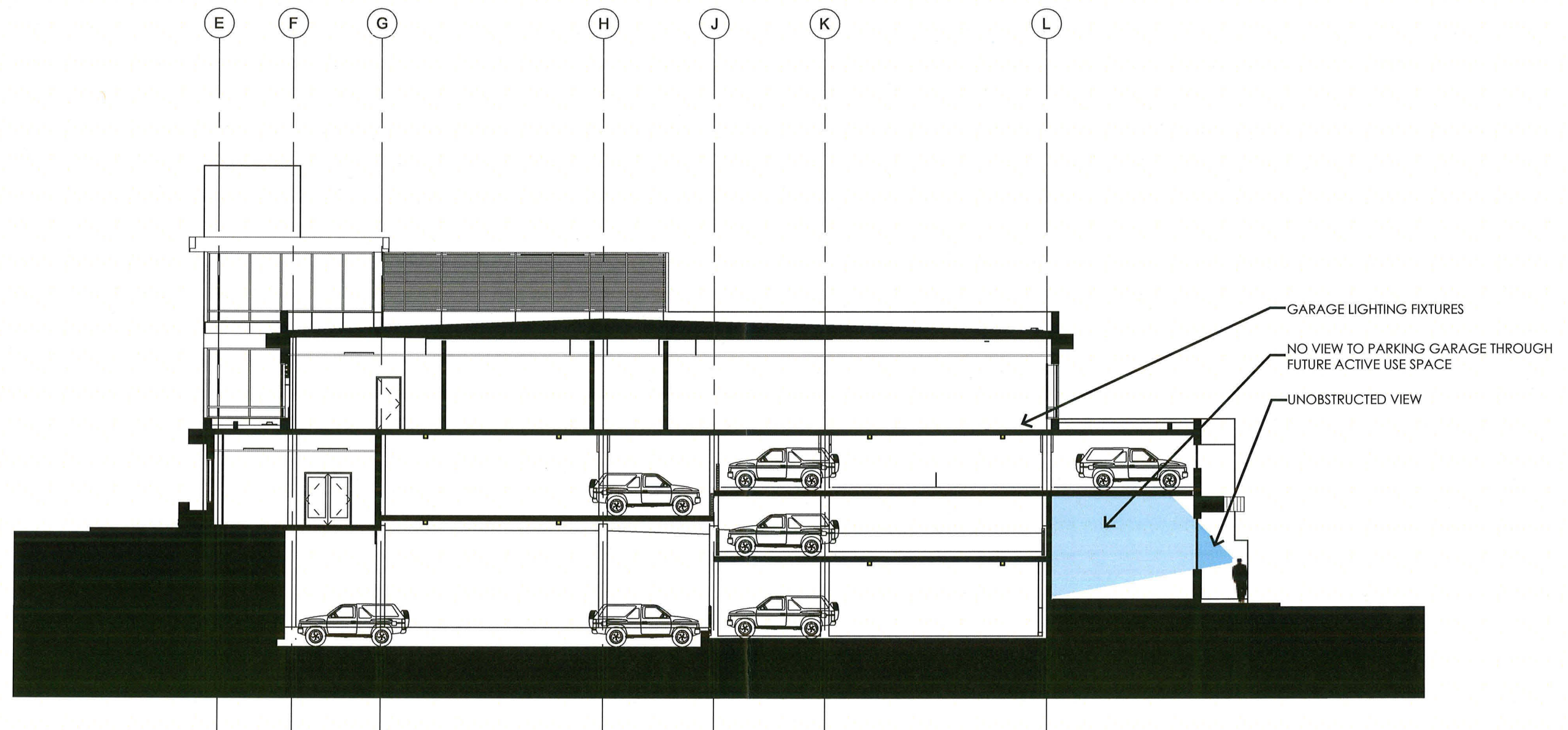


SERVICE PARKING OFFICE ECO-ROOF

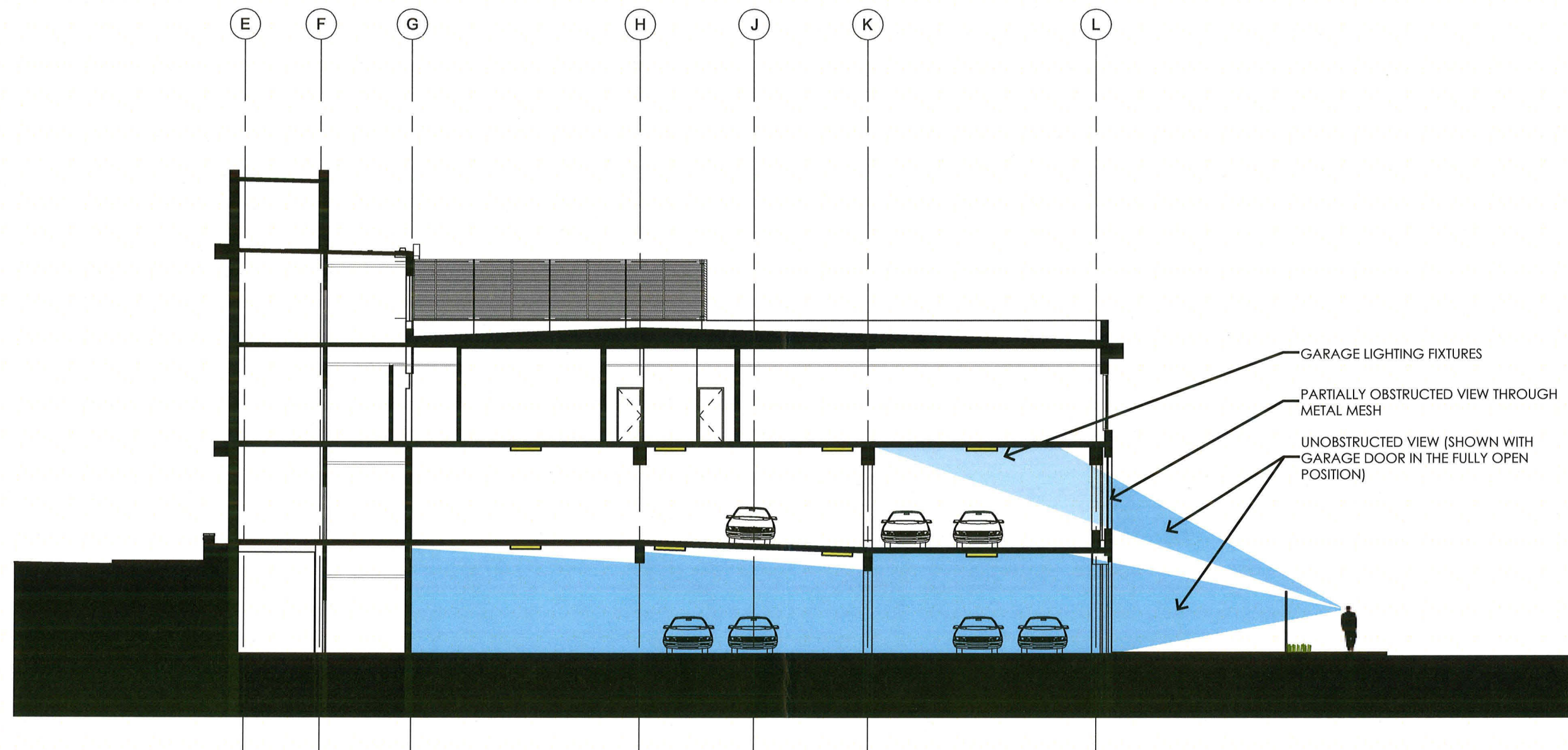
GARAGE LIGHTING SECTION 01  
1/16" = 1'-0"

0 16 32 64



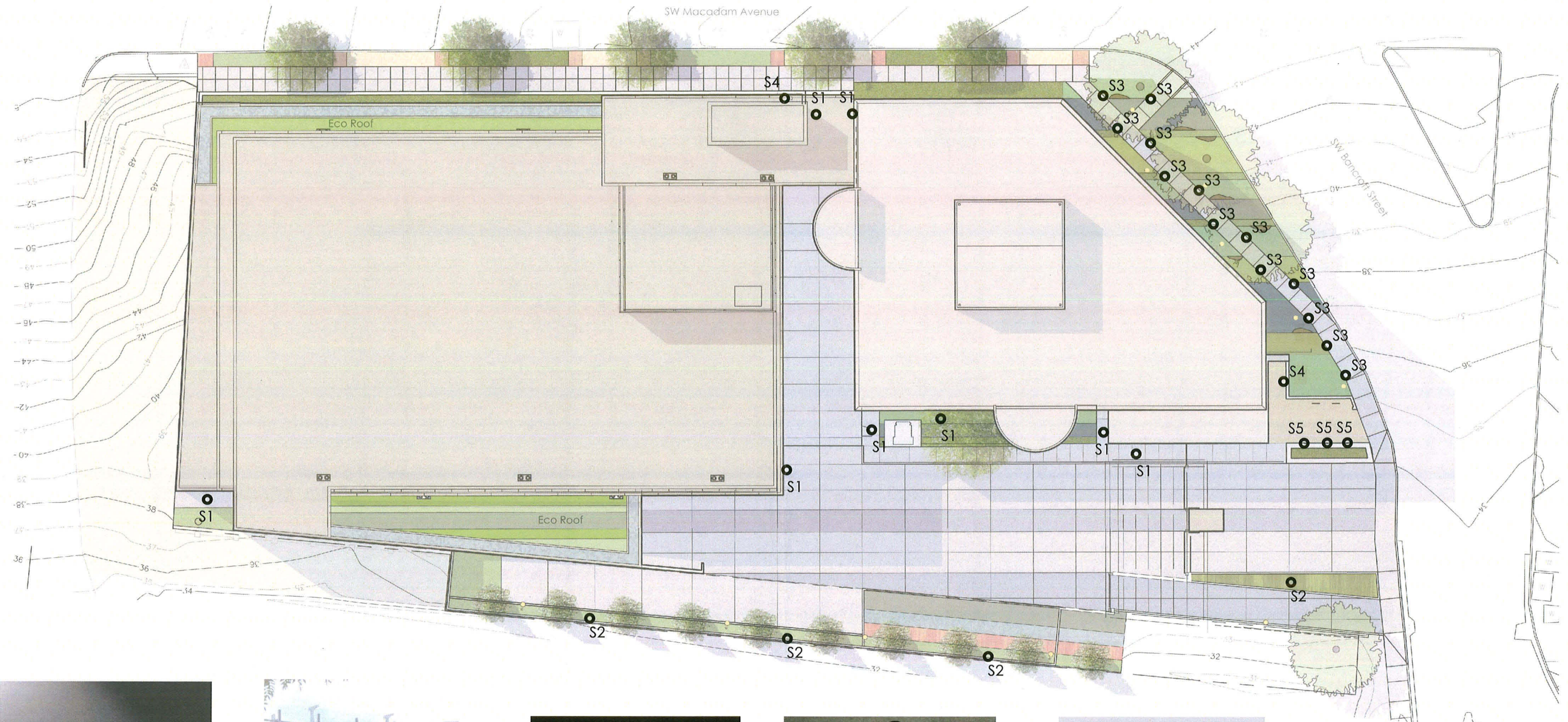
GARAGE LIGHTING SECTION 02  
1/16" = 1'-0"





GARAGE LIGHTING SECTION 03  
1/16" = 1'-0"

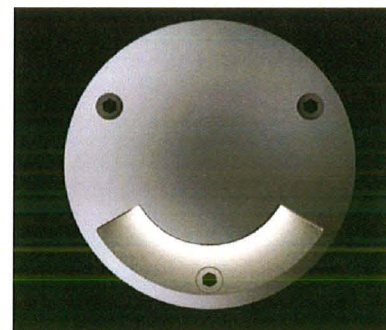




S1 = CUT-OFF SURFACE WALL LUMINAIRE



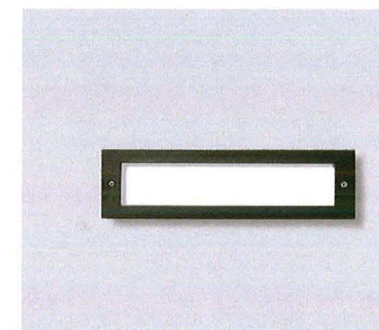
S2 = SOWA DISTRICT STANDARD POLE MOUNTED AREA LIGHT.



S3 = EXTERIOR IN-GROUND LOW VOLTAGE LUMINAIRE.



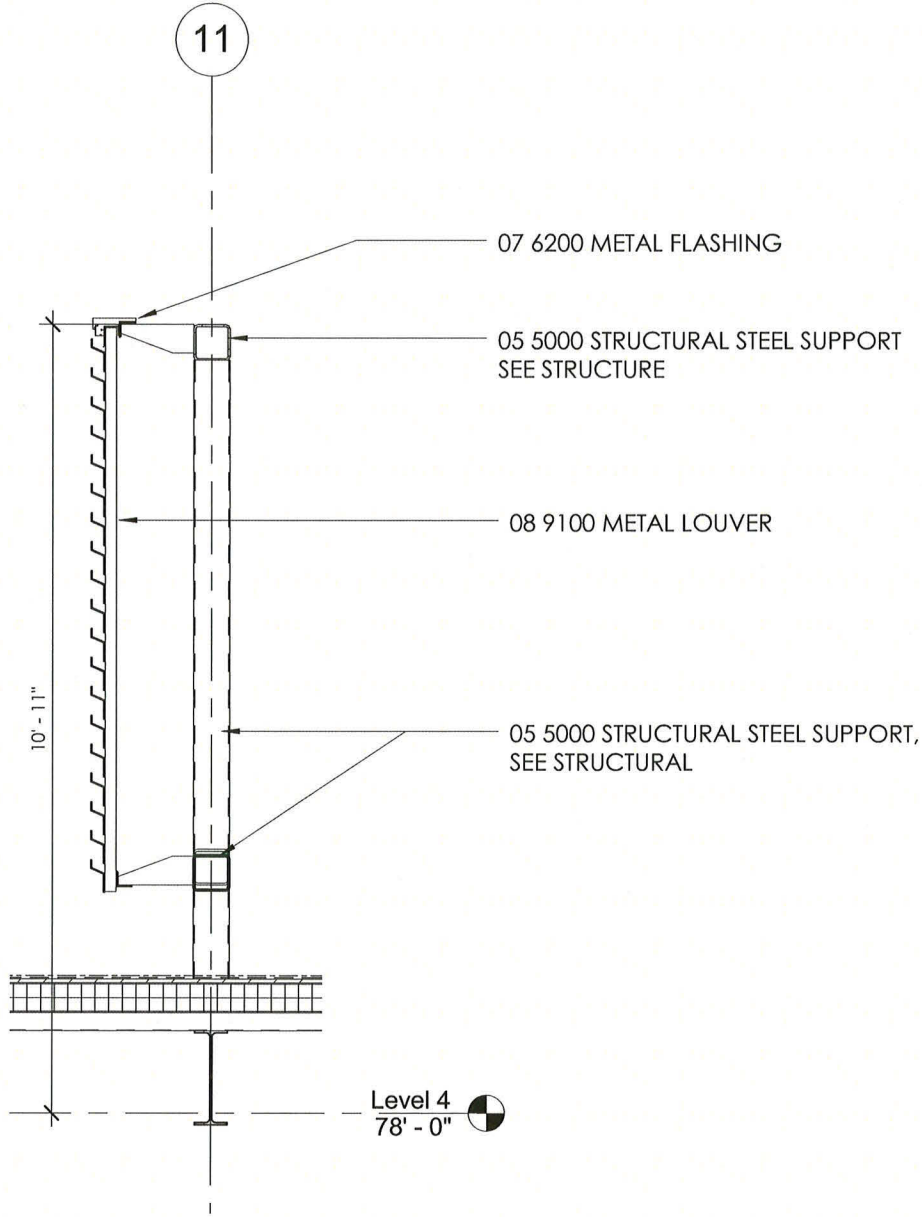
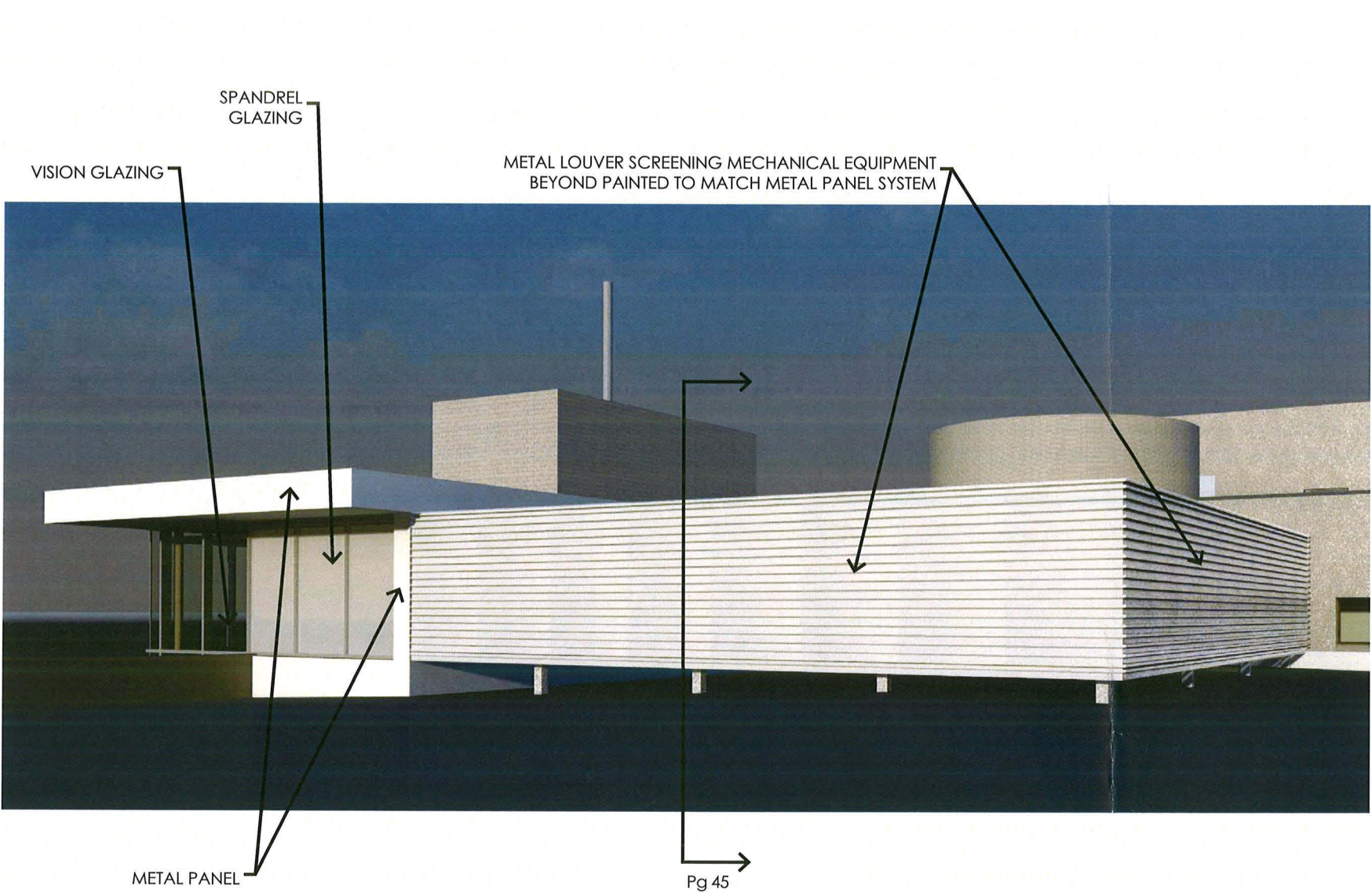
S4 = DIRECTIONAL FLOOD LIGHT (FOR FLAG ILLUMINATION).



S5 = RECESSED WALL LUMINAIRE.

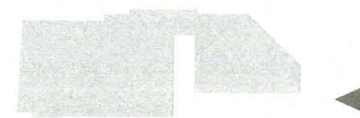
SITE LIGHTING PLAN  
1/32" = 1'-0"





MECHANICAL PENTHOUSE AT NEW ADDITION

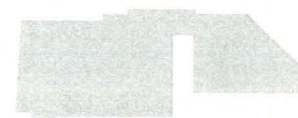
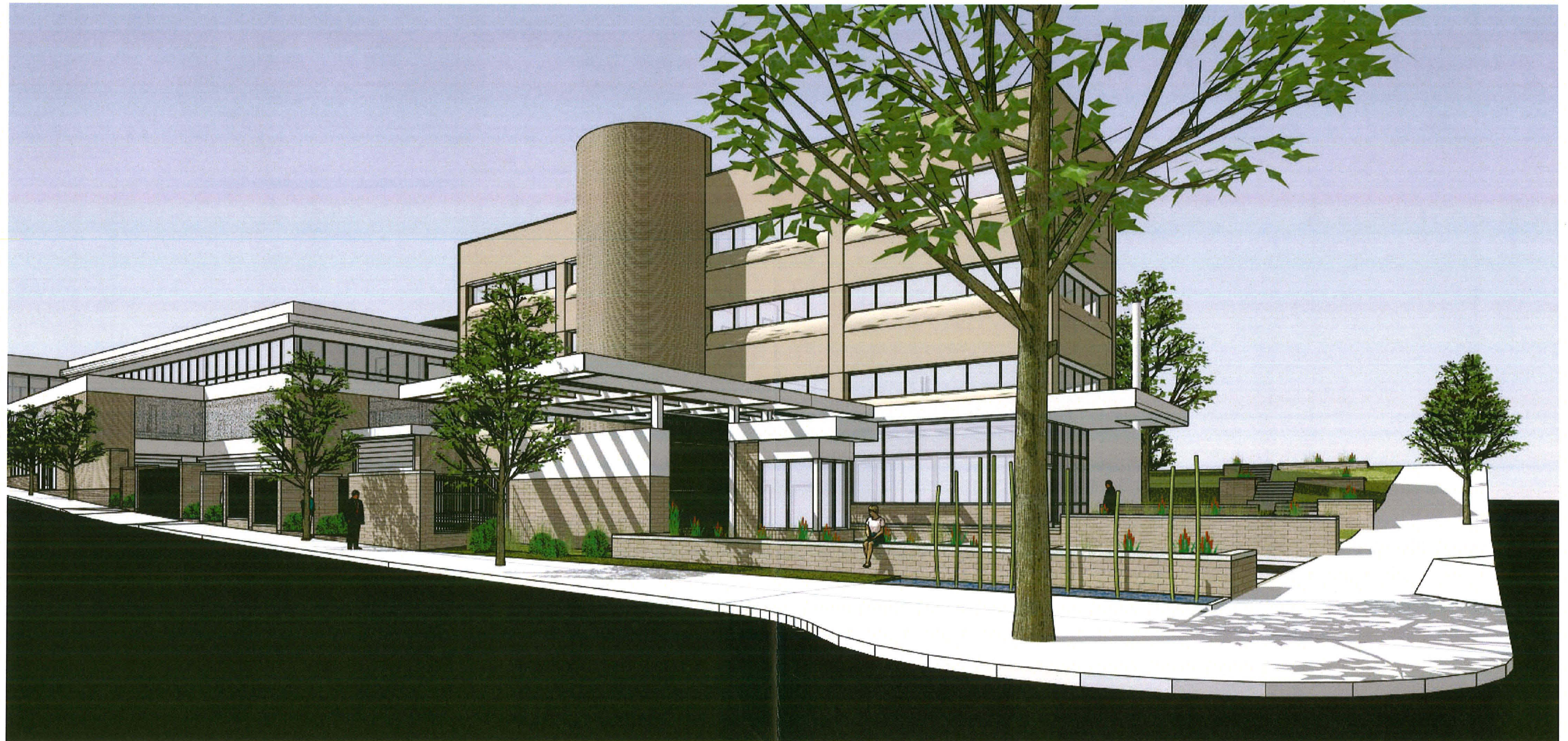




KEYPLAN

PERSPECTIVE SKETCH AT PEDESTRIAN ENTRY  
FUTURE DEVELOPMENT





KEYPLAN

PERSPECTIVE SKETCH AT SW BANCROFT AND SW MOODY  
FUTURE DEVELOPMENT





KEYPLAN

Pg 49

PERSPECTIVE SKETCH AT SW MOODY  
FUTURE DEVELOPMENT





DETAIL SKETCH AT SW MOODY FENCE  
FUTURE DEVELOPMENT



## DESIGN GUIDELINES

### SECTION 3

#### A PORTLAND PERSONALITY

##### A1 INTEGRATE THE RIVER

4310 SW Macadam is located along SW Macadam Avenue and SW Bancroft Avenue, two blocks west of the Willamette River. The river will be integrated into this project through the architecture of the building and the site development. Currently, there is no pedestrian access from the existing sidewalk along SW Macadam to the sidewalk along SW Bancroft. This project will establish a connection such that a pedestrian walking along SW Macadam will have a safe route to the river's edge. The main entry lobby is located directly adjacent to this new pedestrian sidewalk, providing visitors and employees direct access along SW Bancroft. New office space on the third floor of the addition is set back from the south and east faces of the building, providing for views of the Willamette River through generous vision glazing. Similarly, the exit stair is clad entirely of glass along the east face of the building, providing for both natural light and views toward the Willamette River.

##### A1-1 DEVELOP RIVER EDGE VARIETY

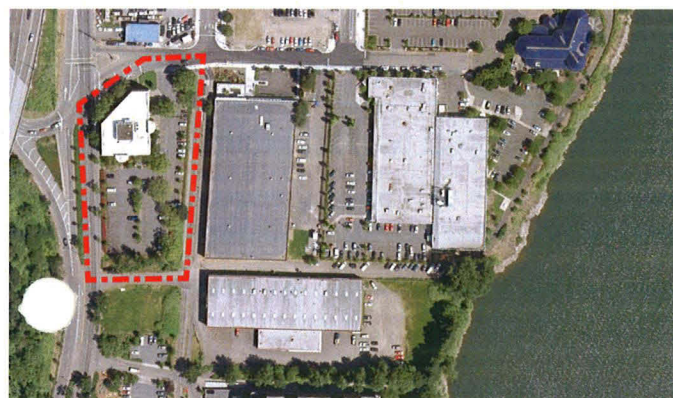
This project is comprised of two buildings—an existing four-story office building and a new three-story office and parking addition. The massing and height of the addition is architecturally well-integrated into the existing building, yet provides a clear distinction between old and new, while creating a varied footprint along the eastern, river-facing side of the site. The team thoughtfully selected colors and materials to provide a timeless design; the building shape was similarly designed to maximize views of the Willamette River. The only existing pedestrian access points to the site are along SW Macadam and SW Bancroft. Because of the vehicular-dominated nature of SW Macadam, the pedestrian entry and main building lobby are located adjacent to SW Bancroft; providing for the most active use in the closest proximity to the Willamette River.

##### A1-2 INCORPORATE ACTIVE USES ALONG THE RIVER

This site is not required to have active retail use in South Waterfront. The intent of the guideline is to provide for "eyes on the greenway." At 4310 SW Macadam, the new office space is located on the third floor and has un-interrupted views to the east and south of the Willamette River. Additionally, there is currently no pedestrian connectivity from SW Macadam down SW Bancroft to the Willamette River. This project will build a pedestrian path along SW Bancroft that connects the pedestrian circulation system from SW Moody to SW Macadam.

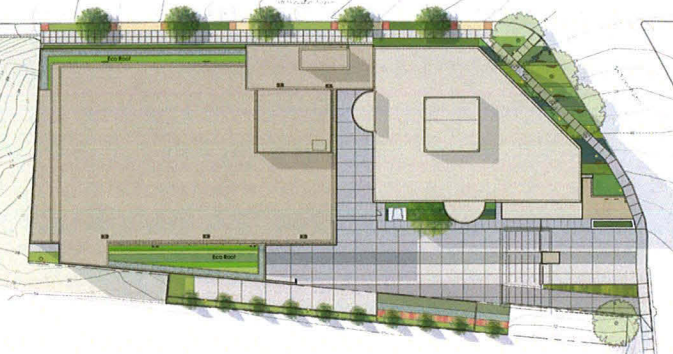
##### A2 EMPHASIZE PORTLAND THEMES

Historically, the South Waterfront area was home to maritime industrial uses: shipbuilding, warehousing and manufacturing. Now, the area is a mixed-use neighborhood with a majority of new development being high-rise, residential towers. This project further diversifies the mix of uses by taking an existing office building with surface parking and renovating it to a larger office building with structured parking. As part of the screening of the structured parking, lightly colored brick and glass storefront will be integrated into the east building façade at pedestrian level to provide for a pleasant, rich and diverse pedestrian experience. Along SW Bancroft a new landscaped area will retain the existing trees and add native ground cover. Additionally, on-site treatment of stormwater will happen using a bioswale—a reflection of the natural environment within the city limits.



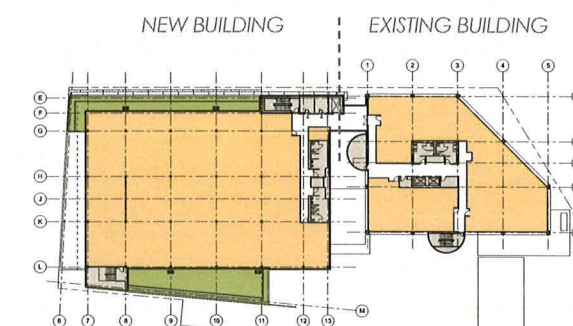
**A1 Integrate the River**

Site Aerial photograph showing proximity to Willamette River.



**A1-1 Developing River Edge Variety**

Site plan showing main entry lobby and plaza in northwest corner of site.



**A1-2 Incorporate Active Uses Along the River**

Third floor plan showing new office space stepping back from building face providing uninterrupted views out.



**A3 RESPECT THE PORTLAND BLOCK STRUCTURE**

The property line of this project is particularly unusual in both size and shape. As it is currently configured, the site is a trapezoid: 52,963 sf, 335-feet-long north-to-south, and 177-feet-wide west-to-east at its widest point. At the eastern side of the site, SW Moody currently dead ends at SW Bancroft. As part of this project, a 17-foot dedication through this site will accommodate a new street re-alignment of SW Moody, to continue the urban grid and ultimately connect a street system through South Waterfront to the Corbett-Terwilliger-Lair Hill (CTLH) neighborhood directly to the south.

**A4 USE UNIFYING ELEMENTS**

The South Waterfront District has developed many unifying elements that distinguish it from other neighborhoods throughout the city. Among them are façades composed primarily of glass with complementary solid elements of brick, concrete and stone; of treating stormwater on-site; of providing eco-roofs throughout many of the buildings; having extensive plantings; and providing pleasing textures and materials at pedestrian entry plazas and walkways. This project will incorporate many of these features including a façade composed primarily of glass with metal and brick as secondary cladding elements; by treating stormwater on-site; by providing two visible eco-roof areas on the addition; by continuing the street vocabulary of SW Moody through the site; and through the use of paving textures at the entrance to the site.

**A4-1 INTEGRATE ECOLOGICAL CONCEPTS IN SITE AND DEVELOPMENT DESIGN****A4-2 INTEGRATE STORMWATER MANAGEMENT SYSTEMS IN DEVELOPMENT**

This project is designed to meet LEED Silver certification. Many of the strategies employed will be visibly integrated into the design of the building such as: treatment of stormwater on-site; two areas of eco-roof on the building addition; and broad roof overhangs shading the windows of the building from unwanted solar gain in the summer time. Some of the less visible strategies employed are: high-energy efficiency; use of environmentally-responsible building materials; and resource conservation.

**A5 ENHANCE, EMBELLISH AND IDENTIFY AREAS**

A notable element of the South Waterfront District is the careful

attention paid to visibly treated on-site stormwater and pleasing paving patterns. This development continues that trademark of the area with an on-site bioswale at the most visible pedestrian access point of the development and with a thoughtfully-designed paving pattern. When SW Moody is built in Phase II, the additional land dedicated from the city in the northwest corner of the site will be heavily landscaped and designed to provide a much more pleasing environment at the intersection of SW Macadam and SW Bancroft.

**A5-1 CONSIDER SOUTH WATERFRONT'S HISTORY AND SPECIAL QUALITIES**

Historically, the South Waterfront area was home to maritime industrial uses: shipbuilding, warehousing and manufacturing. This project responds to the area's historical context both figuratively and literally. Figuratively, the massing of the building is long and low with large expanses of glass and metal, similar to the massing and materials employed in boat building. Literally, the project design uses native plantings and decorative metal work, at the main entrance, of materials commonly found and used in our region.

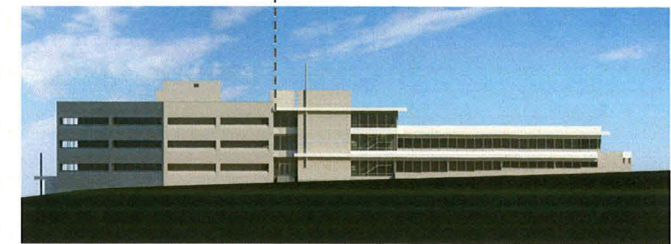
**A6 REUSE / REHABILITATE / RESTORE BUILDINGS**

As part of this development, a four-story existing office building will be renovated and improved to a Class-A quality office building. The building addition respects the structural integrity of the existing building, by connecting to it with a glass and metal bridge/lobby. Care has been taken to touch the existing building lightly and clearly differentiate new from old.

**A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE**

Along the SW Macadam frontage, the property has a 5-foot setback; the existing building is built to the setback requirement. The building addition will maintain this line and provide a sense of urban enclosure along SW Macadam. Along the future SW Moody frontage, the existing building is set back approximately 50–60 feet. A pedestrian-scaled brick wall and fence, built to the property line, provide a sense of urban enclosure to the front half of this frontage. From mid-block of the future SW Moody alignment, the brick wall is integrated into the building façade of the addition and continues to the southern edge of the property line; the net result is a development that will create a defined street wall when SW Moody is continued through the site.

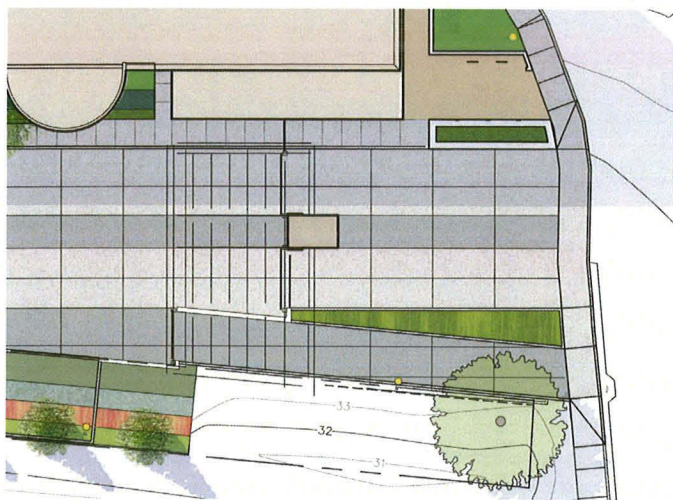
EXISTING BUILDING | NEW BUILDING

**A6 Reuse / Rehabilitate / Restore Buildings**

West elevation showing existing building and new addition

**A8 Contribute to a Vibrant Streetscape**

Perspective sketch showing treatment of street edge along SW Macadam.

**A4 Use Unifying Elements**

Entry plaza with bioswale and textured paving.

**A4-1 Integrate Ecological Concepts in Site and Development Design**

Representative image of an eco-roof that is also used as amenity deck.



**A8 CONTRIBUTE TO A VIBRANT STREETScape**

Along the SW Macadam frontage, a fitness room screens what is predominantly two levels of parking. A new sidewalk, with well-designed vehicular safety planters, will be built to accommodate pedestrian activity and soften what is currently a relatively challenging pedestrian experience. At the SW Macadam and SW Bancroft intersection, there is currently no pedestrian connectivity; this project provides a new pedestrian pathway to connect both sidewalks. Along the future SW Moody alignment, a glass storefront and lightly colored brick wall screen the structured parking beyond.

Additionally, as currently occupied, the South Waterfront neighborhood is predominantly a residential development. This project will add approximately 150 office employees to further the aim of creating a truly mixed-use neighborhood.

**A9 STRENGTHEN GATEWAYS**

The frontage along SW Macadam is a prominent vehicular entrance into the Central City. Great care has been placed in designing an attractive and well-proportioned building along this face of the property. For example, several parking spaces were relocated during the design process, to a less cost effective location underground, to accommodate a street frontage with ground floor windows and an active use (a fitness center). The SW Macadam and SW Bancroft intersection is another prominent entry into and out of the South Waterfront District. A new pedestrian sidewalk will connect what was a dead end pedestrian connection from SW Macadam to SW Bancroft. Additionally, though not technically a gateway, SW Moody dead ends heading south at SW Bancroft. This project dedicates 17 feet of property, along the eastern edge of the site, to continue the street grid from South Waterfront south into the CTLH Neighborhood.

**B PEDESTRIAN EMPHASIS****B1 REINFORCE AND ENHANCE PEDESTRIAN SYSTEM**

At the SW Macadam and SW Bancroft intersection, there is currently no pedestrian connectivity. This project provides a new pedestrian sidewalk to connect both sidewalks. Mature trees exist

along the SW Bancroft frontage, and the sidewalk system will work around them. Currently, SW Moody dead ends heading south at SW Bancroft. This project dedicates 17 feet of property, along the eastern edge of the site, to continue the street grid from South Waterfront south into the CTLH Neighborhood.

**B1-1 FACILITATE TRANSIT CONNECTIONS**

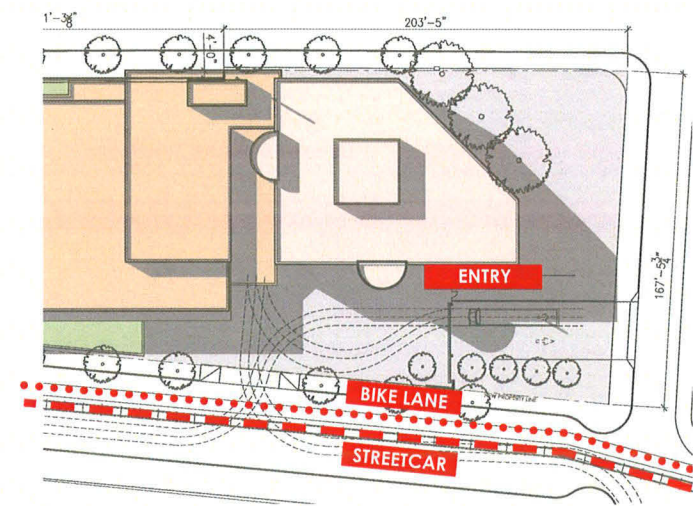
Currently, the streetcar alignment loop ends at SW Lowell—one block from the entry to 4310 SW Macadam; the main lobby is located as close to this connection as possible. In the future, the streetcar is proposed to travel south along the new SW Moody alignment. Then, the main entry will continue to be located in the most prominent and easily accessible location to streetcar, pedestrian and bike access.

**B1-2 ENHANCE ACCESSWAY TRANSITIONS**

This project recognizes the important role it can play in connecting the South Waterfront District and the CTLH neighborhood to the Willamette River. This project dedicates 17 feet of property, along the eastern edge of the site, for the continuation of SW Moody. Upon full build-out of SW Moody, district standard plantings will be located in the furnishing zone to enhance the pedestrian experience. The main pedestrian entry to 4310 SW Macadam is at the intersection of SW Bancroft and SW Moody. An entry canopy and flagpole at the entrance to the building both signifies the entry to the pedestrian and provides protection from weather. Within the vehicular entry plaza, special paving and landscaped planters demarcate the area, and a bioswale helps mitigate on-site stormwater.

**B2 PROTECT THE PEDESTRIAN**

The main entry to 4310 SW Macadam is mid-block at SW Bancroft Street. Both vehicles and pedestrians access the building in the same general area. To reduce vehicular speed and identify the area, a special paving pattern and landscaped planters are employed here, ultimately enhancing a pedestrian's sense of safety. Along SW Macadam, special concrete vehicular planters are proposed along the building face for building occupant safety and to provide a landscaped buffer between the sidewalk and the building. To reduce noise and visual clutter, all mechanical equipment for the project will be located on the building roofs screened from view.

**B1-1 Facilitate Transit Connections**

Main entry is prominently located along transit connections

**A9 Strengthen Gateways**

View along SW Macadam Avenue heading towards the Central City.



### B2-1 INCORPORATE OUTDOOR LIGHTING THAT RESPONDS TO DIFFERENT USES

Exterior surfaces around the entirety of the building will be lit for safety and security. With the exception of two flagpoles, up-lighting of the building, or of vegetation surrounding the building, will not be used.

### B3 BRIDGE PEDESTRIAN OBSTACLES

With the completion of this project, a site that currently has a substandard sidewalk width, varying from 7 feet–9 feet, on SW Macadam and a partial sidewalk along SW Bancroft, will have a complete, PBOT approved sidewalk system along three frontages. At the SW Macadam and SW Bancroft intersection, there is currently no pedestrian connectivity. This project provides a new pedestrian sidewalk to connect both sidewalks and enhances the existing sidewalk along SW Macadam. Currently, SW Moody dead ends heading south at SW Bancroft. This project dedicates 17 feet of property, along the eastern edge of the site, to continue the street grid from South Waterfront south into the CTLH Neighborhood.

### B4 PROVIDE STOPPING AND VIEWING PLACES

Along SW Macadam, the sidewalk will be enhanced in width and fronted with an active use space (a fitness center). The additional width will provide for multiple pedestrians to pass by in the event other pedestrians have stopped. Along the new SW Moody frontage, the building has two levels of parking. To screen that parking, and provide a more pedestrian-friendly environment, a glass storefront and lightly colored brick wall are integrated into the building skin. Additionally, at the south end of this frontage, the egress stair for the addition is clad entirely in glass, providing for a more transparent viewing opportunity into the building.

### B5 MAKE PLAZAS, PARKS AND OPEN SPACE SUCCESSFUL

The main entry to 4310 SW Macadam faces a large expanse of vehicular paving; it also is the most direct route to open space (the Willamette River). A special paving pattern is employed here, to treat this area more like a plaza than a driveway. Carefully-selected landscaping and a bioswale accent this area.

### B6 DEVELOP WEATHER PROTECTION

The primary pedestrian access to 4310 SW Macadam will be from north of the site, along SW Moody, to the main building entry at the intersection of SW Bancroft and SW Moody. A large entry canopy provides weather protection at the building entrance. Secondary

pedestrian access to the building will be along SW Macadam. A metal pedestrian canopy provides weather protection.

### B7 INTEGRATE BARRIER-FREE DESIGN

The project will provide barrier-free design. The site contains significant cross-slope from the western edge, along SW Macadam, to the eastern edge of the site. In the north-south direction, the site generally slopes from a low at the north edge up to the south. At the building entry, a well-integrated, gentle slope rises from the pedestrian access along SW Bancroft to the main building entry.

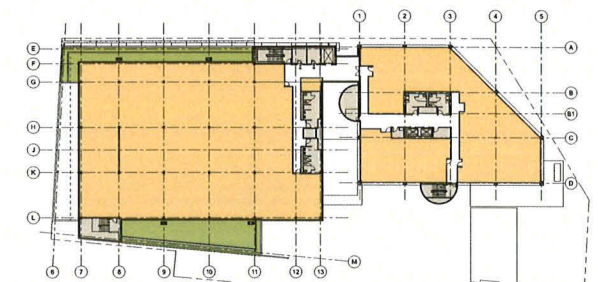
## C PROJECT DESIGN

### C1 ENHANCE VIEW OPPORTUNITIES

The site is blessed with tremendous view opportunities—to the immediate north is the new development of South Waterfront with the City of Portland in the background; to the east and south is the Willamette River; and to the west is the heavily-vegetated West Hills of Portland. The new building addition is oriented to provide for dynamic views. The office space of the addition is elevated to the third level and provides un-interrupted views, through a heavily-glazed exterior skin, to the west, south and east. The third floor of the south façade, in particular, is pulled 10 feet away from the neighboring property line, to provide for a maximum amount of glazing (if the building skin is on the property line, a minimal, if any, amount of glazing would be allowed). Additionally, significant step backs of the building on the third level are provided for the opportunity of exterior space for the building occupants.

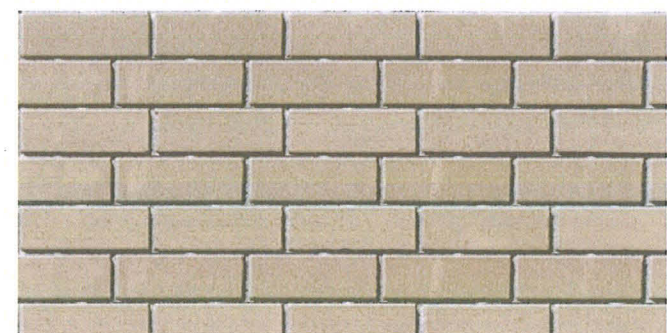
### C2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT

As a building to house an agency for the Federal Government, 4310 SW Macadam will be constructed of high-quality materials. The existing building will be renovated to Class-A office space standards. The addition to this building is constructed of primarily glass, metal and brick to promote a sense of permanence and to provide a timeless appearance. As a LEED-certified building, the building envelope and mechanical systems will be highly energy-efficient. Glazing materials will have low-emissive coatings, reducing glare and reflectance.



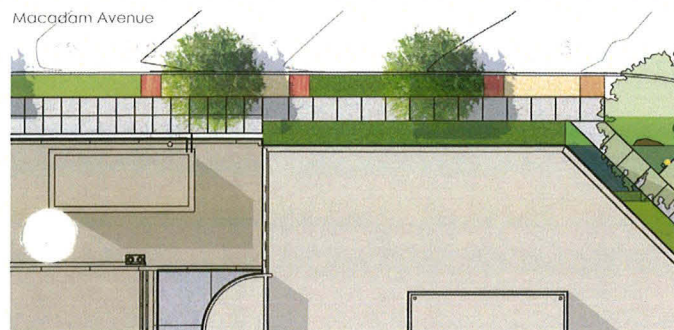
**C1 Enhance View Opportunities**

Third floor plan showing building setbacks for view opportunities.



**C2 Promote Quality and Permanence in Development**

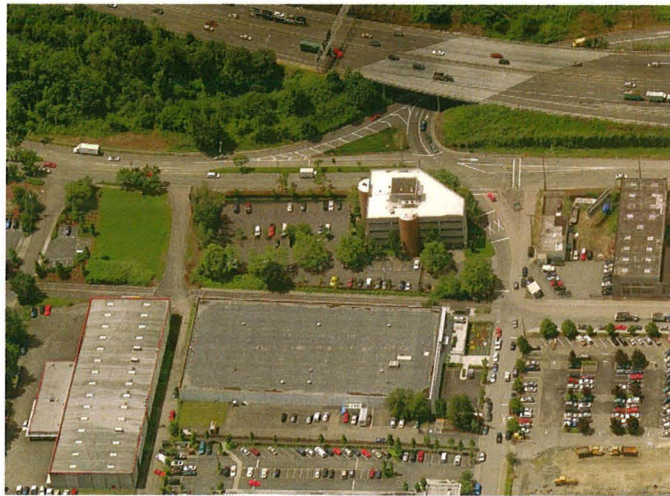
Representative image of primary building materials.



**B4 Provide Stopping and Viewing Places**

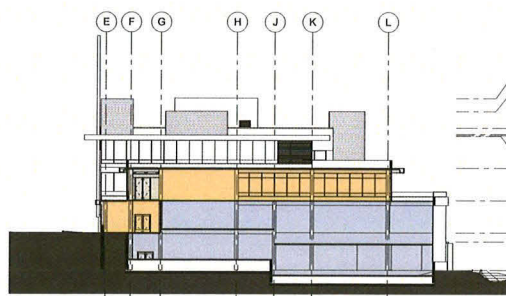
Enhanced sidewalk along SW Macadam.





**C4 Complement the Context of Existing Buildings**

Aerial photograph showing neighboring buildings.



**C4-1 Develop Complementary Structured Parking**

Site section showing structured parking (in light blue).

### C3 RESPECT ARCHITECTURAL INTEGRITY

The existing building at 4310 SW Macadam is four stories in height and is constructed of panelized, synthetic stucco with long, ribbon windows at each office floor level. This building will be cleaned and repainted. The new addition connects to the existing building lightly, with an elevator and stair lobby constructed primarily of glass along SW Macadam. Floor levels between the two match, to provide for a seamless transition between the two buildings on the inside as well as on the exterior façades of both buildings. On the exterior, the mass of the building addition slowly steps down heading south along SW Macadam to provide a primarily horizontal appearance of the building. Along the future SW Moody alignment, the two buildings are separated with a one-story loading dock that clearly distinguishes new from old and allows both buildings to appear distinct from each other, yet function as one building. The new building entry attaches to the existing building at the intersection of SW Bancroft and SW Moody. It is constructed primarily of metal and glass to clearly differentiate it from the existing building but is detailed carefully to appropriately fit the style of the existing building skin.

### C4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS

In the immediate vicinity of 4310 SW Macadam, the neighboring blocks are composed of one- and two-story buildings. The existing building on site is a four-story office building. The building addition planned for 4310 SW Macadam complements the existing urban fabric, with a three-story addition composed of two above-grade levels of parking and a single level of office space. The proportions and massing of the complete building will be visually similar to the existing context. The exterior fenestration of the existing building is a panelized, synthetic plaster and long, horizontally-oriented ribbon windows with structural brick at the egress stair towers. To complement the exterior quality of the existing building, the new addition continues with horizontally-oriented glazing of new glass and metal storefront. The visually-solid elements of the addition are composed primarily of brick, recalling the use of brick on the existing stair towers.

#### C4-1 DEVELOP COMPLEMENTARY STRUCTURED PARKING

The existing office building's parking needs are served on-site with surface parking; the new building addition will occupy this area. To provide 104 vehicular parking stalls, a half-level of underground parking, and two levels of above-grade parking, compose two of the three levels of the new addition. On the western frontage along

SW Macadam, an active use space (a fitness center) completely conceals the parking garage within. Along the southern edge of the property, the building is built to the property line (a tax lot owned by ODOT) and requires a solid three-hour wall. This wall is clad with the same high-quality brick used throughout the addition and will completely conceal the parked vehicles within. On the eastern frontage along the future SW Moody alignment, a combination of a glass storefront and lightly colored brick conceal the vehicles from view.

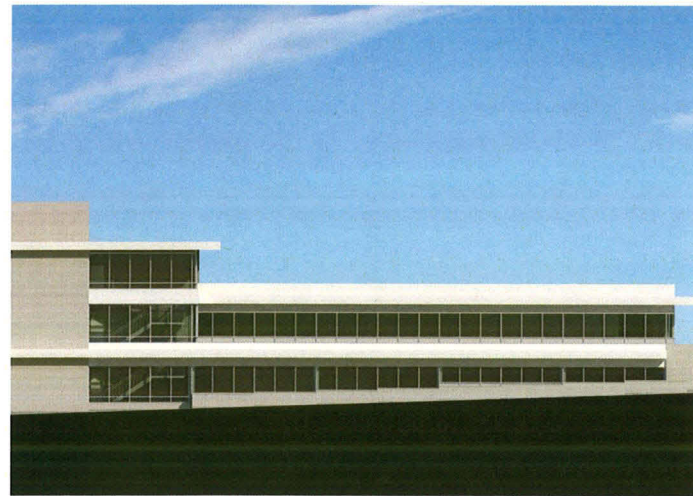
### C5 DESIGN FOR COHERENCY

4310 SW Macadam is composed of two buildings: an existing building constructed in 1982 and a new building addition. To provide for a consistent and coherent design aesthetic, the new building addition has a simple and refined building palette of glass, metal and brick. Colors used in new construction will be light in tone and appear subdued. Where the two buildings abut each other along SW Macadam, clear vision glazing is utilized to tie the buildings together. Similarly, a new building entry vestibule along the eastern façade of the existing building is constructed primarily of glass. New solid elements built on the addition, as well as perimeter walls and signs, are designed from the same color and module of brick. Care has been exercised in developing the massing and proportion of the new building addition so as not to overpower the existing building or neighboring buildings.

### C6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES

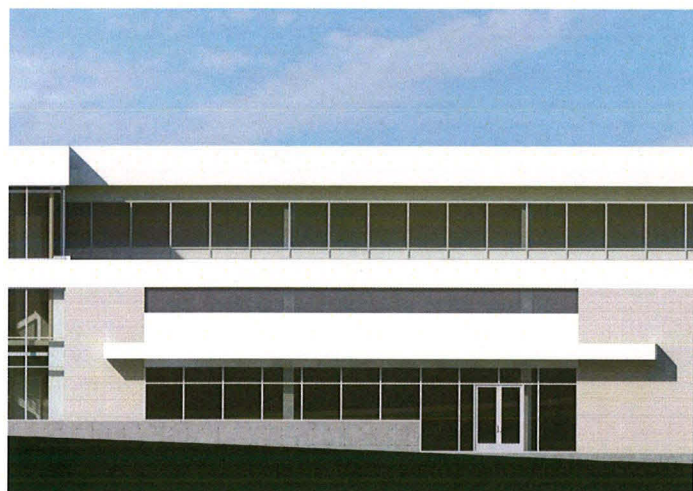
4310 SW Macadam has two distinct transition areas: along SW Macadam and along the future alignment at SW Moody. At SW Macadam, the existing frontage has a sidewalk (7–9 feet wide) with overgrown vegetation. The finished development will enhance this area with a row of concrete planters, with street trees adjacent to SW Macadam, and a City of Portland standard width of sidewalk extending to the building face. This will greatly increase the pedestrian experience along SW Macadam and provide a much stronger sense of security. At the main entry to the building, a plaza extends from the northeast corner of the property to the eastern edge of the existing building. The plaza is multi-functional with a bioswale for handling stormwater run-off, integral colored concrete for vehicular access within the site, and colored pavers indicating pedestrian access into the building.





**C8 Differentiate the Sidewalk Level of Buildings**

Elevation showing fitness center and ground floor windows along SW Macadam.



**C9 Develop Flexible Sidewalk-Level Spaces**

Elevation of future development at SW Moody showing active space at sidewalk.

### C7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

This project site has two corners: the intersection of SW Macadam and SW Bancroft; and the intersection of SW Bancroft and the future alignment of SW Moody.

At SW Macadam and SW Bancroft, the existing building is built to approximately 20 feet from the corner; this area is currently covered with an invasive ivy that will be removed as part of this development. Additionally, the sidewalk network breaks down here. This development will connect the sidewalks with a new pedestrian path. No exterior work to the existing building will modify the existing corner condition.

At SW Bancroft and the future SW Moody alignment, the existing building is set back 60 feet from the eastern property line. Because of the limited vehicular access into the site, this area is developed as the primary vehicular and pedestrian access to the building and site. This area is developed into a plaza that serves multiple functions: as vehicular and pedestrian access with distinctive paving treatment; as a secure entry to the site with a high-quality secure metal fence; and it contains a bioswale for handling stormwater run-off.

### C8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS

There are two sidewalk-level conditions at 4310 SW Macadam where the new building addition occurs: along SW Macadam and along the future SW Moody alignment. At grade, along SW Macadam, the exterior of the building is composed primarily of vision glazing with a lightly colored brick base (beyond this condition is a parking garage). In addition, the level above is set back approximately 10 feet from the building edge, providing a clear visual distinction between the pedestrian level and the rest of the building. Along the future SW Moody alignment, the exterior of the building is clad with a glass storefront, brick, and at the egress stair, a curtain wall of metal and glass. Like the building façade along SW Macadam, at the pedestrian zone, the majority of the addition is built to the perimeter of the sidewalk. At the third level, the building similarly steps back as it does along SW Macadam.

### C9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

There are two sidewalk-level conditions at 4310 SW Macadam, where the new building addition occurs: along SW Macadam and along the future SW Moody alignment. Along SW Macadam, the space directly adjacent to the sidewalk at grade is composed primarily of vision glazing with a brick base screening beyond.

Along the future SW Moody alignment, the space directly adjacent to the sidewalk is structured parking. This edge is designed to create a pleasant experience for pedestrians, joggers and bicyclists; a high-quality skin of glass storefront and lightly colored brick visually obscures the vehicles within. The egress stair tower at the southern perimeter of the site is clad in a glass and metal curtain wall to provide maximum transparency.

### C10 INTEGRATE ENCROACHMENTS

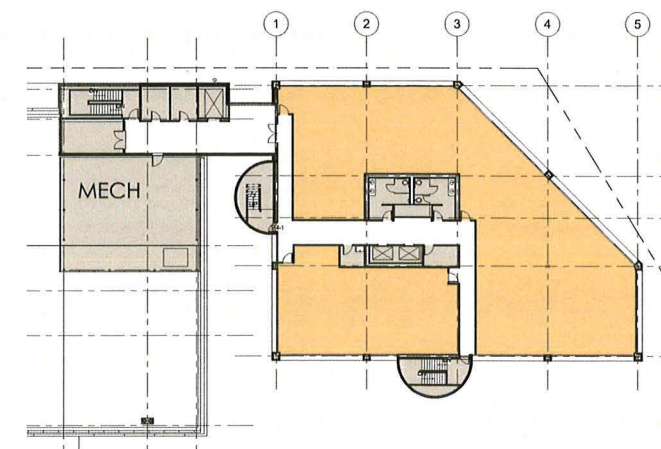
This project has limited encroachments within the right of way. Along SW Macadam, integral concrete planters at the western perimeter of the sidewalk provide physical protection to the building from a vehicle collision, a place to plant required street trees, and a sense of security and enclosure to a pedestrian on a heavily-trafficked right of way. Along SW Bancroft, no sidewalk currently exists; this project will build a temporary pedestrian path in a configuration that will retain the existing trees until a major street improvement is made at the intersection of SW Bancroft and SW Macadam. This will provide for a continuous pedestrian accessway from SW Macadam down to the Willamette River.

### C11 INTEGRATE ROOFS AND USE ROOFTOPS

The existing building has a well-designed, centrally-located mechanical penthouse. The mechanical equipment and elevator core are screened within its walls. The renovation and expansion of this project will continue to utilize this space and screen mechanical equipment within its walls. The building addition has numerous elements that contribute to a well-integrated roof design. Along SW Macadam, a new elevator core tower is designed to provide a strong vertical element to the project and provides an iconic quality to the most visible façade of the building. Contrasting to the strong vertical quality of the elevator tower, three equally strong horizontal roof lines stitch the glass and metal addition together. The building steps back at the third level to provide for a rich and varied building form. The mechanical equipment necessary for the addition are located directly to the east of the new elevator tower. The skin and massing are consistent with the architecture of the rest of the building and provide a well-integrated means of concealing mechanical equipment.

### C12 INTEGRATE EXTERIOR LIGHTING

Exterior lighting for 4310 SW Macadam will be used for security and safety purposes. No decorative lighting will be used around the site except at the main lobby entry, at the flag pole at the main lobby



**C11 Integrate Roofs and Use Rooftops**

Fourth floor plan showing integrated mechanical penthouse w/ building architecture.



entry, and at the flag pole along SW Macadam. Exterior paved areas within the secure perimeter of the site will have a minimum of one foot-candle provided from pole-mounted lights.

### C13 INTEGRATE SIGNS

#### C13-1 COORDINATE DISTRICT SIGNS

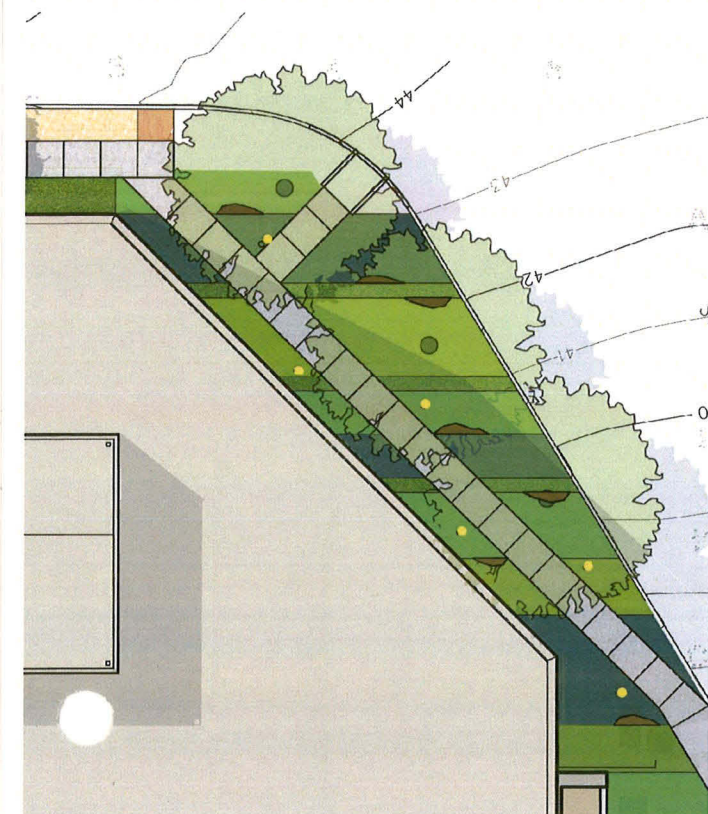
No specific signage designs are proposed with this application.

### D2 SOUTH WATERFRONT

The development of 4310 SW Macadam will connect a broken pedestrian circulation system. Currently, a substandard pedestrian sidewalk along SW Macadam does not connect to SW Bancroft. This project will establish that connection and provide a PBOT-approved sidewalk along SW Macadam and SW Bancroft. The land between the immediate site, and the Discovery Center to the east, will also receive improvements. As part of this project, a 17-foot dedication to the City of Portland will provide the future opportunity to connect the South Waterfront District with the CTLH Neighborhood. A future district standard street will be implemented to provide access for vehicles, bikes and pedestrians.

The South Waterfront District is currently composed primarily of multi-family residential towers with ground level retail; some office and restaurant uses are active as well. The renovation and expansion at 4310 SW Macadam will add approximately 134 full-time employees to further diversify the area. The predominant building type, mass and height in the South Waterfront are tall, relatively thin towers. Toward the southern edge of the District, buildings heights are more commonly one and two stories. This development adds a three-story addition to a four-story building providing a higher density to the district, yet helps the district to gently step down its mass as it approaches lower building heights at the district's perimeter.

District standards for streets and sidewalks will be followed to blend this development into the overall South Waterfront aesthetic. Common District building elements, such as on-site stormwater treatment in bioswales, high-quality paving materials with integral patterns, and predominantly transparent building façades are integrated into the development.



#### D2 South Waterfront

Landscape site plan showing connected pedestrian path from SW Macadam to SW Moody Streets



## ZONING REQUIREMENTS

### SECTION 4

Development Standards as Prescribed by Title 33 of the Portland City Code

The site is zoned CXd, Central Commercial with Design Overlay, and is subject to the Central City Plan Fundamental Design Guidelines, South Waterfront Design Guidelines, and South Waterfront District Street Plan Criteria and Standards as adopted by the City of Portland in October 2003.

A summary of Title 33 requirements for the 4310 SW Macadam Project are listed in the table on the following pages.



REQUIREMENT	REFERENCE	STANDARD	PROPOSAL
Zone	33.130.030H, Map 510-1, Map 510-15	CXd - South Waterfront Sub-District, Central Commercial with design overlay	Conforms
Primary Uses	33.130.100A, Table 130-1	Traditional Office	Allowed.
Accessory Uses	33.130.110	Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses all development standards.	Office Parking. Complies.
Lot Size	33.130.200.C.4	There is no required minimum lot size for new lots in the CX zone.	N/A
Floor Area Ratio	33.130.205, 33.510.200.B, Map 510-2	Maximum FAR of 5:1 allowed in CX base zone.	Complies. Lot size is 52,963 sq. ft. 5:1=264,815 sq. ft. allowed. Actual building area (existing and proposed) = 116,000 sq. ft.
Height	33.130.210, 33.510.205.B, Map 510-3,	Development Standard: Map 510-3 indicates the Maximum Building Height is 125'.	Complies. Height of Existing and Proposed new construction is 69'.
Setbacks	33.130.215.B, 33.510.252.B3	Development Standard: Map 510-6 indicates that in the future SW Moody Avenue will have required building lines. Buildings abutting accessways less than 60 feet wide must be set back at least 30 feet from the centerline of the accessway.	Complies for new development area. Proposed addition occupies 140 feet of the 206 foot frontage. Location of the future accessway centerline is undetermined at the time of application submission.
Building Coverage	33.130.220, Table 140-4	100% of site area coverage allowed.	Complies
Landscaped Areas	33.130.225, Table 130-4, 33.510.242.B.4	Required for commercial-zoned lands abutting R zone lands. Areas between buildings and accessways must meet SoWa 33.510.353.E.7 Waterfront Greenway landscape standards for subarea 3.	Complies. No adjacent residential uses.

REQUIREMENT	REFERENCE	STANDARD	PROPOSAL
Ground Floor Windows in the CX Zones	33.130.230.A-D, 33.510.220	All exterior walls on the ground level that face a street lot line, sidewalk, or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground level wall area. Sites within current or proposed streetcar alignment are required to have windows in 15 percent of the area. Ground level wall areas included all exterior wall areas up to 9 ft. above the finished grade. Parking Structures set back 5 feet and Landscaped to L2 standard are exempt.	See Modification No. 1.
Screening	33.130.235	Screening standards for unsightly features such as exterior garbage cans and mechanical equipment on ground level.	Garbage collection in garage. Complies.
Pedestrian Standards	33.130.240	Standards include connections, materials, and lighting. Sites with one street frontage to have a straight-line connection between street and major entrance. Sites with 2 street frontages to have a secondary connection to the other street.	Initial development complies for single frontage; secondary connection to be provided during future Moody development.
Transit Street Main Entrance	33.130.242	All sites with at least one frontage on a transit street, and where any of the floor area on the site is nonresidential use, must locate at least one main entrance within 25 feet of transit street. If the site has frontage on more than one transit street, above standard must be met on at least one of the transit streets.	See Modification No. 2. The distance between Bancroft St and the north building face is 27 feet at the building entry.



REQUIREMENT	REFERENCE	STANDARD	PROPOSAL
Exterior Display, Storage and Work Activities	33.130.245	Exterior display, storage not allowed in CX zone.	Complies
Residential Development	33.130.250.	33.130.250-253 Residential Zones: Not Applicable	N/A
Trucks and Equipment	33.130.255	Regulations for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, or other service at the site which occurs on an intermittent and short-term basis.	N/A
Drive-Through Facilities	33.130.260	Drive-Through 33.130.260 Facilities: Not Applicable.	N/A
Detached Accessory Structures	33.130.265	Maintain separation and privacy to residential lots from non-residential development.	N/A
Fences	33.130.270.C1	Fences located within 10 feet of a street or lot line abutting pedestrian connections that are 50% or less sight obscuring are allowed up to 8 feet high.	Complies
Demolitions	33.130.275, 33.510.242	Demolitions of all structures must comply with Chapter 33.445, Historic Resource Protection Zone.	N/A
Street Trees	33.130.300, 20.40	Street trees are required for new commercial construction or improvements that exceed \$25,000 in value.	Street trees will be provided as required by the City Forester and placed in accordance with South Waterfront District Design Standards as part of future Moody extension. Complies.
Motor Vehicle Parking:	33.266.100, 33.510.267		
Parking in the Core Area: Office Parking	33.510.267A, Table 510-20, Map 510-8	Project is located in South Waterfront Sector SW2. No minimum parking requirements. Maximum of 2.4 spaces per 1,000 NSF of Office use. The parking is not subject to CCPR.	106 spaces / 69,823 NSF = 1.51 spaces per 1,000 SF. Complies.

REQUIREMENT	REFERENCE	STANDARD	PROPOSAL
On-Site Standards	33.266.130.C3b, Table 266-3	Frontage is limited to no more than 50% where vehicle areas are located on a transit street or a street in a Pedestrian District. Parking areas not allowed between a building and a street.	Complies. Moody Ave frontage at future development: 140 foot long parking frontage/ 206 foot building addition lot line = 68%; Macadam Ave frontage is developed with Active Use area.
Bicycle Parking:	33.622.200		
Office	33.266.220, Table 266-6	Long-Term: 1 per 10,000 sq. ft. of net building area; Short-Term: 2, or 1 per 40,000 sq. ft. of net building area	69,823 net sq. ft. office area. 7 Long-term spaces provided in above-grade parking garage. 2 short-term spaces provided for this use. Complies.
Locker Rooms	33.510.252.C	At least one locker room is required when proposals add at least 100,000 sf of non-residential floor area.	N/A.
Loading:	33.266.300		
Size	33.266.310.C.2c	Buildings where any of the floor area is in uses other than household living and that contain more than 50,000 sq. ft. of floor area, require two loading spaces at least 35 ft. long, 10 ft. wide and have a 13 ft. clearance.	Complies
Placement, setback & Landscaping	33.266.310.E	Loading areas with lot lines abutting streets require 5 ft/ L2 or 10 ft./L1 landscaping except when parking areas are not allowed between a building and a street.	N/A
Forward Motion	33.266.310.F	Loading facilities must be designed so that vehicles enter and exit the site in a forward motion.	Complies. Forward entry/ exit accomplished using Bancroft @ initial development; entry off Bancroft and exit onto Moody @ future development.



REQUIREMENT	REFERENCE		STANDARD	PROPOSAL
Required Building Lines	33.510.215, 510-6	Map	Bancroft and future Moody Avenue have required building lines. Building must extend to within 12 ft. of the street lot line along at least 75 percent of the lot line with L2 compliant landscaping. Exterior walls must be at least 15 ft. high.	See Modification No. 2.
Mechanical Equipment	33.510.224		Mechanical equipment located within 9 ft. of the sidewalk grade must be screened or enclosed.	N/A
Active Building Use	33.510.225.C, 33.510.225.D Map 510-7		Ground Floor Active Uses are required on SW Moody w/ future streetcar alignment. Standard must be met for at least 50 percent of the ground floor of walls that front onto sidewalks, plazas, or public open spaces. Vehicle areas in the South Waterfront District are not allowed in portions of building areas required to meet the ground floor active use requirement.	See Modification No. 3.
Minimum Active Floor Area	33.510.226, 510-7	Map	Development Standard: On portions of sites located within 200 feet of a streetcar alignment, at least 50 percent of the floor area must contain approved active uses.	See Modification No. 4
Required Residential Development Area	33.510.230, 510-5	Map	Site located in required residential area.	N/A

REQUIREMENT	REFERENCE	STANDARD	PROPOSAL
Signs	33.510.242, 33.386, Table 286-1, Table 286-2	Maximum total sign area: 1 sq. ft. per 1 ft. of primary building wall; Minimum guaranteed sign area for a ground floor occupant: 32 sq. ft.; Maximum distance extending into R-O-W: lesser of 6.5 ft. or 2/3 distance to roadway; Maximum area extending into R-O-W: 30 sq. ft.; Types allowed: fascia, awning, marquee, pitched roof, painted wall, projecting. Signs carved into building, or which a part of the materials that are an integral part of the building and building numbers are exempt from the above regulations.	Specific proposals for signs will be deferred and submitted on a case by case basis in accordance with standards as listed.