



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 17-112427 DZM
PC # 16-222207
140 SW Columbia
REVIEW BY: Design Commission
WHEN: August 17, 2017 at 1:30 PM
WHERE: 2020 SW 4th Ave (Lincoln Room)
Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 /
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GENERAL INFORMATION

Applicant: Dustin White | GBD Architects
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Dustin@Gbdarchitects.com | 503-224-9656

Developer: Wade Johns | Alamo Manhattan Properties, LLC
3012 Fairmont Street, Suite 100 | Dallas, TX 75201

Owner: Lot 53 LLC
920 SW 6th Ave #223 | Portland, OR 97204

Site Address: 140 SW COLUMBIA STREET

Legal Description: BLOCK 128 TL 3000, PORTLAND
Tax Account No.: R667712450, R667712450
State ID No.: 1S1E03BD 03000, 1S1E03BD 03000
Quarter Section: 3129
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
Zoning: CXd – Central Commercial zone 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 requests a Type III Design Review for a 200' tall, full block, mixed-use building in the Downtown Sub District of the Central City. The project incorporates an

existing concrete parking and loading access structure at the south end of the site that serves adjacent underground facilities. The proposed building will provide 347 residential units, 15,000 SF of commercial (retail) within the ground floor and 244 structured parking spaces. Access to the new parking in the above-grade structure will utilize the existing parking access structure on Clay. A loading bay for a large loading space is proposed on the 2nd Avenue frontage. Outdoor amenity spaces are provided in the form of large balconies, and rooftop decks and courtyards at the 6th, 15th and 20th levels.

The following Modifications are requested:

1. *Building Height* – To allow rooftop elements to not be setback 15’ from the roof edge parallel with a street (roof screen within 8’ of roof edge) and to cover more than 10% of the roof area (88% coverage with all rooftop elements combined) (PZC Section 33.130.210.B.2).
2. *Stacked Parking* – To allow for stacked parking spaces, with two cars parked end-to-end, without a valet (PZC Section 33.266.100.F).
3. *Bike Parking Dimensions* - To reduce the bicycle parking space width from the required 2’ to 18” inches for the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C).

Relevant 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
- Modifications Through Design Review – Section 33.825.040

ANALYSIS

Site and Vicinity: The site consists of a full block located within the Downtown Pedestrian District and Downtown Sub-District of the Central City Plan District. The site is bounded by SW 2nd Avenue to the west, SW 1st Avenue to the east, SW Clay Street to the south and SW Columbia Street to the north. Being located within the downtown the site is in proximity of a number of amenities. Included within a quarter mile of the site (or roughly a five minute walk) are restaurants and cafes in each cardinal direction. Portland State University, government offices, theaters and a thriving business district also surround the site on all side. Nationally recognized open spaces including the Tom McCall Waterfront Park, Ira Keller Park and Pettygrove Park are also within a five minute walk of the site.

The site is developed with a surface parking lot on the northern half of the block and a concrete structure on the southern half that provides vehicle and truck access to a large grade parking and loading area beneath the KOIN Tower to the west and Essex House to the northwest. The concrete structure will remain on the site and be incorporated in the new development.

Regarding transportation surrounding the site, according to the Transportation System Plan (TSP) SW Clay St and SW 1st Avenue are designated as “transit access streets”. The MAX line runs four blocks west of the site on SW 5th and 6th. The Portland Street Car provides service to the east and south of the site on SW Market Street, SW Mill St. and SW Harrison St. Bus transit service to the site is provided by the #38, #45, #55, #92, and #96. SW 1st Avenue is also designated as a City Bikeway.

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 which address special circumstances existing in the Central City area. The site is within the Downtown sub district of this plan district.

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

- DZ 50-80. Design Review approval for a 2.5 block development.
- CU 009-81. Conditional Use approval for 670 off street parking spaces.
- DZ 19-82. Design Review approval for FAR increase and Landscape.
- DZ 71-82. Design Review approval for Building Remodel.
- DZ 72-82. Design Review approval for Parking Space Increase.
- CU 046-84. Conditional Use for an interim parking lot.
- DZ 49-84. Design Review approval for Parking Lot.
- DZ 144-85. Design Review approval for signage.
- LUR 91-00346. Conditional Use approval for three year renewal of existing parking lot CU (144 spaces).
- LUR 91-00347. Conditional Use approval for three year renewal of existing parking lot CU (144 spaces).
- LUR 91-00023. Conditional Use approval for continuation of CU for surface parking for up to 144 vehicles.
- LUR 96-00689. Conditional Use approval to convert existing surface parking lot F/CU status to CCPR status.
- LUR 00-007143. Design Review approval for new office building.
- LU 15-117163 DZM. Design Review approval for site alterations to an existing parking lot.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed July 28, 2017. The following Bureaus have responded with no objections or concerns:

- Bureau of Environmental Services (See exhibit E.1)
- Water Bureau (See exhibit E.2)
- Fire Bureau (See exhibit E.3)
- Bureau of Transportation Engineering (See exhibit E.4)
- Site Development Section of BDS (See exhibit E.5)
- Plan Review Section of BDS (See exhibit E.6)
- Bureau of Parks-Forestry Division

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on July 28, 2017. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

Project History: The project had a Design Advice hearing before the Design Commission on October 27, 2016 (case file EA 16-222214 DA). A detailed summary of the Commission’s feedback can be found in Exhibit G.2, however, in general, the Commission was supportive of:

- The massing. Orientation of tower was good, however, volume at southwest corner was noted as a bit odd.
- Below-grade parking. However, above-grade parking should be lined with occupiable space, or *some* well-integrated above-grade parking.
- Preserving SW 2nd for active uses rather than back-of-house and parking access.
- Utilizing the existing vehicle access on Clay and an additional access point, but only if one-way.
- No loading, if acceptable to Transportation.
- No live work or residential units on the ground floor.
- Prioritizing retail on the four corners.
- Stucco, brick, glass, and aluminum exterior cladding options.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW – CHAPTER 33.825

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.

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.

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 accessways for pedestrians that provide connections to the Willamette River and greenway.

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.

Findings for A1 and C1: The massing of the building is set up to be three simple masses organized to respond appropriately to the varying site conditions. The three masses include a 20-story tower, a smaller 16-story wing that extends north-south along SW 2nd and a 5-story podium at the southeast corner. The east-west orientation of the tower and its 20' setback from SW Columbia preserves some views from the KOIN Tower toward the Willamette River. The 16-story wing to the tower is positioned along SW 2nd maximizing views toward the river through a view corridor created by the Marriott hotel and the Crown Plaza located east and southeast of the site.

Balconies and roof top amenity spaces have been strategically placed to enhance the connection between the residents and the river. Generous balconies are located on each of the tower corners and on the east façade of the 16-story wing. The three roof deck amenity spaces are all positioned for maximum solar exposure and views to the south and southwest over the West hills and to the east over the River toward Mt. Hood.

These guidelines are met.

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

Findings: The proposal incorporates several Portland-related themes including:

- A series of outdoor courtyards and amenity spaces into the full block scheme

extends the tradition of integrated outdoor space, so prevalent in residential buildings within the Central City.

- The building embraces stormwater management techniques with stormwater planters integrated into the rooftop amenity spaces in the courtyard and on private terraces atop the 6th, 16th and 20th floors.
- The project provides more than the required bike parking, which supports the City's nationally-recognized bike culture.
- The proposed residential tower extends and reinforces the theme of higher density and the livable urban experience that is starting to emerge by providing high quality residential and commercial space in this area of downtown.

This guideline has been 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.

Findings: The proposed building occupies a full 200-foot square Portland block. The building will support the Portland Block structure on its four street frontages by massing the building at the property line.

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.

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 and C4: The project's design includes a variety of elements intended to unify the pedestrian realm and complement the design vocabulary within the immediate context, specifically:

- The South Downtown neighborhood has a strong tradition of masonry buildings with a few glassy more contemporary offerings, sprinkled in. The proposed building utilizes brick and precast concrete as the primary cladding materials. The masonry palette in South Downtown is of a wide variety of colors and the proposed mixture of light and dark brown bricks complement the existing character established.
- The northern tower's overhanging canopy on the upper roof complements a similar overhanging roof form approved on The Porter Hotel under construction immediately northwest of the site. This element supports the established vocabulary of identifiable roof top forms in South Downtown such as on the KOIN Center Tower, Edith Green Federal building, and First and Main building.
- Creating a strong sense of presence at the property line along all building facades with appropriately scaled and transparent window openings and canopies will enhance the established character along the public realm.

- The two-story base articulation is a common element in the district, particularly evident in the neighboring KOIN Center Tower and the Porter Hotel, which is under construction. In an effort to screen parking on the north and east facades a vertical expression has been incorporated above the 1st floor on the northern façade and wraps around on a portion of the east façade.

These guidelines are met.

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

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

Findings for A7 and B4: The proposed building will be built to the property lines to provide a strong built edge along all frontages, with the exception of the northwest corner. Where the primary residential entry will occur the building steps back approximately 18' from SW Columbia and 32' from SW 2nd. This setback, that extends up the entire height of the building, along with other elements, like an 8' deep canopy, wood storefront, concrete planters with integrated seating, and a potential art structure, together create a prominent main entry in a manner that complements the scale of the large building. This setback condition along with the recessed storefronts within each bay that allow door swings not to occur within the sidewalk provide areas that can be used as spill out spaces for the ground floor tenants that do not conflict with sidewalk uses. The canopies above the main and individual entrance and storefront provide weather protection in the spaces beyond the sidewalk.

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.

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.

Findings for A8 and C7: The ground level of the building is very successful in creating an active and inviting streetscape with minimal obstructions for the pedestrian. The existing garage and loading entry for the KOIN Tower on SW Clay Street was able to be utilized rather than adding a secondary vehicle access on the block. A loading bay at the minimum width necessary has been located on SW 2nd. The remainder of the ground floor contains commercial spaces, a prominent and generous main entry lobby at the northwest corner, large transparent storefronts and entrances along all frontages and at intersections providing visual and physical access between the interior uses and sidewalk. The bike room on SW 2nd has a narrow frontage with the bike storage at the rear allowing repair and transition activities to occur near the storefront glazing. The live-work units originally proposed at the southwest corner of the site between the concrete parking bunker and SW Clay have been replaced with micro-commercial spaces.

The 5' deep area between the bunker and the SW 2nd property line has been designed as a display area accessible from within the commercial space to the south.

Moving up through façade, the building corners have been articulated with balconies, a setback at the northwest corner that extends up through the building with a large canopy and plaza entry, as well as occupiable spaces, including residential units and maker spaces at the southeast corner within the garage.

Where the façade struggles to be active and engaging is where the above-grade parking occurs on floors 3 through 6. Parking fully occupies the lower volume at the southeast corner of the block and extends into the north and west portions of the building (See sheet App.19). The exterior finishes and fenestrations extend over the areas of structured parking; brick, precast concrete and window wall to blend with the overall building aesthetic. A combination of spandrel glass and acid etched clear glass are proposed where the parking occurs to obscure the view into the garage during the day and provide illumination at night. A section through the garage and façade has not yet been provided to understand if the headlights of vehicles will be visible.

At the Design Advice Request in October 2016, the Design Commission expressed full support for parking that was below-grade and focused the discussion on limiting additional access points on the block. The applicant has expressed the challenges associated with constructing below-grade parking adjacent to the concrete bunker structure (operational, seismic and cost) and is working on preparing a formal analysis of the feasibility of below-grade parking. Although the analysis is not yet complete, the applicant maintains that below-grade parking is not feasible or desirable. At the hearing, the Commission also stated above-grade parking could work, however, the perimeter of the building should be lined with residential units, particularly along SW 2nd And Columbia, to limit dead zones on the façade. One level of parking does occur on SW Columbia, however it is masked behind pre-cast panels for a taller ground floor expression. A similar treatment along a portion of Clay also occurs within the brick. With some finer or decorative detail in the masonry along the 2nd floor in these limited areas, this treatment could be successful. A similar approach was used at The Henry in the Pearl District.

Where the above-grade parking is most challenging is at the southeast corner of the block and along the tower facades where the residential program occurs. Focusing all the parking at the southeast corner essentially results in a 5-story, ¼-block parking garage in an area concentrated with buildings and facades that no have activity (parking structure to the south across Clay, Marriot Hotel to the west and Keller Auditorium with a large loading area to the southwest). While the fenestrations and selective glazing attempt to integrate and give “life” to the building where parking occurs, the amount of dead space within the building concentrated at this corner does not improve the area where a high amount inactive facades already exist.

Reducing the amount of parking, further exploring below-grade parking, using mechanical stackers, wrapping the parking with active uses, and/or more evenly distributing the parking across the entire block are potential ways to improve the vitality of façade along the south and east frontages.

These guidelines are not yet met.

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

Findings: The site is not identified as a gateway, but serves to reinforce the strong passageway along SW Columbia connecting the Park Blocks and access to the Willamette River.

This guideline is met.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

Findings: The sidewalks surrounding the site will be reconstructed to City standards in terms of width and scoring. The existing sidewalk along Clay is the only one undersized and will be widened from 8' to 12' with the project, via a 4' dedication on Clay. The new 12' wide sidewalks will allow for all of the elements within the different sidewalk zones to occur, including street trees, lights, bike racks and other street and tenant furniture. Together with the building elements like canopies, signs and storefronts, the new frontage improvements will reinforce and enhance the pedestrian system on the block and to the surrounding area.

This guideline is met.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

Findings: The crosswalks that exist at all four of the block's intersections will remain. The ability to provide curb extensions to reduce the distance between the sidewalks for pedestrians using the crosswalks is limited due to the travel lanes without parking along several of the adjacent streets. Reconstructed sidewalks will provide consistency along all frontages and will include the required handicap ramps that align with the crosswalks.

This guideline is met.

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

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.

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.

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 B2, C5, C12 and C13: The building is organized as three masonry clad masses that are stitched together with a window wall and composite metal panel component. The simple massing and traditional materials, contrasted with contemporary detailing provide a cohesive design. The scale and texture of building materials and the rigorous pattern of openings in the building facades is consistent with the well designed buildings in the South Downtown neighborhood.

The existing parking and loading entry for the KOIN Center tower on SW Clay was able to be utilized for access to the new parking within the building. This dual parking access focuses vehicular access to a single location on this block and preserves the pedestrian environment along the other three frontages. The existing vehicle access will not require any changes to the exterior opening and will remain unobstructed. The pre-cast concrete panel will be used on the return walls and soffit of the existing garage entry for an integrated appearance. The loading bay on SW 2nd has been reduced to the minimum width necessary and designed to blend in with the storefront glazing with a translucent glass overhead door so that it will not distract from the pedestrian environment.

The building's mechanical systems and elements have been well-integrated into the façade and limited on the ground floor as follows:

- Louvers are integrated within building returns, storefront systems and above the canopies along the ground floor, where the dark bronze color will complement the color of the storefront system.
- Vents from the individual unit blower/dryer and heating and cooling systems are located within a horizontal exhaust concealed behind an aluminum flush baffle that will be integrated within the surrounding window wall system.
- The electrical transformer has been located within a vault beneath the pedestrian plaza entry at the northwest corner where the building steps back from the property line. The 6' x 9' vault lid will be customized to match the surrounding linear pavers for a seamless transition. The air intake and exhaust components of the vault occur within shafts that have been integrated into adjacent storefronts with a matching louver.
- The actual exhaust vents are located 10' or higher above the sidewalk so as not to adversely impact the pedestrian experience in terms of odor or noise. When louvers do occur below 10' they are designed with passive ventilation behind or as architectural elements to complement the louver system above.
- The gas meters have been incorporated within the loading bay and not on the building's façade.

Small downlights are proposed in the undersides of all canopies to provide sufficient illumination around the building and along the sidewalk. At the terrace levels, a combination of up- and downlights are utilized to provide ambient lighting and accentuate the landscape design. At the rooftop, a lighting cove is detailed into the perimeter of the brow and is designed to subtly wash the soffit of the roof form to accentuate the building top. The lighting cove is well integrated into the brow in a manner that conceals all the electrical components and so that no direct views of the light source are visible to prevent casting any glare on the skyline at night or adjacent buildings. A similar lighting detail was approved on the Porter Hotel immediately northwest of the site.

Building signage will be addressed in a future submission, but is expected to be accommodated as appendages to the canopies that are currently proposed.

These guidelines are 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.

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: The only projections into the right-of-way are the building canopies at the ground level that provide weather protection around the site. Canopies project a minimum of 5' over the sidewalk at each ground floor entrance and at locations with large amounts of storefront glass. An 8' deep canopy at the residential lobby entry at the northwest corner provides a generous amount of coverage for those accessing the building. The metal canopies with wood soffits and recessed lighting are well integrated along the ground floor and complement the building design.

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: While over a block away from Waterfront Park, the project does orient several building elements towards the open space and river. These include the main lobby entry on SW Columbia (a strong connector that leads east to the park), numerous commercial entries along Columbia, 2nd and Clay, balconies, and several rooftop terraces. *This guideline is met.*

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

Findings: The overall design of the project provides accessible entrances to the building that are integrated with the surrounding sidewalks of the neighborhood. Accessible parking spaces are provided in the garage with a marked path to the lobby.

This guideline has been met.

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

Findings: The building's simple form was developed to fit within the context of buildings in South Downtown. The building is primarily composed of brick, precast concrete and glass, all used to reinforce the history of masonry and continue the tradition of quality and long lasting building materials in the neighborhood. To contrast the dominant precast and masonry materials, a composite metal panel is used within a window wall system to stitch together the base, middle and top of the building.

This guideline has been 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 composition of the facades are organized to create a contemporary base, middle and top to the building accentuated by the scale of openings, integration of contrasting building materials and expression of program uses. Consistent use of canopies, large transparent commercial storefronts, building entries and future ground floor tenant signage together define the sidewalk level of the building. The combination of natural materials, like the wood storefronts at the main lobby entrance and within the canopy soffits, and modern detailing is intended to differentiate itself from the middle and top of the building and create a warm and inviting pedestrian experience.

This guideline is met.

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.

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

Findings for C6 and C9: The pattern, placement and scale of glazing on the ground floor facades facilitate connections between the private indoor spaces and the public sidewalk realm. Double doors within well defined and articulated niches are set into the building 3' to provide safe, identifiable and welcoming ingress and egress from each retail and office space. The plaza entry at the northwest corner provides a place for people to interact when coming and going and softens the transition into the main entry lobby from the public sidewalk.

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.

Findings: The KOIN Center Tower, the Edith Green Federal Building, First and Main and other prominent buildings nearby have established a vocabulary of identifiable roof top forms in South Downtown. Likewise, a brow has been carefully integrated into the design of the penthouse form to screen mechanical equipment from the view of pedestrians, provide weather protection for all roof top uses and create an identifiable top to the building. The top of the 15-story wing to the tower has followed suit. A smaller brow designed for weather protection for the outdoor patios below has been deemed the "little brother" to the tower. Rain water is collected on the 16th and 20th levels and is conveyed to a series of planters where it is displayed and filtered on the 6th level amenity terrace. The storm water from 6th floor courtyard makes its way to the basement where it is mechanically filtered.

This guideline is met.

(2) MODIFICATION REQUESTS - SECTION 33.825.040

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:

Modification #1 (Building Height) – To allow rooftop elements to not be setback 15’ from the roof edge parallel with a street (roof screen within 8’ of roof edge) and to cover more than 10% of the roof area (88% of all rooftop elements combined) (PZC Section 33.130.210.B.2).

Purpose: The height limits are intended to control the overall scale of buildings. The CX zone allows the tallest buildings, consistent with its desired character.

Section 33.130.210.B.2 provides for exceptions to maximum height for elements associated with the rooftop of the building, such as elevator overruns, stair enclosures and mechanical units and screening, so long as the height is limited, they are setback and do not overwhelm the roof area. The proposed mechanical screen is located within the 15’ setback (8’ proposed) because the screening has been design to be an extension of the parapet of upper level for an integrated appearance the gives the building a “top”. A setback condition on the north end would result in a stepped “wedding cake” which would not feel integrated with the mass of the tower. Integrating the screen with the upper floor façade also results in larger coverage of the roof (88% versus 10% allowed). However, only 18% of the upper roof is actually covered with structures while the remaining area is open.

The mechanical screen successfully obscures and unifies all the rooftop “stuff” in a manner that complements the design and materials of the tower and contributes to the character of identifiable roof top forms in South Downtown thereby meeting the purpose of the regulation and better meet the design guidelines (CCFDG) C5 – Design for Coherency and C1 - Integrate Roofs and Use Rooftops.

These criteria are met.

Modification #2 (Stacked Parking)- Allow for stacked parking spaces, with two cars parked end-to-end, without a valet (PZC Section 33.266.100.F)

Purpose: Stacked parking is required to have an attendant present to move vehicles, in order to ensure efficient and consistent use of parking spaces.

Findings: The applicant proposes 12 stacked parking stalls on each level within of the parking structure. In each stacked stall, the front vehicle does not have access to the drive aisle without having to move the vehicle behind it. Thus, the access and function of the stacked stalls will be handled by the assigned tenants and building management, meeting the purpose of the standard to provide convenient exit and entry for vehicles. To facilitate efficient space sharing, each stacked parking stall is intended to be leased to residents from the same unit. A dedicated turn-around space has been provided to ensure that all vehicles can egress in a forward motion. The tandem stall design allows the proposal to provide its required parking in the most efficient use of space. This reduces the area of the surface parking and facilitates more commercial tenant space, landscaping, and other community amenities. In doing so, this Modification better meets design guidelines D4 – Parking Areas and Garages; D7 – Blending into the Neighborhood and D8 – Interest, Quality and Composition.

These criteria are met.

Modification #3 (Bicycle Parking) - To reduce the bicycle parking space width from the required 2' to 18" for all 312 of the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C).

Purpose: 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 521 total long term bicycle parking spaces, which is based on proposed residential units and retail floor area. 374 spaces will be provided within the individual residential units and meet the standard 2' x 6' dimensions. The remaining 174 bicycle parking spaces will be provided within a common bicycle storage room. Using a standard horizontal rack with 2' x 6' area for each space within a storage room would consume considerable floor area. Relying upon a vertical, wall hanging bike rack is a more efficient use of space, and is identical to the systems approved in numerous projects throughout Central City. The proposed functional and space efficient system better meets design guidelines A8 - Contribute to a Vibrant Streetscape, because it eases floor plan demands and results in additional opportunities for active uses at the street, such as a lobby and retail tenant spaces.

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 allowing ample maneuvering area behind each space. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards.

These criteria are met.

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 proposed design did take into account some of the guiding principles offered at the Design Advice Request. However, the amount and concentration of above-grade parking within the south and east lower portions of the building will result in a large expanse of inactive façade in an area with an already unfortunate high-concentration of dead facades.

Based on this issue, the following Central City Fundamental Design Guidelines and have not yet been met:

- A8. Contribute to a Vibrant Streetscape.
- C7. Design Corners that Build Active Intersections.

TENTATIVE STAFF RECOMMENDATION

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

Staff is recommending denial of the proposal based on the unresolved item stated in the conclusion section above and in the findings for A8 (Contribute to a Vibrant Streetscape) and C7 (Design Corners that Build Active Intersections).

Staff does recommend approval of the following Modifications:

1. *Building Height* – To allow rooftop elements to not be setback 15’ from the roof edge parallel with a street (roof screen within 8’ of roof edge) and to cover more than 10% of the roof area (88% of all rooftop elements combined) (PZC Section 33.130.210.B.2).
2. *Stacked Parking* – To allow for stacked parking spaces, with two cars parked end-to-end, without a valet (PZC Section 33.266.100.F).
3. *Bike Parking Dimensions* - To reduce the bicycle parking space width from the required 2’ to 18” inches for the proposed long-term bicycle parking spaces (PZC Section 33.266.220.C).

=====

Procedural Information. The application for this land use review was submitted on January 27, 2017, and was determined to be complete on May 4, 2017. The applicant requested two extensions for a total of 54 days to allow additional time to prepare the supplemental information for the staff report and public hearing. Therefore, the original hearing date within 51 days of the completeness date (being June 15th) was postponed by the applicant to the hearing on August 17, 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 January 27, 2017.

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 has extended the 120-day review period by 54 days, as stated with Exhibits G.6 and G.7. Unless further extended by the applicant, **the 120 days will expire on: October 25, 2017**

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 Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

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 (one-half of the application fee for this case).**

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 will be recorded with the Multnomah County Recorder.

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:

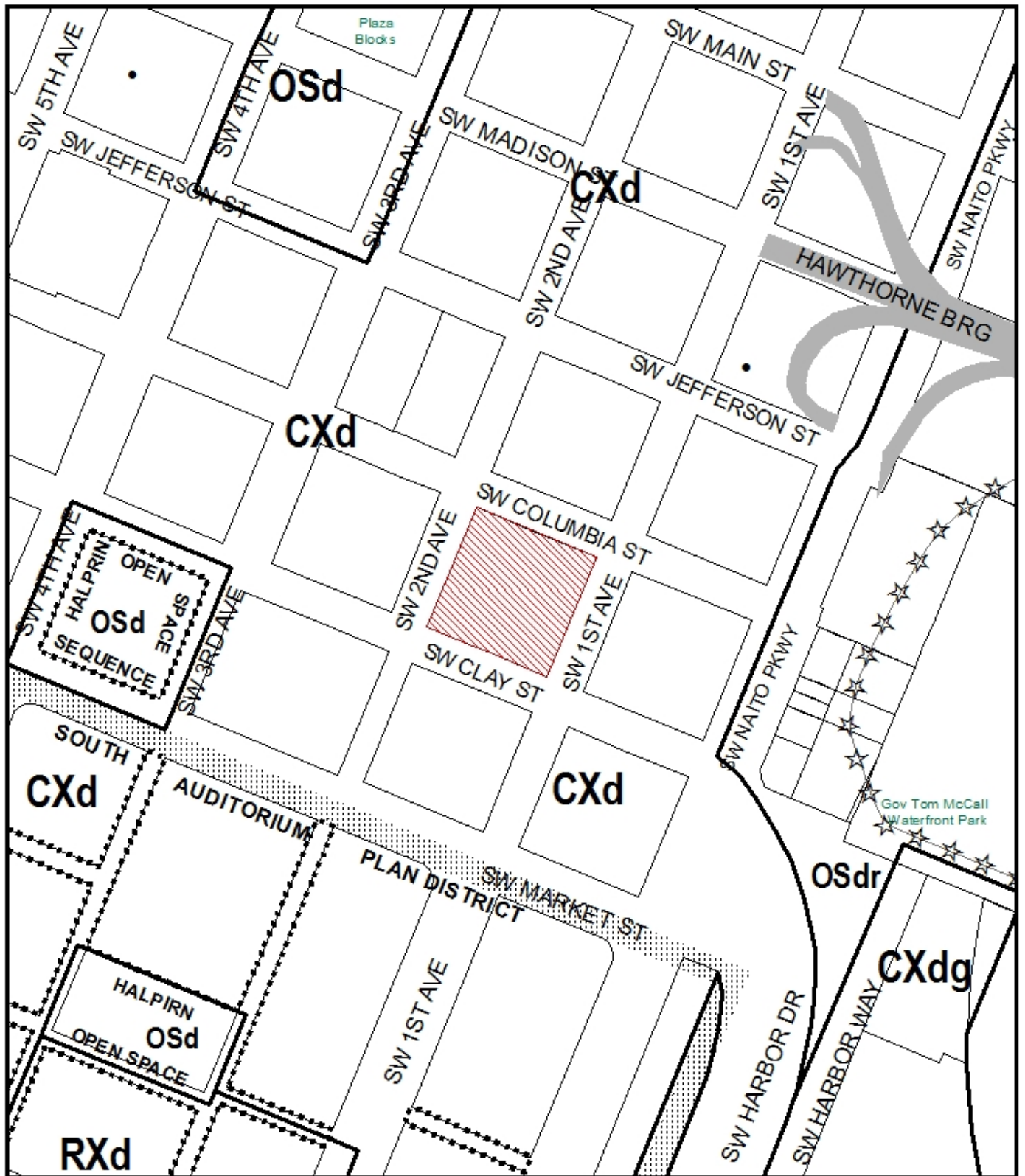
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

Staci Monroe
August 10, 2017

EXHIBITS – NOT ATTACHED UNLESS INDICATED




- A. Applicant's Statement
 - 1. Original Drawing Submittal
 - 2. Project Summary, Responses to Approval Criteria & Zoning Summary
 - 3. Traffic Volume Data & Site Access Circulation Analysis (Kittleson) dated 10/12/16
 - 4. Vehicle Queuing Analysis (Kittleson) dated 6/5/17
 - 5. Envelope Compliance Certificate (COMcheck) dated 6/7/17
 - 6. Stormwater Report (Kpff) dated April 2017
 - 7. Revised Stormwater Report (Kpff) dated June 2017
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Through .55 (C.2, C.10, C.11-15 attached)
- 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. Bureau of Parks, Forestry Division
- F. Letters - none
- G. Other
 - 1. Original LUR Application
 - 2. DAR Summary dated 11/30/16
 - 3. Pre-Application Conference BDS Planner Response dated 9/21/16
 - 4. Incomplete Letter dated 2/16/17
 - 5. PBOT Driveway Exception Approval dated 6/8/17
 - 6. Sign 120-day Extension form
 - 7. Sign 120-day Extension form



ZONING



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

-  Site
-  Recreational Trails
-  Historic Landmark

File No.	LU 17-112427 DZM
1/4 Section	3129
Scale	1 inch = 200 feet
State_Id	1S1E03BD 3000
Exhibit	B (May 04, 2017)

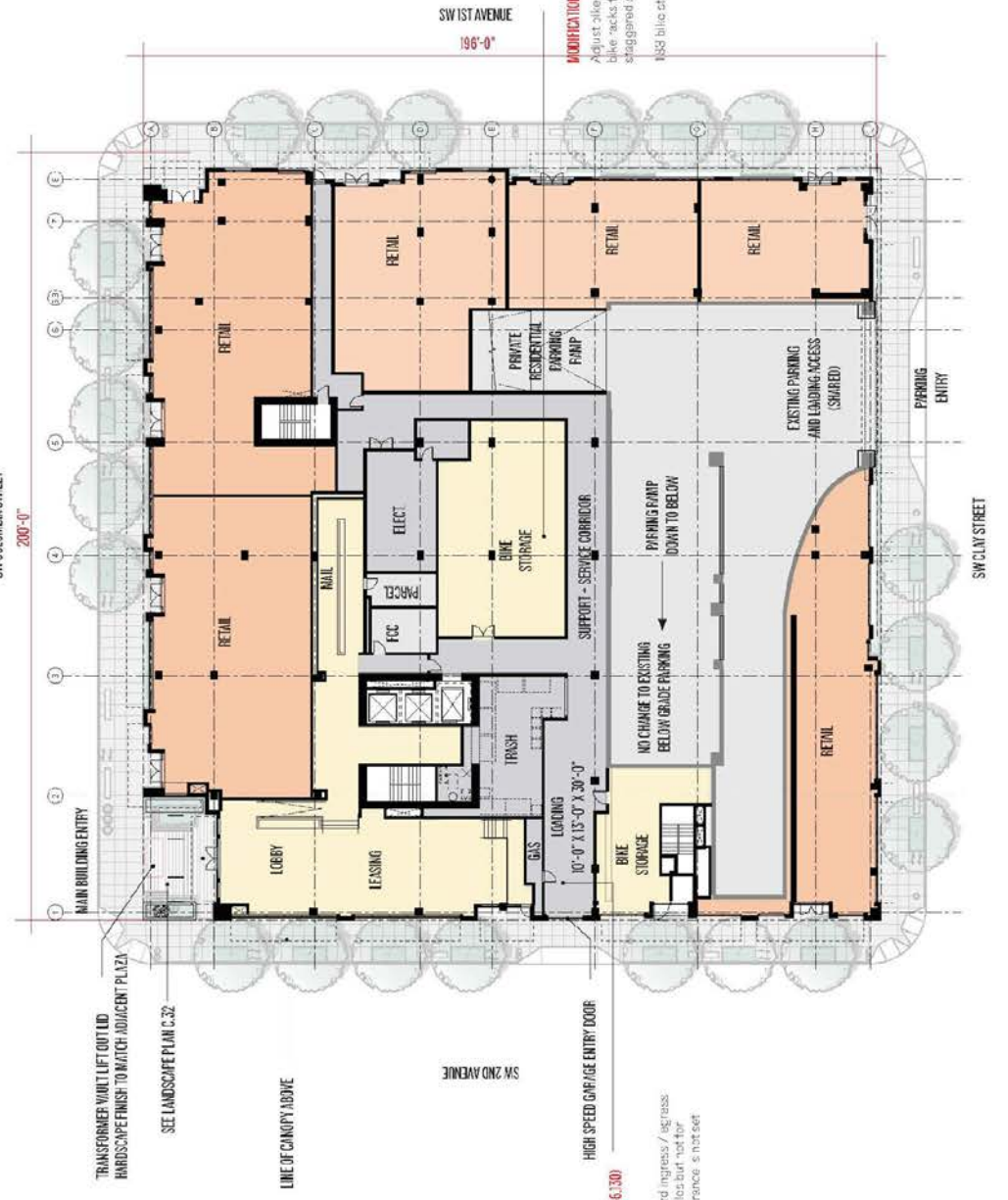


LEVEL SUMMARY

TOTAL UNITS ON FLOOR	0
PARKING STALLS	0
RETAIL SF	8,361 SF
OFFICE SF	6,065 SF
RESIDENTIAL LOBBY - LEASING	6,000 SF
FAR SF	34,110 GSF

BUILDING SUMMARY

UNITS	348
PARKING STALLS	244
AVG UNIT SIZE	785 SF
FAR GSF BY LEVEL:	
LEVEL 01 - 34,110 SF	
LEVEL 02 - 21,627 SF	
LEVEL 03 - 37,898 SF	
LEVEL 04 - 37,898 SF	
LEVEL 05 - 37,598 SF	
LEVEL 06 - 22,610 SF	
LEVEL 07 - 22,610 SF	
LEVEL 08 - 22,610 SF	
LEVEL 09 - 22,610 SF	
LEVEL 10 - 22,610 SF	
LEVEL 11 - 22,610 SF	
LEVEL 12 - 22,610 SF	
LEVEL 13 - 22,610 SF	
LEVEL 14 - 22,610 SF	
LEVEL 15 - 21,716 SF	
LEVEL 16 - 16,008 SF	
LEVEL 17 - 15,763 SF	
LEVEL 18 - 15,763 SF	
LEVEL 19 - 15,763 SF	
LEVEL 20 - 10,562 SF	
ROOF - 2,911 SF	
GROSS BUILDING AREA	470,389 GSF



SW COLUMBIA STREET
200'-0"

SW 1ST AVENUE
196'-0"

SW CLAY STREET

TRANSFORMER VOLTAGE OUTLID
HANDSCAPE FINISH TO MATCH ADJACENT PLAZA
SEE LANDSCAPE PLAN C.32

LINE OF CANOPY ABOVE

HIGH SPEED GARAGE ENTRY DOOR

MODIFICATION 7.03.266.130
TABEL 286-3

Proposal has forward ingress / egress for passenger vehicles but not for loading. Garage entrance is not set back.

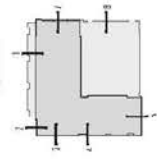
MODIFICATION 4.633.266.220

Adjust bike parking spacing to use bike racks that are cranked and staggered at 18" C.C.
NSB billoc data provided.

NO CHANGE TO EXISTING BELOW GRADE PARKING

PIPING PUMP DOWN TO BELOW

GROSS BUILDING AREA

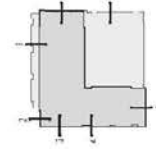
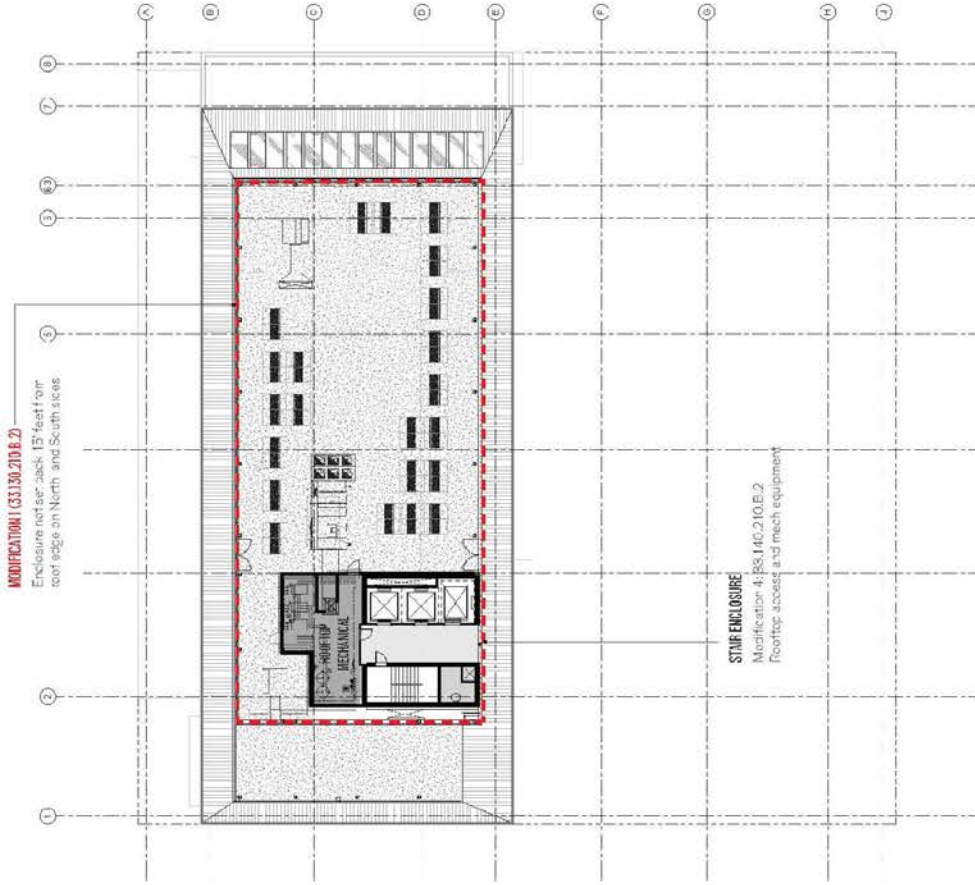


0 8 16 32



LEVEL SUMMARY

UNITS PER FLOOR	0
SQ. FT.	2,101 GSF



ROOF - ROOF PLAN



ALONG SW COLUMBIA AVE



NORTH ELEVATION

EXHIBIT C.11



ALONG SW 2ND AVE

WEST ELEVATION

EXHIBIT C.12

0 8 16 32

HIGH-SPEED CEILING GARAGE DOOR WITH GLASS PANELS
GENERATOR EXHAUST LOUVERS

COLUMBIA SQUARE BUILDING

COLUMBIA SQUARE BUILDING

COLUMBIA SQUARE BUILDING BEYOND

LANDSCAPED FLOOR DECK
COMPOSITE METAL PANEL
WINDOW-HALL SYSTEM

LOUVERED MECHANICAL SCREEN
COMPOSITE METAL PANEL
WINDOW-HALL SYSTEM
GLASS BALCONY RAILING SYSTEM

MASONRY CLADDING (RUNNING BOND)
SPANREL GLASS
PRECAST CONCRETE PANEL
CANDY W/
INTEGRATED DOWN LIGHTS
SSB STOREFRONT SYSTEM

BUILDING ENTRY
PRECAST CONCRETE PANEL

WSO3B
C.26

C.27

WSO4B

WSO3A

C.19

WSO4A

C.20

SW ELM STREET

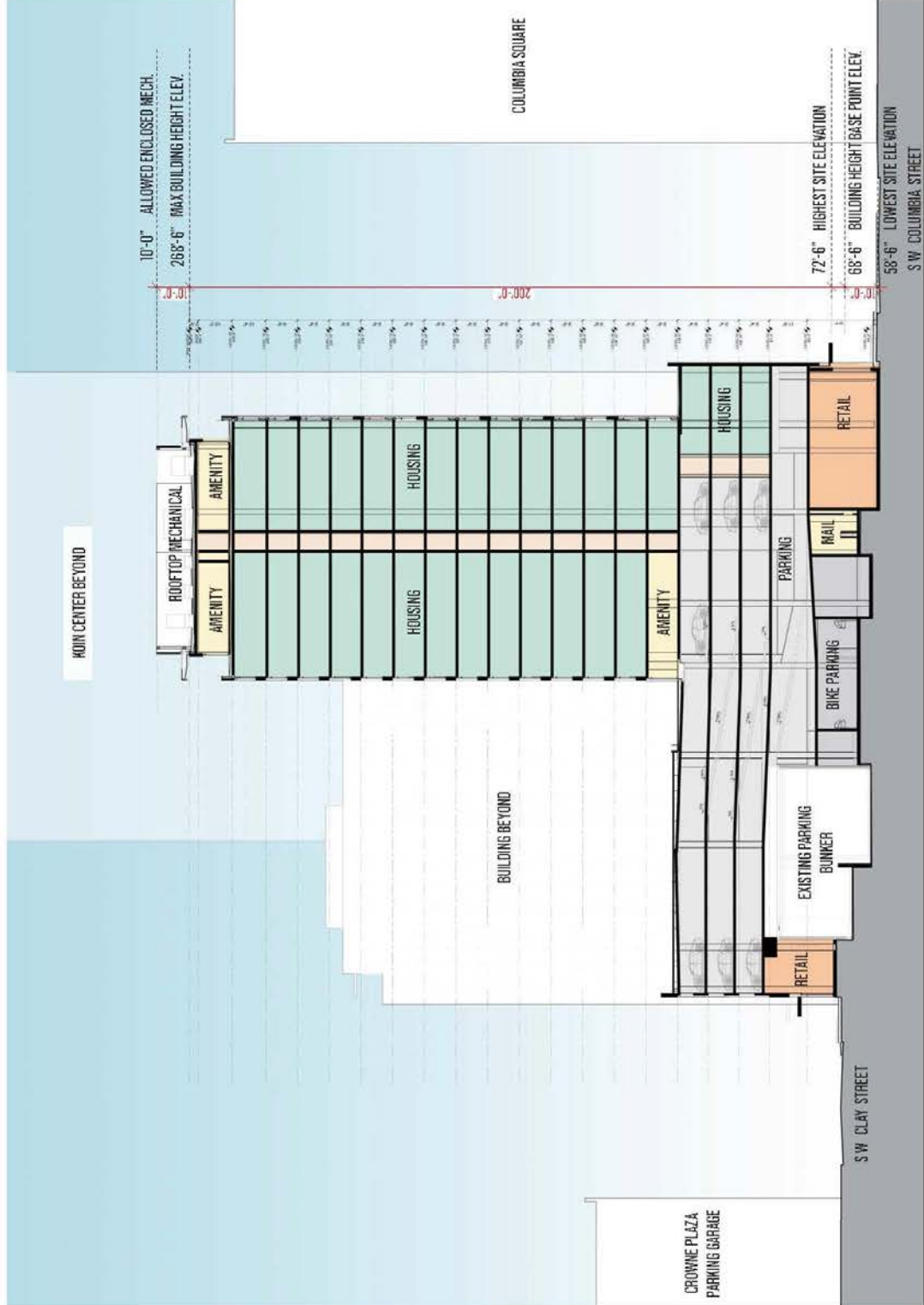
SW COLUMBIA STREET



SOUTH ELEVATION



EAST ELEVATION



BUILDING SECTION - LOOKING WEST

