



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

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## **STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 16-285307 DZM  
PC # 16-253953  
SW Park & Columbia  
REVIEW BY: Design Commission  
WHEN: February 16, 2017; 1:30pm  
WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

**Bureau of Development Services Staff:** Hannah Bryant 503-823-5353 /  
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### **GENERAL INFORMATION**

**Applicant:** Eric Buschert, GBD Architects  
1120 NW Couch St #300  
Portland, OR 97209

**Owner:** Front & Pine LLC  
920 SW 6th Ave #223  
Portland, OR 97204-1207

BPM Real Estate Group  
1331 NW Lovejoy St #775  
Portland, OR 97209

**Site Address:** **SW PARK AVENUE & SW COLUMBIA STREET (SE Corner)**

**Legal Description:** BLOCK 204 LOT 7&8, PORTLAND  
**Tax Account No.:** R667721970  
**State ID No.:** 1S1E04AD 03400  
**Quarter Section:** 3128  
**Neighborhood:** Portland Downtown, contact Rani Boyle at 503-725-9979.  
**Business District:** None  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City – Downtown, Park Blocks  
**Zoning:** **RXd**, Central Residential with a 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 applicant seeks Design Review approval for a seven-story, multi-family residential building with 73 units. One-third of each unit type will be designated affordable housing. The ground floor includes 11 parking spaces; 1 loading space; services; a residential lobby and leasing office, and three residential loft units. The parking area is capped with a non-occupiable landscaped area. There is a shared residential rooftop terrace at the NW corner, overlooking the South Park Blocks. This proposal is intended to meet condition of approval D for LU15-281248 which states, 'A multi-dwelling structure shall be constructed on the RX-zoned portion of the site with the following parameters:

- Developer will enter into a development agreement with Portland Housing Bureau by June 30, 2017.
- The multi-dwelling development shall contain a minimum of 60 residential units with 33% of those units deemed affordable at 80% MFI. The units deemed affordable shall continue to be affordable for a period of forty (40) years from initial tenancy. A covenant shall be recorded against the property ensuring affordability as outlined.
- The square footages and number of bedrooms in the affordable units shall be proportional to the market-rate units.

The following Modifications are requested:

1. Exceptions to the Maximum Height (33.120.215.C.2)- To reduce the elevator and stair tower setback from 15 feet from the edge of the roof on SW Columbia Street to 0 feet.

2. Required Building Lines (33.510.215.D.1.a; Table 510-6)- 75% of the building face is required to meet the street lot line along SW Columbia. The building is set back at the garage entry to match the 5-foot garage set back at the adjacent Broadway Tower. Therefore, less than 75% of the street-level building face meets the street lot line. Above the garage entry, the building massing is at the property line.

3. Bicycle Parking Standards (33.266.220.C.3.b)- Reduction in width of staggered, wall-mounted bicycle parking from 24" to 18".

Because the proposal is for new development in the Downtown sub district of the Central City plan district, Design Review is required.

**Relevant Approval Criteria:**

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

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|---|---|
| <ul style="list-style-type: none"> <li>▪ <i>Central City Fundamental Design Guidelines</i></li> </ul> | <ul style="list-style-type: none"> <li>▪ <i>33.825.040, Modifications That Will Better Meet Design Review Requirements</i></li> </ul> |
|---|---|

**ANALYSIS**

**Site and Vicinity:** The subject property occupies the northwest quarter of the block bound by SW Columbia, SW Broadway, SW Clay, and SW Park. The site has historically been a surface parking area, and is currently serving as a construction staging area for

the adjacent Broadway Tower, which will occupy the eastern half of this block. On the southwest corner of the block is a 6-story brick multi-dwelling structure.

The South Park Blocks are located to the west, across SW Park Avenue, and are lined primarily with apartment buildings and cultural institutions. Across SW Columbia, to the north, are the historic Ladd Carriage House (Raven & Rose), the First Christian Church, and the Ladd Tower and the downtown commercial core beyond. To the south is the Portland State University campus.

The MAX and bus lines are located one and two blocks to the east, running north and south respectively. A bus line also runs along SW Columbia at the north end of the site.

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally, the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

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 15-281248 – Design Commission approval of a 19-story tower with hotel and office space and four levels of underground parking.
- CU 011-79 – Denial of conditional use proposal for a two-story office/retail building.
- PC 4342 – Approval of permit to Standard Oil Co. to establish and maintain a parking lot. Permit was granted to the owner, and did not run with the land.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **January 19, 2017**. The following Bureaus have responded with no issue or concerns:

The Bureau of Environmental Services responded with the following comment: The Bureau of Environmental Services has no issues with the proposed development. Please see Exhibit E-1 for additional details.

The Bureau of Transportation Engineering responded with the following comment: The Bureau of Transportation Engineering has no issues with the proposed development, and has conditionally approved the requested garage door location and the location of utility vaults in the right-of-way. Please see Exhibit E-2 for additional details.

The Water Bureau responded with the following comments:

The Water Bureau has no issues with the proposed development and design review request. Please see Exhibit E-3 for additional details.

The Fire Bureau responded with the following comment:

The Fire Bureau has no issues with the proposed development and design review request. Please see Exhibit E-4 for additional details.

The Site Development Section of BDS responded with the following comment:

The Site Development Section of BDS has no issues with the proposed development and design review request. Please see Exhibit E-5 for additional details.

The Life Safety Section of BDS responded with the following comments:

The Life Safety Section of BDS has no issues with the proposed development and design review request. Please see Exhibit E-6 for additional details.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **January 19, 2017**.

At the time this report was written, no written responses had 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 of Design Review**

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 guidelines for the area.

**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 Design Guidelines, Downtown subdistrict.

### **Central City Fundamental Design Guidelines**

These guidelines provide the constitutional framework for all design review areas in the Central City.

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.

**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.*

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

**Findings for A2:** The Central City Fundamental Design Guidelines were written in 2001 and updated in 2003. It identifies incorporating specific symbols of Portland's identity and natural environment, such as the great blue heron, the rose, bridges, etc., as a way to meet this guideline. Staff contends that contemporary approaches to meet this guideline can be subtler than the incorporation of symbols. As such, rather than incorporating symbols of the natural landscape and Portland's identity, the proposed building instead provides a lush, artistic landscape to be viewed from adjacent buildings. The proposal includes 15 small, flowering trees to provide visual interest to residents, while contributing to the ecological diversity of the neighborhood and supporting pollinators and birds. Further, the proposal provides residents with extensive views to the South Park Blocks, and to the west hills, from west-facing units and a shared rooftop amenity space. The proposal provides inspiration in the actual built and natural environment rather than in symbols of this environment. *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 superblock 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.

**A6. Reuse/Rehabilitate/Restore Buildings.** Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

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

**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 for A3, A6, A7 and B3:** The subject property is not a superblock. The proposal intends to reinforce the Portland block structure by constructing a new

building to the street lot lines on a parcel which has been a surface parking lot. Since there was no previous development on the site, no existing building elements will be reused or restored. The ¼ block development is consistent in size and scale with many other residential buildings facing the South Park Blocks. It will add new street trees, and ornamental street lighting to match existing fixtures along the South Park Blocks. These pedestrian-scale elements will help to define the public right-of-way and create a sense of urban enclosure through consistent sidewalk design. *These guidelines are 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.

**Findings for A4 and A5:** The proposal is for a seven story, light gray brick and dark gray pre-cast concrete building. The architecture utilizes typical elements found in traditional brick buildings, including strong vertical pilasters, aligned windows and stacked bond brick detailing beneath windows. The existing historic buildings facing the South Park Blocks are primarily brick, in varied colors. Therefore, the proposed masonry building helps to enhance the local character by integrating typical elements in a new development, unifying the individual buildings along the Park Blocks. *These guidelines are 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.

**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.

**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.

**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.

**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.

**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.

**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.

**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 element, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings for A8, B1, B2, B4, B5, B6, C1 and C6:** The proposal contributes to the safety, attractiveness and coherency of both the pedestrian and park environments. The lobby, ground-level residential units, and shared residential roof deck are all oriented toward the public park. The street-level spaces have large windows and glazed doors, contributing eyes on the street, lighting, and activity to a formerly dark and unseen area. Small gates at the property line help to define the recessed street-level residential entries as private space. Canopies over all street-level residential entrances, the lobby entrance and lobby windows, as well as the 5' overhang above the parking garage entrance all serve to provide weather protection and sheltered places for pedestrians to stop, rest or appreciate views without conflicting with other sidewalk uses. Garage ventilation is exhausted through the roof, and fresh air intake is provided from a band of louvers above the garage entry. The louvers are painted dark gray to match the finish of the garage doors and surrounding precast concrete panel cladding. The height, location and finishes of the mechanical ventilation elements are sufficient to ensure they do not detract from the pedestrian environment. *These guidelines are met.*

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

**Findings for B7:** The proposal exceeds requirements for accessibility, and has thoughtfully integrated opportunities to support a diverse population in many ways. The unit types range from studios to two bedroom apartments. As required by the Broadway Tower Condition of Approval, at least 1/3 of all unit types will be dedicated to affordable housing at 80% MFI for 40 years. The addition of affordable housing in this attractive location, central to goods and services, achieves the goal of integrating access to systems for all people within the city.

At a building scale, the proposal includes four Type A accessible units. Of these, two will be studios and two will be 1 bedroom units, located on the 4<sup>th</sup> and 5<sup>th</sup> floors. Additionally, the proposal includes space for both an accessible vehicle parking space and at-grade bicycle parking sized and located to accommodate recumbent or three-wheeled bicycles. The generously sized bicycle parking spaces will facilitate ridership for residents who may be unable to lift bikes onto wall-mounted racks, or for families with extended-frame bikes or trailers. All the common amenity spaces are accessible and occupiable by people of all abilities. The rooftop terrace can be accessed by elevator, and its flexible, movable seating allows for reconfiguration to include diverse users. *This guideline is met.*

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

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

**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 for C2, C4 and C5:** The proposed building features high quality, durable materials such as brick and pre-cast concrete panels. The use of brick in this location complements the existing local design vocabulary, which is primarily masonry. The proposal is for a modern version of traditional historic architectural typologies found in this neighborhood. Contemporary contributions to the historic Park Block context include generous, architectural canopies with integrated lighting, glass doors facing the street, a rooftop terrace, and a lush landscaped area above the covered parking area. Both the historic and the contemporary elements are aligned with guidelines for the area, and contribute to the safety, aesthetics and views of existing buildings and neighbors. *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.

**D1. Park Blocks.** Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. In the South Park Blocks, strengthen the area's emphasis on history, education, and the arts by integrating special building elements, such as water features or public art. In the Midtown Park Blocks, strengthen the connection between the North and South Park Blocks by using a related system of right-of-way elements, materials, and patterns. In the North Park Blocks, strengthen the area's role as a binding element between New China/Japantown and the Pearl District.

**Findings for C7 and D1:** The proposed building orients the lobby, ground-level residential units, the rooftop terrace and many of the large residential unit windows toward the Park Blocks. The lobby and leasing office are located at the corner of SW Park and SW Columbia to help activate the intersection with large windows and canopies, and create views from the street of activity within the building. Considering the site's location, and the minimal on-site parking proposed, the lobby is likely to be the primary entrance and exit point for most of the residents. *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.

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

**Findings for C8 and C9:** The sidewalk-level of the building is differentiated from upper floors with large, recessed glazed entries, canopies and integrated exterior lighting. The two-story residential units are designed to have all the strictly residential functions at the rear, with a two-story lofted volume in the front. This layout provides the architectural flexibility to convert the units to live-work in the future. *These guidelines are 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.

**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 C11 and C12:** The proposal features well-integrated exterior elements that do not detract from the elegant simplicity of the building. There are no signs proposed as part of this land use review. The shared residential rooftop terrace includes a steel canopy, a fire pit and grill built into a food preparation counter. The glass railing and dark grey precast concrete cladding at the top level help diminish the presence of this floor. The precast concrete cladding surrounds and screens not only the top floor units, but also the elevator and stair overruns and all rooftop mechanical. The second-story rooftop landscaping, over the parking garage, creates a unique view opportunity to be shared by the residents of this building, as well as users of the Broadway Tower, the Ladd Tower and the Gallery Park Apartments. The mechanical exhaust vent for the garage below the second floor landscaped area will be discreetly located between two 8' tall planters with trees. This exhaust ventilator will be finished in dark gray, to match the nearby planters, per the suggested condition.

Proposed exterior lighting is limited and carefully placed to achieve desired safety and use goals without negatively impacting pedestrians or neighbors. The street level canopies are designed to have lights integrated into the overhanging canopy complemented by discreet wall sconces beside the residential entries. At the second story landscaped area, each of the four raised planters will have a double-light landscape uplight. These fixtures help to add depth to the space by casting shadows on the adjacent facades and highlighting the texture and form of the nearby plantings. The rooftop terrace has limited uplights to highlight the architectural canopy and to wash the vertical walls in light. Most of the lighting will come from recessed wall lights directed away from the public right of way and as downlights integrated into the steel canopy. *With the condition that the garage ventilator is finished to match the nearby raised planters, these guidelines are met.*

#### **(1) 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 modifications are requested:

1. Exceptions to the Maximum Height (Section 33.120.215.C.2) – To reduce the elevator and stair tower enclosure setback from the street edge from 15 feet to 0 feet.

*Purpose Statement:* The height standards serve several purposes:

- They promote a reasonable building scale and relationship of one residence to another;
- They promote options for privacy for neighboring properties; and
- They reflect the general building scale of multi-dwelling development in the City's neighborhoods.

*Standard 33.120.215.C Exception 2* – Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limit as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing façades.

- a. Elevator mechanical equipment may extend up to 16 feet above the height limit; and
- b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limit.

**Findings:** The proposal includes an elevator and stairwell enclosure located on the SW Columbia property line. The enclosure meets the height limit, as defined in the Zoning Code, however the enclosure is not set back at least 15 feet from the roof edges on the SW Columbia façade.

The proposed enclosure is clad in precast concrete, to match the cladding of the upper story units. The precast concrete band runs vertically to the ground along the stair corridor, providing a break in the brick massing and visual interest to the façade. At the upper story, the walls are continuous, enclosing the top floor units and the elevator and stair enclosure. For these reasons, the elevator and stair enclosure helps to define the building scale. Located at the street façade, across the street from a historic church, its location does not impact the privacy of neighboring properties. Located on the same block as the 19-story Broadway Tower, the additional height of the stair and elevator enclosure on the SW Columbia street edge adds a vertical element that better reflects the general building scale of the development to the east. In addition, Guideline C5 - Design for Coherency, is better met because the cladding that encloses the upper levels and the elevator and stair tower are consistent and continuous, appearing as one element. *Because the purpose of the standard is met and Guideline C5 is better met, this Modification warrants approval.*

2. Required Building Lines (Section 33.510.215.D.1.A) – To reduce the percentage of building that meets the street lot line at the ground floor from 75% to 51% on SW Columbia Street.

*Purpose Statement:* Required building lines are intended to enhance the urban quality of the Central City plan district.

**Findings:** The requirement is for new development to extend to the street lot line along at least 75 percent of the lot line. In this context, the SW Columbia Street parking entry for the adjacent Broadway Tower was set back 5' from the property line. In order to better reflect the adjacent context, the parking garage for this project is also proposed to be set back an equal distance. The setback will facilitate better visibility for drivers, bicyclists and pedestrians. It will further enhance pedestrian safety by reducing dark, obscure corners, therefore Guideline B2 – Protect the Pedestrian is better met.

The proposal strives to mitigate the recessed garage entrances by returning the building massing to the lot line for all stories above the garage, and through additional street-level landscaping between the entry to the bike room and the Broadway Tower garage entrance. *Because the purpose of the standard is met and Guideline B2 is better met, this Modification warrants approval.*

3. Standards for all bicycle parking (Section 33.266.220.C.3.b) – To reduce the width of wall-mounted hanging bicycle rack from 24 inches to 18 inches.

*Purpose Statement:* These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

**Findings:** The project includes 111 total long-term bicycle parking spaces, which is based on the number of proposed residential units. Of these, 73 are proposed to be located in units, with an additional 36 in the ground-level bike parking room and 2 at-grade bike “staples” at the back of the ground-level parking garage. Accommodating 38 bicycle parking spaces in horizontal racks would consume considerable floor area. Relying on a vertical/wall hanging bike rack is a more efficient use of space, and is identical to the parking system recently approved in numerous Design Reviews throughout the City. The proposed functional and space efficient system better meets the design guidelines A8 – Contribute to a Vibrant Streetscape and B1 – Reinforce and Enhance the Pedestrian System, because it eases floor plan demands and results in additional opportunities for needed affordable and market-rate residential units.

The proposed bike rack system is engineered to stagger bikes vertically to allow the handle bars to overlap. This allows the proposed racks, within an 18” space, to provide the same level of service that would be provided by a standard 24” on center spacing. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room in an accessible at-grade, secure bicycle room. For these reasons, the bicycle parking system is safe and secure, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. *Because the proposal better meets design guidelines A8 Contribute to a Vibrant Streetscape and B1 Reinforce and Enhance the Pedestrian System, this Modification warrants 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 required design review process for large scale development proposals exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The applicant has worked closely with design review Staff to modify this proposal to better meet the guidelines. The proposal provides desired residential density and affordable housing, while utilizing the

materials, scale and proportions of historic buildings in the neighborhood and meeting all of the required guidelines.

### **TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff **recommends approval** of design review for a 7-story, 73-unit residential building on a ¼ block site located on the South Park Blocks within the Central City. Located on a vacant site, the proposal includes 11 parking spaces, including one van accessible space, accessed from SW Columbia Street. Additionally, the ground floor includes 3 street-level walk-up residential units, and 38 long-term bike parking stalls in a secure bike room. Exterior finishes include brick and precast concrete panels.

Staff **recommends approval** of the following **Modification Reviews** through Design Review:

- Modification 1 - Exceptions to the Maximum Height (Section 33.120.215.C.2) To locate the elevator and stair enclosure at the street façade.
  - Modification 2 - Required Building Lines (Section 33.510.215.D.1.A) to provide a recessed garage entry that aligns with the adjacent garage entry at Broadway Tower.
  - Modification 3 - Standards for all bicycle parking (Section 33.266.220.C.3.b) to reduce the spacing between vertical, staggered bicycle racks.
- A. As part of the building permit application submittal, the following development-related conditions (B through D) 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 16-285307 DZM ". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The garage exhaust ventilator, located in the second story rooftop landscape, shall be finished to match the dark gray surrounding planters.
- C. Per condition of approval D for LU15-281248, A multi-dwelling structure shall be constructed on the RX-zoned portion of the site with the following parameters:
- Developer will enter into a development agreement with Portland Housing Bureau by June 30, 2017 for the multi-dwelling development.
  - The multi-dwelling development shall contain a minimum of 60 residential units with 33% of those units deemed affordable at 80% MFI. The units deemed affordable shall continue to be affordable for a period of forty (40) years from initial tenancy. A covenant shall be recorded against the property ensuring affordability as outlined.
  - The square footages and number of bedrooms in the affordable units shall be proportional to the market-rate units.
  - Entitlements shall be obtained through the Type III process and permits for construction shall be obtained prior to receipt of a temporary or permanent Certificate of Occupancy for Broadway Tower at 1455 SW Broadway. The multi-dwelling development will be constructed to substantial completion by June 30, 2020.
  - The developer shall have annual check-ins with Portland Housing Bureau to ensure compliance with affordability thresholds.

**D. No Field Changes Allowed.**

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**Procedural Information.** The application for this land use review was submitted on December 13, 2016, and was determined to be complete on January 3, 2017.

*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 December 13, 2016.

*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.

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the review body, only evidence previously presented to the review body will be considered by the City Council.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

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. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

#### **Recording the final decision.**

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

**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).**

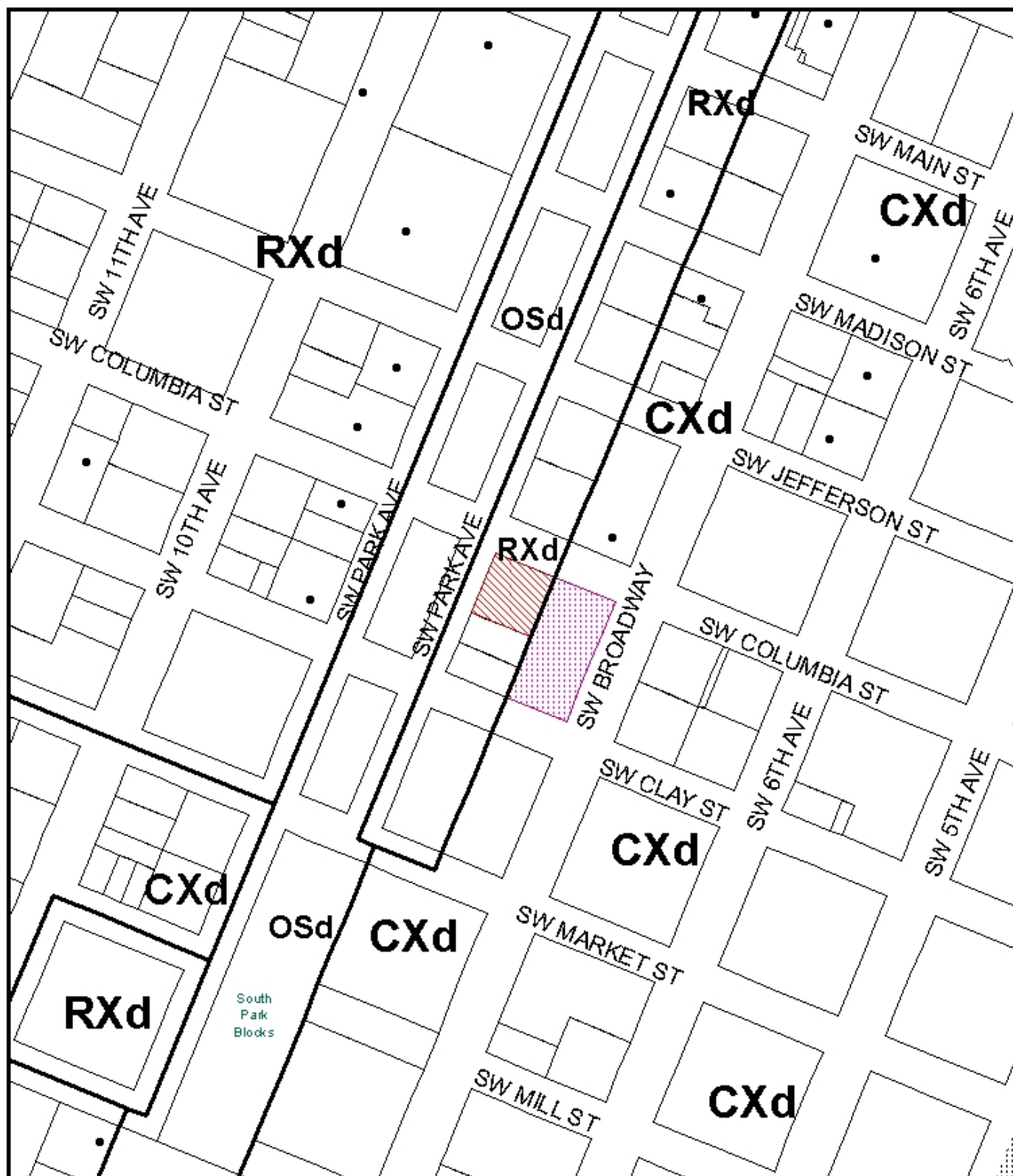
Hannah Bryant  
February 6, 2017

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  - 1. January 6<sup>th</sup>, 2017 – Original Submittal
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Site Plan (attached)
  - 2. Material Study
  - 3. Ground Floor Plan
  - 4. Ground Floor Mezzanine Plan
  - 5. Typical Floor Plan – floor 2
  - 6. Typical Floor Plan – floors 3-6
  - 7. Floor Plan – floor 7
  - 8. Roof Plan
  - 9. Landscape Plan – Street Level
  - 10. Landscape Plan – floor 2
  - 11. Landscape Plan – rooftop terrace
  - 12. Landscape Plan – floor 2 section
  - 13. Building Section – west-east
  - 14. North Elevation
  - 15. West Elevation
  - 16. South Elevation
  - 17. East Elevation
  - 18. Wall Sections – key
  - 19. Wall Section – Ground Floor Garage Entry
  - 20. Wall Section – Ground Floor Brick Wall Section and North Window Canopy
  - 21. Wall Section – Precast Concrete Wall Section and Lobby Canopy
  - 22. Wall Section – Residential Unit Canopy and Street Level Details
  - 23. Wall Section – Floor Two East Wall Details
  - 24. Wall Section – Brick Parapet
  - 25. Wall Section – Brick Parapet with Guardrail
  - 26. Wall Section – Rooftop Terrace
  - 27. Wall Section – Precast Concrete Parapet
  - 28. East Façade Wall Details
  - 29. Ground Floor Lighting Plan
  - 30. Second Floor Lighting Plan
  - 31. Rooftop Terrace Lighting Plan
  - 32. Parking Plan
  - 33. Parking Turning Exhibits
  - 34. Grading Plan
  - 35. Utility Plan
- 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. Water Bureau
  4. Fire Bureau
  5. Site Development Review Section of BDS
  6. Life Safety \
- F. Letters: None Received
- G. Other
1. Original LUR Application
  2. Pre-App Conference Notes
  3. Request for Completeness





# ZONING

- Site
- Also Owned Parcels
- Historic Landmark



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

File No. LU 16-285307 DZM  
1/4 Section 3128  
Scale 1 inch = 200 feet  
State\_Id 1S1E04AD 3400  
Exhibit B (Dec 19, 2016)



SITE PLAN