commission hearing, the applicants presented additional information about the interior of the garage entries, showing a scalloped gypsum board finish on the walls and patterning of overhead lighting leading down the driveways into the basement garage. Commissioners found that these features were sufficient to fully integrate the parking garage entries, particularly since the garage doors will be open for most of the day, and Commissioners struck staff's recommended condition of approval from their decision.

Therefore, 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.

Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application.

Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

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

Findings for C1-2 & C13: No signage is currently proposed. Any future signage will need Design Review approval if it exceeds 32 square feet in area.

Therefore, this guideline does not apply.

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

Findings: The proposal meets this guideline in the following ways:

- Proposed primary building materials, including precast, honed concrete panels; aluminum-framed curtain walls with either clear, reflective, or spandrel glazing; and aluminum composite panels. These materials are of very high quality. Supporting details also show that these materials will be installed in such a way as to ensure the overall building exhibits enduring quality and permanence.
- Accent materials, including metal louvers, aluminum bi-fold and tilt-open door systems, and glass railings are also of high quality and well-detailed for overall durability and permanence.
- Mechanical enclosures on the buildings' roofs are clad with a ribbed metal panel system at either 22 or 24-gauge in thickness. Either will provide sufficient rigidity against oil-canning or warping due to the proposed ribbing profile and panel width. Staff originally noted that no finish for these panels was indicated, however, and recommended that a Kynar-500 or similar PVDF-type finish should be used to ensure that the system retains its high-quality. Staff added a condition of approval requiring this in the staff report sent to the Design Commission. At the October 1, 2020 hearing, the applicants presented slightly revised drawings indicating the proposed Kynar-500 or similar PVDF-type finish, and the Commission found that this condition of approval was no longer needed. They therefore struck the condition from their final decision.

The staff report originally recommended that one aspect of the proposal did not fully satisfy this guideline:

- Wood soffits and surrounds are proposed at recessed balconies on both buildings. The species of wood and its finish were not specified at the time of publishing of the staff report. Staff therefore recommended that, to ensure high-quality, the proposed wood should be a tongue-and-groove cedar with solid stain or paint. Staff recommended a condition of approval to ensure that the guideline would be met. The material's small surface area and location in recesses, combined with the condition of approval will help to ensure that it is treated with similarly high-quality as the primary building cladding components.

The applicants presented additional information about the wood soffits and surrounds at the October 1, 2020 hearing, showing that these would be a tropical hardwood, finished with a clear coat. Commissioners deliberated on this topic and the idea of how

sustainability in growing and harvesting wood plays into the idea of “promoting quality and permanence.” Ultimately, the Commission determined that it would not add a condition related to procuring sustainably-sourced wood for the soffits and surrounds at the balconies, though they encouraged the applicants to consider using such material—and the applicant agreed to research the issue more. Ultimately, the Commission revised staff’s recommended condition of approval, determining that a simplified condition requiring that whatever species of wood is selected have a matte clear finish to ensure that the wood endures and maintains its quality.

With the following condition of approval, this guideline will be met:

- *The proposed wood soffits and surrounds shall have a matte clear finish.*

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: The proposal meets this guideline in the following ways:

- The two proposed buildings express the concept of a static 15-foot by 15-foot grid that is simple, elegant, and understated. The architectural expression breaks from that within the space between the buildings, where the angled planes of the façade play off each other with reflections of light and shadow, as if the two buildings were broken from one solid form and pulled apart to allow the pedestrian connection at grade to pass through. The base of the building is set back to let the precast pilasters come to the ground, the top the building has a thin metal panel parapet wall set back from the precast frame. To top off the building the mechanical penthouse provides not only screened equipment, but also program and access points for the occupants to the roof terrace to enjoy the surrounding area. The design language of the buildings plays off the very simple, platonic, and geometric building masses found in the area staying true to a strong concept of a glass box which has been incised by a precast grid to give the building enclosure a greater sense of transparency and sculptural tension. Taken all together, the two buildings, together, execute a simple concept elegantly at multiple scales, achieving a coherent composition both in isolation and taken as a pair together.
- The placement of both buildings takes advantage of the superblock configuration common to this portion of the Lloyd District. The landscape design harmoniously extends landscape design features from the north and sets up the northern half of this southernmost superblock for future redevelopment. The proposed design of NE Pacific St and the NE 8th Ave walkway/greenway integrate well with and complement the proposed design of both buildings.
- Proposed alternate designs to extend Block 90 by two additional stories and Block 103 by three additional stories retain the overall cohesiveness of the buildings’ designs, thanks to the simple 15-foot by 15-foot grid.

Therefore, 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.

Findings: Glass canopies and balconies with glass railings each project over portions of the public rights-of-way around the site. These building components are well-integrated with the overall building design, and the canopies, in particular, serve to enhance the pedestrian environment.

Therefore, 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 storm water management tools.

Findings: The roof on each building accommodates mechanical equipment, a roof terrace, and eco-roof stormwater plantings. These particular building components fill nearly the entire roof surface, making good use of this space. Mechanical equipment is screened by well-integrated ribbed metal screening walls, and the roof terrace elevator and stair lobby are integrated into a single mass with the mechanical screening system.

Therefore, this guideline is met.

Modifications

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.

Modification #1: Required Walkways, Landscaped Areas, and Plazas; Materials (33.293.030.A.2.a). Modification to reduce the width of required walkways in the east-west direction (along NE Pacific St) from 12 feet minimum to approximately 8 feet in width on both sides of the private street.

Purpose Statement: The Superblocks chapter regulates the amount and location of open areas and walkways on large commercial sites where streets have been vacated. The intent is to promote a pleasant and convenient walkway and open area system on the superblock that links to the adjacent buildings, to the public circulation system, and to any available public transit. The requirements also promote the maintenance of light, air and access that could be lost due to development on the vacated street.

Standard: 33.293.030.A.2.a, Required Walkways, Landscaped Areas, and Plazas; Materials. The walkways system must be hard-surfaced, at least 12 feet wide, and unobstructed.

- A. **Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

Findings: The Modification to reduce the width of the required east-west walkway allows space on the site to provide a private driveway designed as a curbless street running

through the site. This “street” has sidewalks with 8-foot clear movement zones on either side of a drive aisle and landscaping, providing 16 feet total of clear space for pedestrians moving east or west through the site. Additional space for landscaping and street furniture is provided in the traditional furnishing zone of the private drive, and the sidewalk also extends closer to the building in the traditional frontage zone of the sidewalk. These zones are typical of sidewalks throughout the Central City (a typical 12-foot city sidewalk, for example, as a 6-foot clear zone, 4-foot furnishing zone, 6” curb, and 1’-6” frontage zone). As such, providing a private driveway with full sidewalks on either side better meets Guidelines A3 – Respect the Portland Block Structure and A4 – Use Unifying Elements by providing full city-style sidewalks as opposed to a single walkway. Furthermore, bicycle users can ride in the drive aisle rather than on the sidewalks, reducing potential conflicts with pedestrians. In this respect, the proposal also better meets Guideline B2 – Protect the Pedestrian than would a 12-foot wide walkway with no specific aisle for vehicular movement.

The proposed design of NE Pacific St also takes several design cues from the design of NE Hassalo St to the north, which is also a private driveway designed in the form of a street. As such, designing this east-west connection in a similar manner also better meets Guidelines A5 – Enhance, Embellish, and Identify Areas, A5-1 – Develop Identifying Features, and C4 – Complement the Context of Existing Buildings than would a 12-foot wide walkway.

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The superblock standards are intended to promote a pleasant and convenient walkway system on the superblock that links the site to adjacent buildings and the public circulation system. The proposed design of NE Pacific St easily accomplishes these elements of the purpose of the standard being Modified by providing 16 feet of total clear space for pedestrians, a separate drive aisle for bicycles and motor vehicles, and additional landscaping and seating in addition to the walkways.

The standards are also intended to promote the maintenance of light, air, and access that could be lost due to development on the vacated street. The 60-foot width of the NE Pacific St driveway cross-section far exceeds the amount of light, air, and access that would otherwise be required with a walkway only 12 feet wide.

Therefore, this Modification 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

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for a proposed two block development on the southern half of the existing Oregon Square block in the Lloyd District Subdistrict of the Central City Plan, including:

- Approval of the western building, Block 90, which will be five stories tall (approx. 100'-6" to top of mechanical penthouse) and with approx. 189,270 SF of floor area.
- Approval of an alternate design for Block 90 with two additional stories (for a total of seven stories, at approx. 130'-6" tall to top of mechanical penthouse) and with approx. 261,000 SF of floor area total.
- Approval of the eastern building, Block 103, which will be six stories tall (approx. 115'-6" tall to top of mechanical penthouse) with approx. 224,427 SF of total floor area.
- Approval of an alternate design for Block 103 with three additional stories (for a total of nine stories, at approx. 160'-6" tall to top of mechanical penthouse) and with approx. 332,000 SF of floor area total.
- Approval for the rebuilding of NE Pacific Street as a private one-way driveway, designed as a curbless street and serving westbound traffic between NE 9th Ave and NE 7th Ave.

Approval of one Modification to zoning code development standards:

1. Required Walkways, Landscaped Areas, and Plazas; Materials (33.293.030.A.2.a).
Modification to reduce the width of required walkways in the east-west direction (along NE Pacific St) from 12 feet minimum to approximately 8 feet in width on both sides of the private street

Approvals per Exhibits C.1-C.147, signed, stamped, and dated October 2, 2020, subject to the following conditions:

- 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 20-161080 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.
- D. Works of art, with a budget equaling at least 0.25% of the valuation of the proposed development, shall be added to the proposal and evaluated either through a follow-up Type II Design Review or through the Regional Arts & Culture Council.
- E. The proposed wood soffits and surrounds shall have a matte clear finish.

By: 
 Julie Livingston, Design Commission Chair

Decision Filed: October 2, 2020

Decision Mailed: October 16, 2020

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 July 2, 2020, and was determined to be complete on August 12, 2020.

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 July 2, 2020.

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: December 10, 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 October 30, 2020. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477>. **Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision.** If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <https://www.portlandoregon.gov/citycode/28197>.

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).

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 City Council on that issue. Also, if you do not raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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, up to a maximum of \$5,000.00).**

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 website: <https://www.portlandoregon.gov/bds/article/411635>. 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 on or after **November 2, 2020** 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.

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 Submittals
 - 1. Original Narrative
 - 2. Original Drawing Set
 - 3. Original Appendix
 - 4. Preliminary Storm Report
 - 5. Neighborhood Contact Package
 - 6. Conference Facilitator Summary Memo from EA 20-130397 PC
 - 7. Building Elevations
 - 8. Site Plan
 - 9. Revised Drawing Set, dated 07/21/2020 and received 07/22/2020
 - 10. Revised Appendix, dated 07/21/2020 and received 07/22/2020
 - 11. Revised Narrative, dated and received 08/12/2020
 - 12. Revised Drawing Set, dated and received 08/12/2020
 - 13. Revised Appendix, dated and received 08/12/2020
 - 14. Modification Narrative, 08/12/2020
 - 15. Neighborhood Meeting Notification information
 - 16. Revised Narrative, dated and received 09/16/2020
 - 17. Revised Drawing Sheets, dated and received 09/16/2020
 - 18. Revised Drawing Set, dated and received 09/16/2020
 - 19. Revised Appendix, dated and received 09/16/2020
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. *Not used.*
 - 2. Site Plan
 - 3-12. *Not used.*
 - 13. Ground Floor – Site (attached)
 - 14. Typical Level – Site
 - 15. Roof – Site
 - 16. Parking P1
 - 17. *Not used.*
 - 18. 9th St – East Elevation (attached)
 - 19. Oregon St – South Elevation (attached)
 - 20. 7th Ave – West Elevation (attached)
 - 21. Pacific St – North Elevation (attached)
 - 22-26. *Not used.*
 - 27. Site Plan
 - 28. NE Pacific St
 - 29. NE Pacific St – Materials
 - 29.1 NE Pacific St Crossing – Materials
 - 30. NE Pacific St – Planting
 - 31. NE 8th Ave
 - 32. NE 8th Ave – Materials
 - 33. NE 8th Ave – Planting
 - 34. Streetscape
 - 35. Streetscape – Materials
 - 36. Streetscape – Planting
 - 37-38. *Not used.*
 - 39. Ground Floor Plan
 - 40. Typical Plan – Floors 02-03
 - 41. Typical Plan – Floors 04-05

42. Rooftop Terrace Plan – Floor 06
43. Roof Plan
44. Bl 90 Roof Terrace
45. Bl 90 Roof Terrace - Materials
46. Bl 90 Roof Terrace – Planting
47. North Elevation
48. North Elevation
49. East Elevation
50. East Elevation
51. South Elevation
52. South Elevation
53. West Elevation
54. West Elevation
55. Section – West
56. Section – North
57. NW Podium Corner – Detail: 90-1
58. North Building Lobby Entrance – Detail: 90-2
59. NE Retail Corner – Detail: 90-3
60. East Podium – Detail: 90-4
61. South Garage Entrance – Detail: 90-5
62. South Garage Entrance – Detail: 90-6
63. South Loading Dock Entrance – Detail: 90-7
64. SW Podium – Detail: 90-8
65. West Elevation – Detail: 90-9
66. Typical Balcony – Detail: 90-10
67. Typical East Curtain Wall – Detail: 90-11
68. East Curtain Wall Inside Corner – Detail: 90-12
69. West Parapet – Detail: 90-13
70. South Podium – Detail: 90-14
71. Loading Dock
72. Material Palette
73. Material Palette
74. Exterior Lighting Plan – Ground Floor
75. Exterior Lighting Plan – Roof Terrace
- 75.1. *Not used.*
- 75.2. Height Alternate / North Elevation
- 75.3. Height Alternate / East Elevation
- 75.4. Height Alternate / South Elevation
- 75.5. Height Alternate / West Elevation
76. Cut Sheets: Exterior Cladding
77. Cut Sheets: Glazing Systems
78. Cut Sheets: Screen Wall and Louvers
79. Cut Sheets: Glazing Systems and Railings
80. Cut Sheets: Overhead Doors
- 81-82. *Not used.*
83. Ground Floor Plan
84. Typical Plan – Floors 02-03
85. Typical Plan – Floors 04-05
86. Plan – Floor 06
87. Rooftop Terrace Plan
88. Roof Plan
89. Bl 103 Roof Terrace
90. Bl 103 Roof Terrace – Materials
91. Bl 103 Roof Terrace – Planting
92. North Elevation

93. North Elevation
94. East Elevation
95. East Elevation
96. South Elevation
97. South Elevation
98. West Elevation
99. West Elevation
100. Section – West
101. Section – North
102. NW Podium Corner – Detail: 103-1
103. North Building Lobby Entrance – Detail: 103-2
104. North Elevation – Detail: 103-3
105. NE Corner – Detail: 103-4
106. East Garage Entrance – Detail: 103-5
107. East Loading Dock Entrance – Detail: 103-6
108. SW Corner (South) – Detail: 103-7
109. SW Corner (West) – Detail: 103-8
110. West Façade – Detail: 103-9
111. North Parapet – Detail: 103-10
112. West Terrace 1 – Detail: 103-11
113. West Terrace 2 – Detail: 103-12
114. West Terrace 3 – Detail: 103-13
115. Loading Dock
116. Exterior Features
117. Material Palette
118. Exterior Lighting Plan – Ground Floor
119. Exterior Lighting Plan – Level 06
120. Exterior Lighting Plan – Roof Terrace
- 120.1. *Not used.*
- 120.2. Height Alternate / North Elevation
- 120.3. Height Alternate / East Elevation
- 120.4. Height Alternate / South Elevation
- 120.5. Height Alternate / West Elevation
121. Cut Sheets: Exterior Cladding
122. Cut Sheets: Glazing Systems
123. Cut Sheets: Screen Wall and Louvers
124. Cut Sheets: Specialty Windows and Railings
125. Cut Sheets: Overhead Doors
126. *Not used.*
127. *Not used.*
128. Existing Conditions – Survey
129. Autorun Exhibits – Block 90
130. Autorun Exhibits – Block 90
131. Autorun Exhibits – Block 90
132. Autorun Exhibits – Block 90
133. Autorun Exhibits – Block 103
134. Autorun Exhibits – Block 103
135. Autorun Exhibits – Block 103
136. Grading Site Plan – Block 90
137. Grading Site Plan – Block 103
138. Stormwater Management Plan
139. Utility Site Plan – Block 90
140. Utility Site Plan – Block 103
- 141-145. *Not used.*
146. Superblock Open Space Diagram

147. Parking Garage Entry Detail & Lighting

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. Bureau of Transportation Engineering and Development Review
3. Fire Bureau
4. Site Development Review Section of BDS
5. Life Safety Review Section of BDS
6. Bureau of Parks, Forestry Division

F. Letters

No correspondence was received.

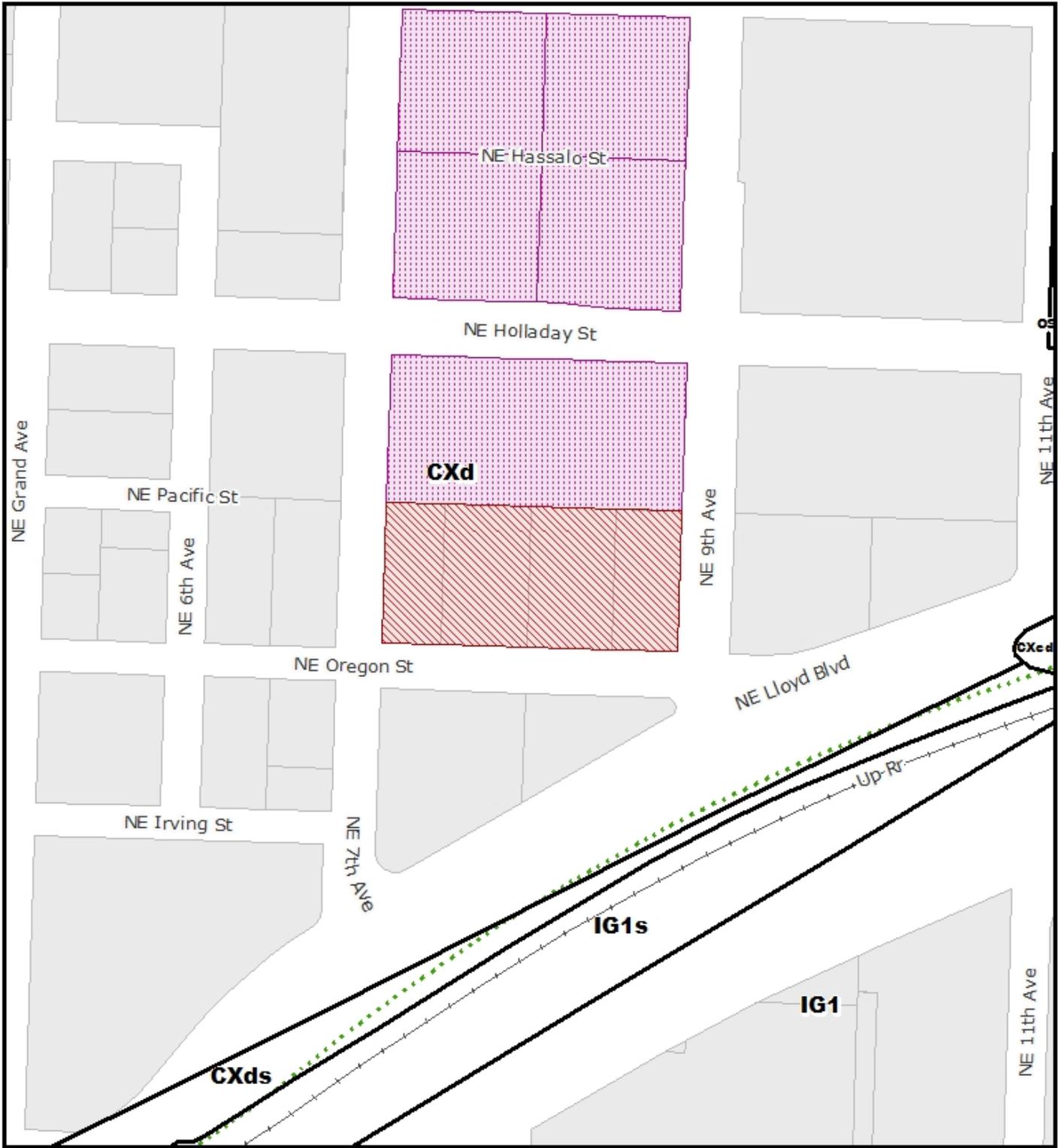
G. Other

1. Original LUR Application
2. Email from applicant re: decision to have on-the-record hearing, 07/14/2020
3. Email from applicant re: adding floors to the proposal, 07/29/2020
4. Incomplete Application Letter, sent 08/01/2020
5. Request for Completeness Review comments from PBOT, sent 08/06/2020
6. Email from applicant re: revisions and request to deem the application complete, 08/12/2020
7. Email from Urban Forestry staff re: recommendation, 09/11/2020
8. Email from PBOT staff re: design revisions for NE Pacific St, 09/16/2020
9. Applicant responses to PBOT staff email (Exhibit G.8), 09/16/2020
10. Email from applicants to Portland Fire Bureau re: street design revisions to NE Pacific St, 09/16/2020

H. Hearing

1. Staff Report, 09/22/2020
2. Email from applicants re: proposed conditions of approval, 09/24/2020
3. Memo regarding revised drawings and revised drawing sheets, 09/30/2020
4. Revised Drawing Set, dated 10/01/2020 and received 09/30/2020
5. Revised Appendix, dated 10/01/2020 and received 09/30/2020
6. Staff Memo to Design Commission, 09/30/2020
7. Staff Presentation to Design Commission, 10/01/2020
8. Applicants' Presentation to Design Commission, 10/01/2020

1.



ZONING


 NORTH
 CENTRAL CITY PLAN DISTRICT
 LLOYD DISTRICT SUB DISTRICT

-  Site
-  Also Owned Parcels
-  Recreational Trails

File No.	LU 20 - 161080 DZM
1/4 Section	2931
Scale	1 inch = 200 feet
State ID	1N1E35BC 1600
Exhibit	B Jul 02, 2020

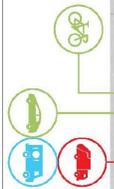
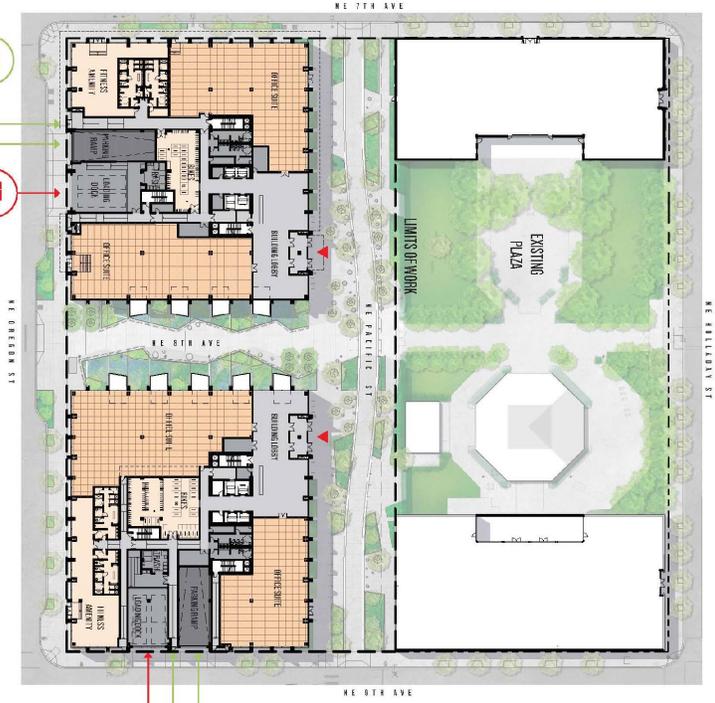
APPROVED
 City of Portland
 Bureau of Planning Services
 Project / Case: 10/22/2020
 Date: 10/22/2020
 This approval applies only to the review requested and is subject to all conditions of approval. Additional zoning requirements may apply.

710 BUILDING

830 BUILDING

BLOCK 80
5 Levels of Office
182,977 Total GSF

BLOCK 103
6 Levels of Office
214,277 Total GSF





APPROVED
 City of Portland
 Bureau of Development Services
 Permit / **5-24-20** / **10022020**
 Date
 This approval applies only to the review indicated
 Additional zoning requirements may apply

9th St. East Elevation | PLACE • AMERICAN ASSOCIATION OF ARCHITECTS | 1000 NE HULLMAN ST. | 97102-3000 (REVISED OCTOBER 7, 2020)

0 10 20 30 40 FT

DESIGN DRAWINGS, SITE

C18



APPROVED
City of Portland
Bureau of Development Services
Permit / ~~2-28-20~~ **1002/2020**
Date
This approval applies only to the conditions stated
and is subject to all conditions of approval.
Additional zoning requirements may apply.

GRB ARCHITECTS ARCHITECTURAL PLACE • AMERICAN ASSOCIATION OF ARCHITECTS • 11120 18TH AVE • ANNISTON, AL 36810 (REVISED OCTOBER 7, 2020)

0 10 20 30 40

DESIGN DRAWINGS, SITE

C210

NE HOLLADAY ST

NE OREGON ST

7TH AVE - WEST ELEVATION



APPROVED
 City of Portland
 Bureau of Development Services
 Reviewer/ 3-28-20
 Date/ 02/22/2020
 *This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning rules apply.

GRB ARCHITECTS INCORPORATED | PLACE • AMERICANASSELIS HILLS | CHELSEA SQUARE | (503) 838-0000 | ANELISI 10.2000 (REVISED OCTOBER 7, 2020) C21

PACIFIC ST - NORTH ELEVATION

DESIGN DRAWINGS SITE