



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-279775 DZM AD GW
OHSU Knight Cancer Research Building
PC # 15-199863
REVIEW BY: Design Commission
WHEN: April 7, 2016 at 1:30 PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Please note: Areas of proposal that do not meet the Approval Criteria are in boxed text.

Bureau of Development Services Staff: Tim Heron 503-823-7726 /
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GENERAL INFORMATION

Applicant: Eric Wilson & Nick Hemmer, SRG Partnership
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Portland OR 97205

Brian Newman, OHSU Campus Planning, Development & Real Estate
3181 SW Sam Jackson Park Rd Pp22e
Portland OR 97239

Oregon Health Sciences University
3181 SW Sam Jackson Park Rd
Portland, OR 97239-3011

Site Address: 2750 SW MOODY AVE

Legal Description: TL 200 11.87 ACRES, SECTION 10 1S 1E
Tax Account No.: R991100630, R991100630, R991100630, R991100630
State ID No.: 1S1E10 00200, 1S1E10 00200, 1S1E10 00200, 1S1E10 00200
Quarter Section: 3329

Neighborhood: South Portland NA., contact Jim Gardner at 503-227-2096.
Business District: None
District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.

Plan District: Central City - South Waterfront
Zoning: CXdg – Central Commercial with Design Overlay and Greenway Overlay

Case Type: DZM AD, Design Review with Modification and Adjustment Requests
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 project is OHSU's Knight Cancer Research Building (KCRB) in the South Waterfront sub-district of the Central City Plan District and therefore **Design Review** is required. The proposal includes a new building to be built on the south half of a full block in the Schnitzer Campus [the full block is bounded by SW Moody to the west, SW Meade (which is improved) to the south, the Schnitzer Campus pedestrian/bike promenade to the east, and SW Arthur (to be improved with the future build-out of the full block) to the north]. With this proposed building, the pedestrian promenade that exists east of the Skourtes Tower will be continued northward along the proposed building's east frontage.

The KCRB will be approximately 332,000 GSF as a 7-story cancer research building atop 2 levels of below-grade parking. It will include a conference center, research laboratory space, research support functions, ground level retail (likely food service), and offices. Parking and loading will be accessed from SW Meade.

The site is defined by 2 large contiguous parcels owned by OHSU; the southern parcel includes the proposed building, and the northern parcel is partially developed with a large surface parking lot. Both parcels include the 'g' overlay and the northern parcel includes river frontage where greenway development standards apply. Because the proposed scope of work does not include compliance with the greenway development standards at this time, **South Waterfront Greenway Review** would be required. However, the applicant has indicated a Memorandum of Understanding with the City to develop the Greenway at a later date can be prepared.

Modifications requested through Design Review:

1. 33.130.242.C Transit Street Main Entrance. The main building entry and non-residential tenant space entry along Moody Avenue are not within 25 feet of the transit street due to a prescribed 25' setback and special landscape zone per PBOT South Waterfront Street Plan. The proposal requests to increase the maximum 25' setback to 54'.
2. 33.510.215 Required Building Lines. The building at SW Moody and Meade must extend to within 12' of the street lot line for 75% of the lot line. The proposal requests that the SW Moody frontage meet the standard for only 25%, or 31' of the frontage.
3. 33.510.225 C. Ground Floor Active Use. The standard requires 50% of the east, west and south elevations to be designed and constructed to accommodate active uses – the space must be at least 12' tall, 25' deep, ADA accommodation for tenants, and include windows and doors. The proposal requests to reduce the requirement along SW Meade Street to 41%, or 119', that fully meets the minimum 25' depth requirement.
4. 33.510.252 A.2. Special Building Heights at SW Meade. The regulations for SW Meade Street require buildings within 50' of the centerline of a street to be no taller than 50'. The proposal requests that Floors 4 and 5 fronting SW Meade (which is a 60'-wide right-of-way) are increased to approximately 85'.
5. 33.510.252 A.3. Maximum North-South Dimension. The portion of a building that is 75' in height may have a north-south dimension up to 125' in its general north-south dimension. The proposal requests the building area taller than 75' in height is increased to 135'-6" in width, including newly proposed oriels.

Oriel Window Design Exception requested through Design Review:

- OSSC/32/#1 Window Projections into Public Right-of-Way F. Width. Maximum width of 12 feet for each projecting window element. When approved through design review, the width may vary provided the area of all windows on a wall which project into public right of way

does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length. The proposal requests to increase the allowed 12' width for oriel projections to 20' and 23.5' in width along the SW Meade Street frontage.

Adjustment request:

- 33.266.310 Loading. The project is required to provide 2 on-site loading spaces. OHSU plans to utilize some of the “Standard A” 4 bays of loading at the Collaborative Life Sciences Building [CLSB]/Skourtes Tower to the south. The project requests to only provide one “Standard B” loading space.

Relevant Approval Criteria:

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

- Central City Fundamental Design Guidelines
- South Waterfront Design Guidelines
- South Waterfront Greenway Design Guidelines
- 33.805 Adjustments
- 33.825.040 Modifications Requested through Design Review

ANALYSIS

Site and Vicinity: OHSU acquired the future OHSU Schnitzer Campus (784,375 SF of land) through a generous gift by the Schnitzer family. This building will be the first project built on the OHSU Schnitzer Campus. Prior uses include the dismantling of ships. In the early 1980's an effort to clean up years of heavy industrial use was undertaken. This effort included involvement by the Department of Environmental Quality. The resulting document called the Consent Decree became the standard for which the cleanup effort would be measured. After visible debris was removed from the site, a temporary soil cap was installed after testing the soil for contaminants. This temporary soil cap included a geotextile fabric demarcation layer and a new twelve inch clean compacted gravel layer. Current uses of the site include a surface parking lot for OHSU, though the land is primarily vacant. Security around the site is provided by a chain link fence.

A master plan (PDC Final December 17, 2010- South Waterfront North District Conceptual Street Grading and Utility Master Plan) was completed showing block layout, street layout, transportation locations and utility infrastructure. This master plan formed the base of which the proposed building is taking shape. The lot planned for development under this application is bound by SW Moody to the west, SW Meade to the south, the campus pedestrian promenade to the east, and the other frontages do not yet exist. SW Moody, as part of its current reconstruction, is being realigned. Because of that realignment, SW Moody will be approximately 45' wide from curb to property line – the additional 30' of right-of-way is referred to as the SW Moody remnant because it cannot be built upon given the infrastructure below the surface and the 14' tall retaining wall for the raised street. SW Meade Street is a designated Enhanced Pedestrian Street.

Prior Design Commission proceedings regarding this site: This project had two Design Advice Requests (DAR's) with the Design Commission, EA 15-123778 DA. The first was held on May 21, 2015 (Exhibit G.3) and the second was held on September 24, 2015 (Exhibit G.4). Comments were consistent in both hearings, with a focus on building design cohesion, activating the ground level along SW Meade Street, and building details and materials.

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

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Greenway Overlay Zones, designated as "g", "i", "n", "q" or "r" are intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway; increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and implement the water quality performance standards of Metro's Title 3.

The River General "g" allows for uses and development which are consistent with the base zoning, which allows for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.

Land Use History: City records indicate that prior land use reviews since 1994 include:

- **EA 15-123778 DA** was the Design Advice Request for the Knight Cancer Research Project being reviewed under this Type III land use review application. (Exhibits G.3 and G.4)
 - **LU 11-160898 DZM, GW** – was the Design Review and Greenway Review approval for the Collaborative Life Sciences Building [CLSB]/Skourtes Tower.
 - **EA 11-143232 DA** was the Design Advice Request for the Collaborative Life Sciences Building [CLSB]/Skourtes Tower.
 - **EA 11-103984 DA** was withdrawn.
 - **LU 10-151765 DZ, GW** was the Design Review and Greenway Review approval for the Willamette River Transit Bridge for the Portland-Milwaukie Light Rail extension.
 - **LU 07-182840 DZ** was voided.
 - **LU 05-181180 DZM** was the Design Review approval for the surface parking on this site.
 - **LU 05-125472 PR** approved, with conditions, a Central City Parking Review for the surface parking on this site. The Conditions of Approval are as follows:
 - B. The proposed surface parking lot on the Unit B/Schnitzer Lot shall close and the parking operations shall be removed by January 1, 2013.
 - C. To implement Condition B, OHSU is required to submit, no later than June 1, 2012, a surface parking lot closure/removal plan to the City Engineer for review and approval. This plan shall address physical closure of OHSU surface parking operations under Condition B of this decision and shall be completed in a manner acceptable to the City Engineer. This review will include oversight by Bureau of Development Services Design Review staff to ensure compliance with any possible applicable zoning code requirements.
1. **LUR 01-00403 GW, AD** was an approval of Greenway Review for construction of a stormwater outfall and decommissioning of two outfalls, and Adjustments to 33.272.030, Construction of (Public Recreation) Trails, and 33.440.230, Landscaping, to defer Greenway

trail construction and riverbank landscaping until an area-wide development plan is formulated.

2. **LUR 95-00611 GW** was withdrawn.
3. Property line adjustments associated with this site include: **10-154241 and 10-158465.**
4. Exempt Reviews for DEQ clean-up activity include: **10-190362, 10-120319 and 10-103126.**

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed March 18, 2016. The following Bureaus have responded with no issue or concerns:

- Water
- Fire
- Life Safety
- Forestry
- PBOT

The Bureau of Environmental Services responded with the following comment:

- *3/22/16 - BES PERMIT REVIEWER: Per an Otak plan for EP9291 showing basin areas (sheet 7) for the design of the public storm system in this area, the storm sewer in SW Meade was not the proposed connection point for this project. Melanie in BES DE is requesting that KPPF confirm capacity is available in the storm sewer in Meade to handle flows from this site. If not, then the site will need to connect in SW Moody.*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 28, 2016. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

Findings: The site is designated with a design (d) overlay zone; therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental Design Guidelines and the South Waterfront Design Guidelines.

Central City Plan Design Goals

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.

South Waterfront Design Goals

The South Waterfront Design Guidelines and the Greenway Design Guidelines for the South Waterfront supplement the Central City Fundamental Design Guidelines. These two sets of guidelines add layers of specificity to the fundamentals, addressing design issues unique to South Waterfront and its greenway.

The South Waterfront Design Guidelines apply to all development proposals in South Waterfront within the design overlay zone, identified on zoning maps with the lowercase letter "d". These guidelines primarily focus on the design characteristics of buildings in the area, including those along Macadam Avenue, at the western edge, to those facing the greenway and river.

The Greenway Design Guidelines for the South Waterfront apply to development within the greenway overlay zone, identified on zoning maps with a lowercase "g". These design guidelines focus on the area roughly between the facades of buildings facing the river and the water's edge.

South Waterfront Design Guidelines and Central City Fundamental Design Guidelines

The Central City Fundamental Design and the South Waterfront Design Guidelines and the Greenway Design Guidelines for South Waterfront 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.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

Please note: The following issues, as related to specific Design Guidelines and Modifications not yet met, are detailed in the "boxed text" findings below:

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency

(Design Guidelines A7, A8, B1, B2, C5 & Modification Request #3 Ground Floor Active Use.)

Issue 2: Rooftop penthouse integration and coherency

(Design Guidelines C5, & C11)

Issue 3: South Waterfront Greenway improvements

(Design Guidelines 1, 2, 3, 4, 5, & 6)

Central City Fundamental Design Guidelines & South Waterfront Design Guidelines

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Develop River Edge Variety. Vary the footprint and façade plane of buildings that face the Willamette River to create a diversity of building forms and urban spaces adjacent to the greenway. Program uses on the ground level of buildings adjacent to the greenway and to accessways linking the greenway with the interior of the district that activate and expand the public realm. Design the lower stories of buildings within the greenway interface to include elements that activate uses and add variety and interest to the building facades.

Findings for A1, A1-1: Meade Street is designated as an Enhanced Pedestrian Street. In addition to these prescribed enhancements, the design team has held the building face of the ground floor back from the sidewalk to reinforce an active pedestrian realm and to protect pedestrians from inclement weather. Meade Street is an accessway from the transit-oriented Moody Avenue to the Pedestrian Promenade, the future OHSU Commons, the greenway and the Willamette River.

The Pedestrian Promenade has prominence within the Schnitzer Campus as it is consistently at the highest grade elevation - providing opportunity for vistas down streets and views across the future OHSU Commons. KCRB provides seating and view opportunities from the Promenade to the greenway and Willamette River.

KCRB responds to the context of the river in a number of ways. A secondary entry and lobby are located on the east side of the building, providing a connection to the Promenade and views to the east. Balconies on the east side of Levels 2 through 5 and a rooftop terrace on the east end of Level 6 also help orient the building to the River. A large expanse of glass on the east elevation (Levels 3 & 4) help open the interiors to views of the greenway and River. Finally, the saw-tooth oriel windows on the south help redirect views to the river from the research laboratories.

This building is not adjacent to the greenway; however variety on this building is achieved in several ways both at the ground floor and on the river-facing building facade. The uses on the ground floor range from leasable retail spaces and formal lobbies, but also an informal sitting area that can spill out onto the Pedestrian Promenade, and a mid-block entry that provides direct access to bicycle parking and the Conference Center. A variety of seating opportunities are located on and around the river-facing Pedestrian Promenade, which includes both more secluded areas and those that are outward focused to take advantage of views of the greenway and Willamette River.

The river-facing facade has recessed balconies on floors 2 through 5 which contribute to the human scale of the facade and a larger roof-top terrace on Level 6 helps break the overall mass of the building down. In addition, the vertical fins that are employed on the east facade for sun shading also contribute to a variation of facade depth and scale. The metal panel module and detailing is also meant to evoke a human scale and a sense of craft.

These guidelines are therefore met.

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

Findings: In addition to being a river-oriented city, Portland is a city of bridges and mountain views. The opportunities that present themselves for views of the greenway and Willamette River (per A1, above) also provide views of the Marquam Bridge, the new Tilikum Crossing and Mount Hood. Furthermore, balconies to the west and the bay window at the southwest corner of Levels 2 through 5 provide views of Marquam Hill.

Portland is also a city of parks. The OHSU commons provides a district scale outdoor gathering space that will be an amenity for this building and the district. The building takes advantage of its adjacency to the commons by orienting entries, balconies, interior views, and the roof-top terrace to the east.

Finally, the pedestrian scale adjacent to KCRB and the low stature of the building that preserves views through the city from a distance support the essence of the Portland urban fabric.

This guideline is therefore met.

A3. Respect Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where 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 portion of the South Waterfront Subdistrict north of Porter Street is divided into superblocks to support the research-based needs of OHSU. A Pedestrian Promenade is part of the campus master plan which reflects the Portland block pattern and includes landscaping and seating. A mid-block entry lobby and street crossing have been provided to help support pedestrian movement to and from Skourtes Tower and the Collaborative Life Sciences Building (CLSB) and to and from the transit hub south of CLSB and to break up the 317 foot facade. Furthermore, pedestrian seating, stopping places, and active use areas have been located along the west, south and east facades to help reinforce a pedestrian scale and promote a vibrant pedestrian experience.

The main circulation spine on the Ground Floor provides an interior path connecting Moody Avenue with the Pedestrian Promenade. This provides another means for pedestrians to move through the district and supports Portland-scale circulation patterns.

This guideline is therefore met.

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

A4-1 Integrate Ecological Concepts in Site And Development Design. Incorporate ecological concepts as integral components of urban site and development designs.

A4-2 Integrate Stormwater Management Systems in Development. Integrate innovative stormwater management systems with the overall site and development designs.

Findings: The articulation of the existing Moody Remnant Right-of-Way west of the CLSB and that of the existing Pedestrian Promenade East of CLSB will continue to the north defining a vocabulary and providing continuity to the Schnitzer Campus as a whole. Additionally, the use of the established standards for the South Waterfront Subdistrict will further unify the campus and adjacent buildings. The new Promenade, as a key organizing element of the emerging Schnitzer Campus, continues the design language established by the CLSB, borrowed from the pedestrian streets of the South Waterfront.

The level 6 roof has intensive and extensive greenroof areas to reduce stormwater runoff and to treat stormwater. All other roof rainwater will be collected and reused in the building to flush toilets. In addition, ground level stormwater flow-through planters will be used to mitigate runoff into the City's storm sewer system.

Native and climate-adapted plant species will be used to reduce the need for artificial irrigation. Species used in other parts of the South Waterfront will be used within the Schnitzer campus to establish continuity throughout the district. Greenroofs and other site planting will also serve to expand and create new habitat on the reclaimed brownfield site.

OHSU and the Knight Cancer Research Building support alternative transportation and will provide long-term covered and protected bike parking and shower access at the mid-block entry along Meade Street. In addition to the secure, indoor long term bike parking area, short term bike racks are dispersed around the building. Anticipating heavy usage of bicycle commuting (as learned from other South Waterfront buildings, namely the Center for Health and Healing), bike racks will be located near every building entrance.

Stormwater management is integrated into the building and site design. In addition to the use of eco-roofs to reduce stormwater runoff, the remaining roof stormwater will be captured and stored for toilet flushing. The design strategy will further reduce stormwater runoff and contribution to the City system. The site stormwater at the east forecourt and promenade will be captured and treated in a linear integrated stormwater planter.

The landscape architectural design will feature native and climate-adapted plant species in landscape areas, reducing the need for artificial irrigation. These plant species will be similar to others previously used and established in other South Waterfront projects.

These guidelines are therefore met.

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

A5-1. Consider South Waterfront's History and Special Qualities. Consider emphasizing and integrating aspects of South Waterfront's diverse history in new development proposals. When included in the development proposal, integrate works of art and/or water features with site and development designs.

Findings: The established street tree, lighting and pedestrian standards of the South Waterfront Subdistrict will be utilized within the rights-of-way adjacent to this development and will provide an enhanced character reflective of the existing district vocabulary. The pedestrian court at the corner of Moody Avenue and Meade Street will help indicate the importance of Meade Street as the prime connection to the future OHSU Commons from Moody Avenue. The continuation of the Moody Avenue landscape setback design language will extend the new signature pedestrian streetscape established by CLSB.

Tall windows at the ground floor provide visibility into the interior of the building and the uses within. This is a common theme within the broader South Waterfront District that will carry into the Schnitzer Campus and specifically into this building.

The extensive use of metal on this building affirms the rich history of ship building and scrap metal recycling that played such an important role on this site in the past.

An art budget and selection committee has been established for the project. There will likely be a single commissioned piece located on or near the Pedestrian Promenade. Additional smaller art pieces will be procured for the interior of the building. The artwork will be coordinated with the context of the site and the district overall.

These guidelines are therefore met.

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

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

Findings: The west facade at Levels 2 through 5 align with Skourtes Tower across Meade Street and thus contributes to a consistent urban fabric along Moody Avenue. The south facade is comprised of a series of saw-toothed oriel windows and an architectural frame element that contribute to the sense of urban enclosure along Meade Street. The east façade creates an urban enclosure for the future commons and is a backdrop for views from the east.

The mass of the building above the ground floor is driven by the research use within the building but the articulation of the windows and materials on the building are intended to reflect an appropriate building hierarchy and scale.

The ground floor is setback from the edge of sidewalk on all three sides of the building. This is intended to promote a sheltered pedestrian scale realm for public use. Design elements including paving, seating and landscape areas respond to active use areas within the building to help create welcoming and engaging spaces. A variety of experiences around the building marked by changed in scale, form and use contribute a vibrant streetscape.

On the east and west sides of the building the ground floor is occupied by grand lobbies and for-lease tenant spaces. The east and west will have full-height glass up to the

underside of the Level 2 soffit. The east lobby will have large operable doors that will help activate the promenade when weather allows.

Due to applicant stated program requirements, a parking entry and a small loading dock are programmed for this building. And, due to parking and loading restrictions along SW Moody Avenue, and the subsequent future phase's timing for the north half of the block yet to be determined, the location for these services is proposed along Meade Street. The design team has stated they have maximized opportunities for active uses and windows along this facade. The ground floor along Meade Street is occupied by for-lease tenant space at the east and west (block corners), the aforementioned parking entry and a loading dock; but, also, a mid-block entry lobby gives direct access from the CLSB to the Conference Center on Level 1 and main building lobby.

While some aspects of the proposal mentioned above meet these guidelines, there are still critical areas that need further design and consideration.

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency.

Generally speaking, SW Meade Street is carrying a disproportional amount of curb-cuts for parking and loading access than should be allowed for a Pedestrian Enhanced Street. This is particularly so given the current curb-cut widths allotted for the CLSB/Skourtes Tower immediately to the south along SW Meade Street, and that SW Meade Street will connect pedestrians from SW Moody Avenue to the future OHSU Commons area. The two-way parking access, loading access within a mid-block curb-extension and pedestrian crossing, and the change in storefront design at these locations do not "enhance" the pedestrian experience, rather they detract from the pedestrian experience by prioritizing automobile and loading functions of the building along this frontage.

A. Parking access and design. While the proposed development is currently in a half block configuration, the design does anticipate the future north half of the block, fronting SW Arthur Street, to also incorporate two-levels of parking. The proposal currently plans temporary access from SW Arthur Street to the north across the vacant Phase 2 parcel to access the lower level parking deck for 40 spaces. The upper level, with access along SW Meade Street, provides access for 30 parking spaces. It is this location and design of the SW Meade Street access that is of concern. Specifically, the 32' wide curb-cut, two individual rolling coil garage doors, their setback 20' from the street, and the concrete framed portal, all combine to lessen the sense of urban enclosure, and detract from a vibrant streetscape.

Additionally, the current configuration was also suggested at the September 24, 2015 DAR Hearing to become a future in-out parking access when Phase 2 to the north [fronting SW Arthur Street] was completed. This scenario, particularly considering the existing in-out parking directly across SW Meade Street to the south in the CLSB/Skourtes Tower building, would dramatically increase the amount of vehicular-pedestrian conflicts along this Pedestrian Enhanced street.

Possible solutions that would better meet these guidelines could include:

1. Eliminating the parking access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level; or
2. Reducing the curb-cut width and garage door access to serve a one-way in-one way out configuration, allowing the replaced vehicular frontage to be designed as active space; and/or

3. Reduce the curb cut to still allow two-way access at 20' wide, providing one two-way garage door at a 0' setback, and redesigning the garage bay and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With one or more of these changes, these guidelines could be better met.

B. Loading access and design. A similar challenge to the SW Meade Enhanced Pedestrian Street has been presented with the loading bay. While the applicant has provided a detailed strategy to justify the elimination of the one of the required loading bays, inflexible program restrictions such as the size of a specialized truck that is critical to the operations of the KCRB, have placed the loading dock at the mid-block curb-extension and pedestrian crossing.

Additionally, other program restrictions such as ventilation area has located large scale louver area at the street front, as well as a storefront material design shift to a metal panel skin at this location, has enhanced the utilitarian function of the loading requirements for 65' of the building's frontage along SW Meade Street. As with the recessed concrete parking access portal described above, the loading function of this building's frontage has been enhanced, rather than the pedestrian focus required of this Enhanced Pedestrian Street frontage.

Possible solutions that would better meet these guidelines could include:

1. Eliminating the loading access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level, and replace the proposed loading bay with additional active storefront area; or
2. Collocating the loading access at the parking access along SW Meade Street and replace the proposed loading bay with additional active storefront area; or
3. Redesign the loading bay frontage and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With either one of these changes, these guidelines could be better met. As currently designed however, these guidelines are not met.

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

Findings: The intersection of Moody Avenue and Meade Street is an important gateway into the Schnitzer Campus. This building in collaboration with Skourtes Tower frame a view of the new Tilikum Crossing that slowly reveals itself as pedestrians move east on Meade Street.

As prescribed by the PBOT South Waterfront Street Plan, KCRB has a 25' corner entry 'plazas' and signature evergreen trees, which mirrors those of CLSB across the street. These features reinforce the continuity of the South Waterfront District identity and strengthen the sense of gateways along Moody Avenue.

This guideline is therefore 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.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement.

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

Findings: The frontage along Moody Avenue is unique in that it encompasses a 25 foot 'special landscape zone' prescribed by the South Waterfront Street Plan. This zone will extend the existing landscape vocabulary established by the CLSB. The existing features of the transit oriented streetscape will be enhanced by new street trees, landscape planting areas and integrated pedestrian seating between the existing back of walk and the building. The design elements are composed to create a highly permeable public plaza, encouraging pedestrian movement to and around the building. The building frontage zone of the leasable space will provide an opportunity for additional pedestrian activity. The existing sidewalk and curb along Moody Avenue complies with the South Waterfront Standards.

The building frontage zone along Meade Street is set back 8 feet to widen and protect a portion of the movement zone and emphasize the pedestrian nature of this street. The pedestrian plaza paving and design elements at both ends of the building wrap the corners, transitioning to district standard scored paving through the mid-block section. The sidewalk, furniture zone and curb complies with the South Waterfront Standards for an Enhanced Pedestrian Street.

In addition to on-street parking, stormwater planters, and street trees, other furnishing zone elements along Meade Street will buffer the sidewalk areas from vehicular movement. At the Pedestrian Promenade crossing a raised speed table will continue the pedestrian paving across Meade Street from the CLSB, providing an enhanced pedestrian crossing. Removable bollards will be used to prevent vehicles from entering the pedestrian designated way. In addition, paving will be differentiated at the parking entry and loading dock areas to heighten the pedestrian's awareness of vehicular traffic; as well as, enhanced lighting at these areas to contribute to pedestrians' safety during evening hours.

Moody Avenue and the adjacent curb and sidewalk are existing and have been constructed to the South Waterfront Street Plan and Standards. In addition to these elements, the extension of the Moody Avenue landscape treatments and entry plazas provide areas dedicated to pedestrians that are more protected and removed from the existing busy Moody Avenue street edge.

While many aspects of the proposal meets these design guidelines, as cited above in Design Guidelines A7 Establish and Maintain a Sense of Urban Enclosure, and A8 Contribute to a Vibrant Streetscape, the following areas of concern remain:

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency.

Generally speaking, SW Meade Street is carrying a disproportional amount of curb-cuts for parking and loading access than should be allowed for a Pedestrian Enhanced Street. This is particularly so given the current curb-cut widths allotted for the CLSB/Skourtes Tower immediately to the south along SW Meade Street, and that SW Meade Street will connect pedestrians from SW Moody Avenue to the future OHSU Commons area. The two-way parking access, loading access within a mid-block curb-extension and pedestrian crossing, and the change in storefront design at these locations do not "enhance" the pedestrian experience, rather they detract from the pedestrian experience by prioritizing automobile and loading functions of the building along this frontage. This prioritization decreases the safety for pedestrian along SW Meade Street.

A. Parking access and design. While the proposed development is currently in a half block configuration, the design does anticipate the future north half of the block, fronting SW Arthur Street, to also incorporate two-levels of parking. The proposal currently plans temporary access from SW Arthur Street to the north across the vacant Phase 2 parcel to access the lower level parking deck for 40 spaces. The upper level, with access along SW Meade Street, provides access for 30 parking spaces. It is this location and design of the SW Meade Street access that is of concern. Specifically, the 32' wide curb-cut, two individual rolling coil garage doors, their setback 20' from the street, and the concrete framed portal, all combine to lessen the sense of urban enclosure, and detract from a vibrant streetscape.

Additionally, the current configuration was also suggested at the September 24, 2015 DAR Hearing to become a future in-out parking access when Phase 2 to the north [fronting SW Arthur Street] was completed. This scenario, particularly considering the existing in-out parking directly across SW Meade Street to the south in the CLSB/Skourtes Tower building, would dramatically increase the amount of vehicular-pedestrian conflicts along this Pedestrian Enhanced street.

Possible solutions that would better meet these guidelines could include:

1. Eliminating the parking access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level; or
2. Reducing the curb-cut width and garage door access to serve a one-way in-one way out configuration, allowing the replaced vehicular frontage to be designed as active space; and/or
3. Reduce the curb cut to still allow two-way access at 20' wide, providing one two-way garage door at a 0' setback, and redesigning the garage bay and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With one or more of these changes, these guidelines could be better met.

B. Loading access and design. A similar challenge to the SW Meade Enhanced Pedestrian Street has been presented with the loading bay. While the applicant has provided a detailed strategy to justify the elimination of the one of the required loading bays, inflexible program restrictions such as the size of a specialized truck that is critical to the operations of the KCRB, have placed the loading dock at the mid-block curb-extension and pedestrian crossing.

Additionally, other program restrictions such as ventilation area has located large scale louver area at the street front, as well as a storefront material design shift to a metal panel skin at this location, has enhanced the utilitarian function of the loading requirements for 65' of the building's frontage along SW Meade Street. As with recessed concrete parking access portal described above, the loading function of this building's frontage has been enhanced, rather than the pedestrian focus required of this Enhanced Pedestrian Street frontage. The ventilation system is particularly challenging as it is as low as 2'6" from the sidewalk level, and flanks the loading bay with two 18' wide louvered wall areas.

Possible solutions could include:

1. Eliminating the loading access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level, and replace the proposed loading bay with additional active storefront area; or
2. Collocating the loading access at the parking access along SW Meade Street

- and replace the proposed loading bay with additional active storefront area;
or
3. Redesign the loading bay frontage and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With either one of these changes, these guidelines could be better met. As currently design however, these guidelines are not met.

B1-1. Facilitate Transit Connections. Orient the main entrances of buildings at streets served by public transit to conveniently and directly connect pedestrians with transit services.

Findings: This site has convenient access to the Portland Street Car and Trimet Buses via stops located just south of the Moody Avenue - Meade Street intersection. The building's west entry and landscape elements have been inflected slightly to the southwest to acknowledge the importance of this corner as a gateway and the importance of the pedestrian traffic arriving from the Streetcar and, likewise, from the lightrail station south of CLSB.

This guideline is therefore met.

B2-1. Incorporate Outdoor Lighting That Responds to Different Uses. Place and direct exterior lighting to ensure that the ground level of the building and associated outdoor spaces are well lit at night. Integrate exterior lighting so that it does not detract from the uses of adjacent areas. When appropriate, integrate specialty lighting within activity nodes at interfaces of accessways and the greenway.

Findings: Lighting placed and directed at ground level will ensure that associated outdoor spaces are well lit at night, do not detract from the uses of adjacent areas, and when appropriate, integrate with specialty elements that define activity nodes at interfaces of accessways and the greenway.

This guideline is therefore met.

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

Findings: This site possesses many opportunities for the pedestrian to stop and take advantage of views or possible social encounters. To promote these opportunities benches, seat-walls and other site furnishings are incorporated at the west forecourt along Moody Avenue, at the corners of the building along Meade Street, and within protected areas along the Pedestrian Promenade. The setback of the building at the ground level provides expanded pedestrian zones that allow more places for pause and interaction outside of the sidewalk through zone. These seating areas will have various views of the Marquam Hill, Tilikum Crossing, Marquam Bridge, Future OHSU Commons, Greenway and Willamette River.

This guideline is therefore met.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

Findings: The west forecourt along Moody Avenue will have year-round access to afternoon sun and will be activated by acting as the building's main entrance. Special landscape zone trees will provide the building and this pedestrian oriented forecourt ample shading opportunities. Concrete plinth benches will allow pedestrians to pause and take advantage of this amenity. The spacing and layout of the landscape and benches help orient pedestrians to the building entries from the southwest corner while also encouraging pedestrian access from Moody Avenue.

The Pedestrian Promenade along the east will have a high amount of pedestrian traffic once further development to the north and east transpires. Additionally, this area will face the future OHSU Commons. To activate this space a secondary building entrance is located near the mid-block. In addition, large sliding glass panels will allow the lobby seating area within the building to open directly out to the exterior space. A variety of seating areas will be provided along the Promenade.

The team acknowledges the role of public art in helping enhance public open space and has dedicated a portion of the budget for art and specifically has determined that a portion of the art budget will be for a significant exterior installation. While the selection process will extend into early 2017, the Pedestrian Promenade is the suggested installation site at this time.

This guideline is therefore 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.

Findings: The ground floor exterior wall has been recessed on the east, south and west sides of the building to provide pedestrian weather protection and to emphasize the pedestrian nature of the ground floor.

This guideline is therefore met.

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

Findings: All building entrances and site amenities are barrier-free with the exception of the mid-block entrance on Meade Street.

This site is challenged by an approximate 10 foot elevation gain from the west property line to the east. In light of this, an elevator has been provided at the main west entry lobby (Level P1) to accommodate the transport of anyone in need of assistance to the building's main floor (Level 1).

The mid-block entrance along Meade Street will be used primarily for bike parking and for those traveling from the CLSB mid-block entry on Meade Street, which is not barrier free. This building entry, due to site and programmatic restrictions, will require a stair to gain access to occupied portions of the building and will NOT be considered 'barrier-free'.

This guideline is therefore met.

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

Findings: Providing view opportunities is a central theme of this project. As introduced in A1 and A2, above, views from several locations within the building and from the Pedestrian Promenade have been emphasized by the design team.

The same architectural elements that allow views out to the greenway, Willamette River, Tilikum Crossing, and Marquam Hill will become interesting features on the building when viewed from these locations. These include the saw-toothed oriel windows, the large glass window on the east, the Pedestrian Promenade, and the east-facing roof-top terrace.

This guideline is therefore met.

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

Findings: The primary exterior material on this building will be a combination of flat metal panels, shaped metal panels and a series of aluminum and glass window systems. The flat panels will be used for the expressed frame and areas within the frame on the south, east and west faces of the building. The shaped panels will be used primarily on the north facade and penthouse, however they are also used at the northeast and northwest corners of the building and at the ground floor. Metal panels and aluminum window frames will be a combination of a light warm gray color and a dark warm gray color.

The metal panels rely on an enhanced level of detail and articulation at corners, edges and window openings. Additional articulation will be deployed in the use of floor line banding, custom angled panels, and vertical sunshade fins.

The building will meet the ground via an architectural concrete stem-wall and curb. This element will visually ground the building, provide durability where pedestrians can interact with the building and give a sense of timeless solidity and anchoring element.

Finally, wood will be used as an accent at soffit locations. This material will help integrate the interior and exterior architectural expressions of the building, relate to northwest material themes and highlight pedestrian outdoor spaces on the building.

This guideline is therefore met.

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

Findings: The only existing adjacent building is the OHSU Skourtes Tower and CLSB to the south. This building's facade is comprised of a horizontal box-rib perforated metal panel with areas of flat metal panel at the ground floor. Utilizing similar materials will complement the existing context and help establish a vocabulary for the area.

Additionally, the building massing has been developed to compliment the adjacent building. A shorter half-block to the south with a tower located on the north half-block (future block in the case of KCRB) views are preserved over the shorter south half-blocks and a rhythm of building form is created. Furthermore, the scale of the ground floor articulation (i.e. area articulated below Level 2) is similar to that of Skourtes Tower, providing continuity of the pedestrian environment within this area.

This guideline is therefore met.

C5. Design for Coherency. Integrate the different building and design elements including,

but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings: The expression of the frame at the south end of Levels 2 through 5 is meant to highlight the area within the building where the most technical cancer research will be performed. This supports the design concept of team science being the most paramount theme on this project. In contrast, other areas of the building are recessed, reflecting their support roles in the building (i.e. office areas, shared resources, retail and service).

While many aspects of the proposal meets this design guideline, as cited above in Design Guidelines A7 Establish and Maintain a Sense of Urban Enclosure, A8 Contribute to a Vibrant Streetscape, B1 Reinforce and Enhance the Pedestrian System, and B2 Protect the Pedestrian, the following areas of concern remain:

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency.

Generally speaking, SW Meade Street is carrying a disproportional amount of curb-cuts for parking and loading access than should be allowed for a Pedestrian Enhanced Street. This is particularly so given the current curb-cut widths allotted for the CLSB/Skourtes Tower immediately to the south along SW Meade Street, and that SW Meade Street will connect pedestrians from SW Moody Avenue to the future OHSU Commons area. The two-way parking access, loading access within a mid-block curb-extension and pedestrian crossing, and the change in storefront design at these locations do not “enhance” the pedestrian experience, rather they detract from the pedestrian experience by prioritizing automobile and loading functions of the building along this frontage. This prioritization decreases the safety for pedestrian along SW Meade Street.

A. Parking access and design. While the proposed development is currently in a half block configuration, the design does anticipate the future north half of the block, fronting SW Arthur Street, to also incorporate two-levels of parking. The proposal currently plans temporary access from SW Arthur Street to the north across the vacant Phase 2 parcel to access the lower level parking deck for 40 spaces. The upper level, with access along SW Meade Street, provides access for 30 parking spaces. It is this location and design of the SW Meade Street access that is of concern. Specifically, the 32’ wide curb-cut, two individual rolling coil garage doors, their setback 20’ from the street, and the concrete framed portal, all combine to lessen the sense of urban enclosure, detract from a vibrant streetscape, and could be further integrated with the predominantly glass ground floor storefront system for a more coherent composition.

Additionally, the current configuration was also suggested at the September 24, 2015 DAR Hearing to become a future in-out parking access when Phase 2 to the north [fronting SW Arthur Street] was completed. This scenario, particularly considering the existing in-out parking directly across SW Meade Street to the south in the CLSB/Skourtes Tower building, would dramatically increase the amount of vehicular-pedestrian conflicts along this Pedestrian Enhanced street.

Possible solutions that would better meet these guidelines could include:

1. Eliminating the parking access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level; or

2. Reducing the curb-cut width and garage door access to serve a one-way in-one way out configuration, allowing the replaced vehicular frontage to be designed as active space; and/or
3. Reduce the curb cut to still allow two-way access at 20' wide, providing one two-way garage door at a 0' setback, and redesigning the garage bay and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With one or more of these changes, these guidelines could be better met.

B. Loading access and design. A similar challenge to the SW Meade Enhanced Pedestrian Street has been presented with the loading bay. While the applicant has provided a detailed strategy to justify the elimination of the one of the required loading bays, inflexible program restrictions such as the size of a specialized truck that is critical to the operations of the KCRB, have placed the loading dock at the mid-block curb-extension and pedestrian crossing.

Additionally, other program restrictions such as ventilation area has located large scale louver area at the street front, as well as a storefront material design shift to a metal panel skin at this location, has enhanced the utilitarian function of the loading requirements for 65' of the building's frontage along SW Meade Street. As with recessed concrete parking access portal described above, the loading function of this building's frontage has been enhanced, rather than the pedestrian focus required of this Enhanced Pedestrian Street frontage. The ventilation system is particularly challenging as it is as low as 2'6" from the sidewalk level, and flanks the loading bay with two 18' wide louvered wall areas.

Possible solutions could include:

1. Eliminating the loading access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level, and replace the proposed loading bay with additional active storefront area; or
2. Collocating the loading access at the parking access along SW Meade Street and replace the proposed loading bay with additional active storefront area; or
3. Redesign the loading bay frontage and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With either one of these changes, these guidelines could be better met. As currently design however, these guidelines are not 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.

Findings: The building is pulled back at the ground floor creating a transition zone between the building face and the property line. The sidewalk extends into this zone and is used as an extension of the protected sidewalk, as well as, an area for seating and other site furnishings.

The plazas at either end of the building further buffer the building from the sidewalk with trees, planters, benches and enhanced paving.

This guideline is therefore met.

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

Findings: The southwest and southeast corners have been articulated in a number of ways to enhance the active intersection of Moody Avenue and Meade Street and that of Meade Street and the Pedestrian Promenade. First, large full-height windows looking into leasable tenant space adds interest to the streetscape and potential activity between the sidewalk and these active uses. Second, the building facade is stepped back at the ground floor to promote active outdoor uses along the forecourts and sidewalks. Third, incorporating distinctive paving treatments at both the west forecourt and east Pedestrian Promenade adds character to these ends of the buildings and, likewise, the corners. Finally, by continuing the right-of-way landscape vocabulary from the existing block to the south, the vitality of these important pedestrian networks is emphasized.

This guideline is therefore met.

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

Findings: The sidewalk level is differentiated from the rest of the building by being setback from the main body of the building above. In all active use locations it is comprised of a full-height glass curtain wall window system. A wood soffit lines this recess, providing a warm materiality to the pedestrian zone.

This guideline is therefore met.

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

Findings: Sidewalk-level adjacent spaces have been reserved primarily for building lobbies and for leasable tenant space. These spaces are oriented to the streets they front and will have direct access to the sidewalk-level spaces. The leasable tenant spaces are sized to accommodate a variety of flexible uses but an emphasis will be placed on active and health-based tenants.

This guideline is therefore met.

C10. Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

Findings: The encroachment to the south of the saw-toothed oriel windows and architectural frame element allow the programmatic elements of the building to occur as needed while articulating the south facade in manner that breaks-up the mass of the building and providing views to the greenway, Willamette River and Tilikum Crossing from within the interior research spaces. Additional information is addressed in the Findings for the Oriel Window Design Exception below.

This guideline is therefore met.

Note: *These two guidelines are grouped together to collectively address the rooftop.*

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.

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: Several strategies are being employed to integrate the roofs of this building. A modest outdoor terrace is located on the east end of the main roof (Level 6). This terrace is located to take advantage of views to the east and is associated with the staff lounge that will serve as a social hub for all employees within the building. In addition, the Level 7 roof will be used to collect grey water for reuse within the building. Finally, mechanical equipment located at Level 7 will be screened by exterior walls that emulate the vocabulary of the building expression.

While many aspects of the proposed rooftop elements meet these design guidelines, the following areas of concern remain:

Issue 2: Rooftop penthouse integration and coherency

Generally speaking, concerns regarding the rooftop penthouse levels focus on the two-story scale and composition, and lack of integration with the base and body of the building. While the applicant has stated the simplified patterning of the two-story rooftop element ties back to the north side bookend elements of the east and west facades, the simplified expression of the two story volume appears to create a top-heavy appearance for an otherwise setback "penthouse" addition.

Possible solutions that would better meet these guidelines could include:

1. Reducing the second floor expression of the penthouse, either by reducing the entire volume to one floor, or reorganizing the program provide an active penthouse level and mechanical systems above; or
2. Developing a more integrated architectural response to the two story volume that introduces more vertical elements and glazing to lighten the appearance of the penthouse levels. The design that was presented at the September 24, 2015 appeared to be very successful at meeting these two design guidelines. See Appendix II. 1 & II.2

With either one of these changes, these guidelines could be better met. As currently designed however, these guidelines are not met.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings: Lighting will be integrated with the structural staging components and the building's overall design concept. Lighting will be used to highlight the building's architecture, being sensitive to impacts on the skyline at night.

This guideline is therefore met.

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.

C13-1 Coordinate District Signs. Consider the development of a master sign program that integrates the sign system with the development's overall design.

Findings: The signage for this project will use the existing signage standards developed and applied to Skourtes Tower and CLSB. The goal is to safely guide visitors to and from the building while creating a common campus vocabulary.

Text signage is used at the main building entries (1 foot high by 24 feet wide) and at the parking entry (8 feet high by 1 foot 6 inches wide). Additional signage may be required once occupants for the for-lease spaces are determined.

Signs larger than 32 SF will be processed as a part of a future Type 2 Design Review.

These guidelines are therefore met.

South Waterfront Greenway Design Guidelines

1. Develop a Cohesive Greenway Trail System. Ensure that pedestrian and bicycle connections to the greenway trail from the adjacent accessways or urban spaces are safe, convenient and direct. Align the trail to take advantage of the site's opportunities to enhance the diversity of the trail experiences. Create a continuous greenway trail system with consistency in design elements that celebrate the area's history and character. Develop clear and simple signage for shared use, basic rules, wayfinding, and interpretive signage displays.

2. Access Greenway Edges. Address the edges of the greenway where it interfaces with streets and accessways, public open spaces, and bridge structures using the following Greenway Edge Guidelines (2-1 – 2-3).

2-1. Address Streets and Accessways. Provide clear connections to the greenway from streets and accessways.

2-2. Address Adjacent Open Space. Ensure continuity of design and movement between the greenway and adjacent open space.

2-3. Address Bridges. Design the greenway to address the visual and physical presence of the bridges.

3. Incorporate a Diverse Set of Gathering Places. Accommodate a range of special activities oriented toward the Willamette River that offer large and small gatherings, play, watercraft launches, and unique viewpoints as extensions of the greenway trail. Design gathering places to respond to the character of the specific reach's historical context, urban setting, and particular habitat improvements.

4. Integrate Materials, Structures, and Art. Integrate high quality, contemporary, visible, and easy-to-maintain structures and materials which respond to context and need. Maintain consistency in structures and allow transition in paving materials where new greenway development abuts existing greenway. Ensure that the greenway trail, its access connections, and the accessways are well lit at night to create a dense of activity and security. Place and shield lighting fixtures so that they do not detract from adjacent use areas. Integrate art within the greenway through evocative forms and materials, including "found objects".

5. Enhance the Riverbank. Utilize riverbank stabilization strategies that enhance the river and riverbank ecosystems. Where appropriate, integrate public access to the water that is safe and supportive of adjacent riverbank areas.

6. Design Diverse Plant Communities. Select appropriate species of native plants based on the soil, light, moisture conditions, context and adjacent uses of the site. Create and enhance

habitat through renaturalization, encouraging a structurally diverse and ecologically valuable greenway.

Findings: The site is defined by 2 large contiguous parcels owned by OHSU; the southern parcel includes the proposed building, and the northern parcel is partially developed with a large surface parking lot. Both parcels include the 'g' overlay and the northern parcel includes river frontage where greenway development standards apply. Because the proposed scope of work does not include compliance with the greenway development standards at this time, **South Waterfront Greenway Review** is required. However, without a legally binding Memorandum of Understanding from the Applicant to the City to develop the Greenway at a later date, these guidelines are not met.

These guidelines are therefore not yet met.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modifications are requested:

Modification 1: 33.130.242.C Transit Street Main Entrance. The main building entry and non-residential tenant space entry along Moody Avenue are not within 25 feet of the transit street due to a prescribed 25' setback and special landscape zone per PBOT South Waterfront Street Plan. The proposal requests to increase the maximum 25' setback to 54'.

33.130.242 Transit Street Main Entrance

A. Purpose. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Findings: The main building entry and non-residential tenant space entry along Moody Avenue are not within 25 feet of the transit street due to a prescribed 25 foot setback and special landscape zone per PBOT South Waterfront Street Plan. Relief from the 25 foot distance requirement is requested.

The proposed forecourt along Moody Avenue is intended to give direct access from the public sidewalk to the main building entry and non-residential tenant space entry. The entry doors and landscape elements are inflected towards the corner intersection to emphasize the prominent path of circulation; thus, the proposed site configuration provides convenient access to the building while maintaining the intent of the PBOT setback. Thus, the intent of this standard is met. See Exhibit C.80.

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines
 - a. **A4 USE UNIFYING ELEMENTS** – The Moody Avenue special landscape zone will help unify the South Waterfront subdistrict by establishing a continuity of vocabulary along this north-south swath of right-of-way.
 - b. **B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM** – Directly to the west of Moody Avenue is the light rail ramp, the I-5 elevated ramps and the I-405 elevated ramps. Adding a landscape zone to buffer the pedestrian area and building entrances enhances the pedestrian experience.
 - c. **B2 PROTECT THE PEDESTRIAN** – The special landscape zone provides a location for pedestrian circulation and seating that is away from the busy street.

B. Purpose of the standard. The proposal will be consistent with the purpose of the standard for which a modification is requested.

- a. The purpose of this standard is to provide convenient pedestrian access between the use and public sidewalks and transit facilities. The forecourt and special landscape zone created by the PBOT set-back is a pedestrian amenity in itself that provides excellent connectivity to and from the street and better orients pedestrians to the intersection of Moody Avenue and Meade Street where transit facilities are located, thus the intent of this standard is met.

This modification therefore merits approval.

Modification 2: 33.510.215 Required Building Lines. The building at SW Moody and Meade must extend to within 12' of the street lot line for 75% of the lot line. The proposal requests that the SW Moody frontage meet the standard for only 25%, or 31' of the frontage.

33.510.215.D.1 Required Building Lines

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

Findings: The portion of this development fronting Moody Avenue contains a required building line. 25 percent of the ground floor frontage is within 12 feet of the street lot line (See Required Building Lines, LUR Drawings Exhibit C.80) – 75 percent is required. Relief from the 75 percent minimum Building Line is requested for the portion of the building along Moody Avenue.

In addition to the PBOT required setback along Moody Avenue, the building programming, function and design, have resulted in a configuration of the ground floor building lines that are below the 75% Building Line Standard along Moody Avenue. The proposed configuration is intended to meet the PBOT requirements and will better meet the applicable design guidelines by providing an amenity of deeper covered pedestrian zones adjacent to leasable tenant space and building entries.

This Modification was introduced and preliminarily approved by the Design Commission at the DAR #2 on September 24, 2015.

A. Better meets design guidelines. The resulting development will better meet the applicable design guidelines

- a. **A4 USE UNIFYING ELEMENTS** – The Moody Avenue special landscape zone will help unify the South Waterfront subdistrict by establishing a continuity of vocabulary along this north-south swath of right-of-way.
- b. **A8 CONTRIBUTE TO A VIBRANT STREETSCAPE** - The ground floor is setback from the sidewalk and building edge. This is intended to promote a sheltered pedestrian scale realm for public use. A variety of benches and pedestrian seating elements will be deployed around the building to promote a vibrant streetscape
- c. **B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM** – Directly to the west of Moody Avenue is the light rail ramp, the I-5 elevated ramps and the I-405 elevated ramps. Adding a landscape zone to buffer the pedestrian area and building entrances enhances the pedestrian experience.
- d. **B2 PROTECT THE PEDESTRIAN** – The special landscape zone provides a location for pedestrian circulation and seating that is away from the busy street.

B. Purpose of the standard. The proposal will be consistent with the purpose of the standard for which a modification is requested.

- a. The purpose of this standard is to enhance the urban quality of the Central City Plan district. The forecourt and special landscape zone created by the PBOT set-

back is a pedestrian amenity in itself that enhances the urban pedestrian experience by providing stopping and resting places for pedestrians. In addition, this forecourt is intended to create a gateway for the enhanced pedestrian street that links Moody Avenue to the future OHSU Commons and greenway east of this development; thus, the urban quality of this district is enhanced and the intent of this standard is met.

This modification therefore merits approval.

Modification 3: 33.510.225 C. Ground Floor Active Use. The standard requires 50% of the east, west and south elevations to be designed and constructed to accommodate active uses – the space must be at least 12’ tall, 25’ deep, ADA accommodation for tenants, and include windows and doors. The proposal requests to reduce the requirement along SW Meade Street to 41%, or 119’, that fully meets the minimum 25’ depth requirement.

33.510.225 Ground Floor Active Uses

A. Purpose. The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office.

Findings: The mid-block lobby, which has been included in the Active Use calculation along Meade Street is 14.5 feet deep at its shallowest point from face of exterior facade to face of interior wall. Relief from the required 25 foot depth (33.510.225.C.2) is requested.

The distance from the property line to the face of the entry’s interior wall is 26.5 feet; however, the face of the exterior wall is set-back 12 feet at this location to accommodate the expanded pedestrian zone desired along Meade Street. This pedestrian zone, as stated above, is vital to emphasizing the pedestrian nature of the ground floor and creating a campus scale gesture linking Moody Avenue with the Pedestrian Promenade, the future OHSU Commons and the greenway. Due to programmatic constraints and the fact that the interior wall is a structural shear-wall, the depth of this lobby entry is limited. See Ground Floor Active Use (LUR Drawings Exhibit C.81)

This Modification was introduced to the Design Commission at the DAR #2 on September 24, 2015. The Design Commission recommended a return DAR #3 to continue discussion of the SW Meade Street frontage.

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines
- a. **A3 RESPECT THE PORTLAND BLOCK STRUCTURE** – The mid-block entry lobby and street crossing have been provided to help support pedestrian movement to and from Skourtes Tower, CLSB and the transit hub south of CLSB. This mid-block entry provides an active use with full-height windows at the center of the block, breaking up the 317 foot façade, providing pedestrian relief between the required parking entry and required small loading dock.
 - b. **A8 CONTRIBUTE TO A VIBRANT STREETScape** - The ground floor is setback from the sidewalk and building edge. This is intended to promote a sheltered pedestrian scale realm for public use and link the transit oriented Moody Avenue with the pedestrian promenade.
 - c. **B1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM** – The building frontage zone along Meade Street is set back 8 feet to widen and protect a portion of the movement zone and emphasize the pedestrian nature of this street.

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

- a. The purpose of this standard is to reinforce the continuity of pedestrian-active ground-level building uses and to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. In regard to the mid-block entry the design team is attempting to balance the required active use areas, which add vitality and life to the pedestrian experience, with an urban district gesture of linking the transit-oriented Moody Avenue with the heart of the Schnitzer campus. In this instance the depth of the lobby is limited by programmatic and structural constraints; however the activity and vitality that this entry provides for the building is in no way diminished by its depth.

While this standard is nearly met outright, and a large portion of the SW Meade Street frontage meets the Active Use Requirement, a Modification is still required.

As such, and due to concerns with above cited Design Guidelines A7 Establish and Maintain a Sense of Urban Enclosure, A8 Contribute to a Vibrant Streetscape, B1 Reinforce and Enhance the Pedestrian System, B2 Protect the Pedestrian, and C5 Design for Coherency, the following areas of concern remain:

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency.

Generally speaking, SW Meade Street is carrying a disproportional amount of curb-cuts for parking and loading access than should be allowed for a Pedestrian Enhanced Street. This is particularly so given the current curb-cut widths allotted for the CLSB/Skourtes Tower immediately to the south along SW Meade Street, and that SW Meade Street will connect pedestrians from SW Moody Avenue to the future OHSU Commons area. The two-way parking access, loading access within a mid-block curb-extension and pedestrian crossing, and the change in storefront design at these locations do not “enhance” the pedestrian experience, rather they detract from the pedestrian experience by prioritizing automobile and loading functions of the building along this frontage. This prioritization decreases the safety for pedestrian along SW Meade Street, and ultimately could become a more active street frontage with additional changes.

A. Parking access and design. While the proposed development is currently in a half block configuration, the design does anticipate the future north half of the block, fronting SW Arthur Street, to also incorporate two-levels of parking. The proposal currently plans temporary access from SW Arthur Street to the north across the vacant Phase 2 parcel to access the lower level parking deck for 40 spaces. The upper level, with access along SW Meade Street, provides access for 30 parking spaces. It is this location and design of the SW Meade Street access that is of concern. Specifically, the 32’ wide curb-cut, two individual rolling coil garage doors, their setback 20’ from the street, and the concrete framed portal, all combine to lessen the sense of urban enclosure, detract from a vibrant streetscape, and could be further integrated with the predominantly glass ground floor storefront system for a more coherent composition.

Additionally, the current configuration was also suggested at the September 24, 2015 DAR Hearing to become a future in-out parking access when Phase 2 to the north [fronting SW Arthur Street] was completed. This scenario, particularly considering the existing in-out parking directly across SW

Meade Street to the south in the CLSB/Skourtes Tower building, would dramatically increase the amount of vehicular-pedestrian conflicts along this Pedestrian Enhanced street.

Possible solutions that would better meet these guidelines, and eliminate the Modification Request, could include:

1. Eliminating the parking access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level; or
2. Reducing the curb-cut width and garage door access to serve a one-way in-one way out configuration, allowing the replaced vehicular frontage to be designed as active space; and/or
3. Reduce the curb cut to still allow two-way access at 20' wide, providing one two-way garage door at a 0' setback, and redesigning the garage bay and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With one or more of these changes, this Modification could be better mitigated or eliminated all together.

B. Loading access and design. A similar challenge to the SW Meade Enhanced Pedestrian Street has been presented with the loading bay. While the applicant has provided a detailed strategy to justify the elimination of the one of the required loading bays, inflexible program restrictions such as the size of a specialized truck that is critical to the operations of the KCRB, have placed the loading dock at the mid-block curb-extension and pedestrian crossing.

Additionally, other program restrictions such as ventilation area has located large scale louver area at the street front, as well as a storefront material design shift to a metal panel skin at this location, has enhanced the utilitarian function of the loading requirements for 65' of the building's frontage along SW Meade Street. As with recessed concrete parking access portal described above, the loading function of this building's frontage has been enhanced, rather than the pedestrian focus required of this Enhanced Pedestrian Street frontage. The ventilation system is particularly challenging as it is as low as 2'6" from the sidewalk level, and flanks the loading bay with two 18' wide louvered wall areas.

Possible solutions could include:

1. Eliminating the loading access altogether from SW Meade Street and providing access across the vacant parcel reserved from Phase 2 as currently planned for the lower parking level, and replace the proposed loading bay with additional active storefront area; or
2. Collocating the loading access at the parking access along SW Meade Street and replace the proposed loading bay with additional active storefront area; or
3. Redesign the loading bay frontage and door to better integrate with the otherwise elegant glass storefront design along the remainder of SW Meade Street.

With one or more of these changes, this Modification could be better mitigated or eliminated all together.

This Modification is therefore not yet met.

Modification 4: 33.510.252 A.2. Special Building Heights at SW Meade. The regulations for SW Meade Street require buildings within 50' of the centerline of a street to be no taller than 50'. The proposal requests that Floors 4 and 5 fronting SW Meade (which is a 60'-wide right-of-way) are increased to approximately 85'.

33.510.252.A.2 Additional Standards in the South Waterfront Subdistrict: Special Building Heights

A.1. Purpose. Special building heights along designated east-west corridors and tower orientation standards provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.

Findings: The portion of the building that is within 50 feet of the centerline of Meade Street is 85'-0" high and does not comply with this standard. Relief from the 50 foot height requirement is requested.

Due to the realignment of the street grid (South Waterfront Plan), view obstructions (Interstate 5 elevated ramps and SW Naito Parkway elevated street) and the east-west slope of grade within this district views aligned with Meade Street from areas east and west of this site are minimal or non-existent. (See View Obstructions, LUR Drawings Exhibit C.82) It is proposed that the building maximize its floor plate dimensions in order to minimize the number of stories and overall height of the building. This will result in a much larger view aperture above the building and a building form that is more visually permeable than would otherwise be allowed by this code. Furthermore, the portion of the building within 50 feet of the centerline of Meade Street will be limited to a height of 85'-0". This will maximize the functionality and programmatic requirements while, also, maximizing access to sunlight along Meade Street and providing a varied urban form. (See Building Profile, LUR Drawings Exhibit C.83)

Additionally, per the Memo submitted by Troy Doss, Senior Planner, South Waterfront District Liaison, Bureau of Planning and Sustainability (See Appendix C), BPS is recommending that the Meade Street View Corridor be either moved to Porter Street, moved east near the high point in the district, or be repealed completely. This revision will be pursued by BPS as part of the upcoming update to the Central City Plan (Central City 2035).

This Modification was introduced and preliminarily approved by the Design Commission at the DAR #1 on May 21, 2015 and DAR #2 on September 24, 2015.

A. Better meets design guidelines. The resulting development will better meet the applicable design guidelines

- a. **A7 ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE** – The south facade is comprised of a series of saw-toothed oriel windows and an architectural frame element that contribute to the sense of urban enclosure along Meade Street. The Mass of the building above the ground floor is driven by the research use within the building but the articulation of the windows and materials on the building are intended to reflect an appropriate building hierarchy and scale.
- b. **C1 ENHANCE VIEW OPPORTUNITIES** – Views of landscape and urban features from the building and site are a point of emphasis on this project and within the Central City District. Within the South Waterfront subdistrict views through the district to and from points east and west are also emphasized. The massing of the building, while responding to programmatic needs, also reflects a building form that better preserves views of the Tualatin Hills and Willamette River.

- B. Purpose of the standard.** The proposal will be consistent with the purpose of the standard for which a modification is requested.
- a. The purpose of this standard is to provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied. Because of the rotation of the street grid and other view obstructions the prescribed 100 foot aperture would not result in the view corridor as intended by the standard. By minimizing the height of the building and providing a much broader aperture (i.e. above the building), the desired visual access and visual permeability is maintained while preserving access to sunlight and a varied urban form. Thus, the intent of this standard is met.

This modification therefore merits approval.

Modification 5: 33.510.252 A.3. Maximum North-South Dimension. The portion of a building that is 75' in height may have a north-south dimension up to 125' in its general north-south dimension. The proposal requests the building area taller than 75' in height is increased to 135'-6" in width, including newly proposed oriels.

33.510.252.A.3 Additional Standards in the South Waterfront Subdistrict: Maximum North-South Dimensions

A.1. Purpose. Special building heights along designated east-west corridors and tower orientation standards provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.

Findings: The overall north-south building dimension above the 75 foot height datum exceeds the allowed 125 foot width requirement. The portion of the building measured from the exterior face of the south wall at Level 5 to the exterior face of the north wall at Level 6 is 118'-0". The portion of the building north of the exterior face of the north wall at Level 6 is at a height of 85'-0". Relief from the 75 foot height requirement is requested for this northern portion of the building.

Due to the realignment of the street grid (South Waterfront Plan), view obstructions (Interstate 5 elevated ramps and SW Naito Parkway elevated street) and the east-west slope of grade within this district views through a 50 foot wide opening over the building from areas east and west of this site would be minimal or non-existent. See View Obstructions (LUR Drawings Exhibit C.82)

It is proposed that the building maximize its floor plate dimensions in order to minimize the number of stories and overall height of the building. This will result in a much larger view aperture above the building and a building form that is more visually permeable than would otherwise be allowed by this code. Additionally, this request is intended to preserve a future 50 foot opening measured from the exterior face of the north wall at Level 6 to the south face of a future building. See Building Profile (LUR Drawings Exhibit C.83)

This Modification was introduced and preliminarily approved by the Design Commission at the DAR #1 on May 21, 2015 and DAR #2 on September 24, 2015.

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines
- a. **C1 ENHANCE VIEW OPPORTUNITIES** – Views of landscape and urban features from the building and site are a point of emphasis on this project and within the

Central City District. Within the South Waterfront subdistrict views through the district to and from points east and west are also emphasized. The massing of the building, while responding to programmatic needs, also reflects a building form that better preserves views of the Tualatin Hills and Willamette River.

- B. Purpose of the standard.** The proposal will be consistent with the purpose of the standard for which a modification is requested.
- a. The purpose of this standard is to provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied. Because of the rotation of the street grid and other view obstructions the prescribed 50 foot aperture would not result in the view corridor as intended by the standard. By minimizing the height of the building and providing a much broader aperture (i.e. above the building), the desired visual access and visual permeability is maintained. Thus, the intent of this standard is met.

This Modification therefore merits approval.

(3) ORIEL WINDOW DESIGN EXCEPTION REQUESTED THROUGH DESIGN REVIEW

OSSC/32/#1 Window Projections into Public Right-of-Way F. Width. Maximum width of 12 feet for each projecting window element. When approved through design review, the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length.

Oriel Window Design Exception request: Increased the allowed 12' width for oriel projections to 20' and 23.5' in width along the SW Meade Street frontage.

Findings: Relief from the allowed maximum width of 12 feet is requested. This Exception was introduced and preliminarily approved by the Design Commission at the DAR #2 on September 24, 2015. The preliminary approval was for a 21 foot width projection over the right-of-way.

The south-facing saw-toothed oriel windows are typically 42 feet wide, with the westernmost oriel window being 20 feet wide. Just over half the width of each oriel window (23.5 foot width) projects into the right-of-way 2 feet, 6 inches. The total area of windows projecting into the right-of-way does not exceed 40% of the total wall area. See Encroachment & Building Projections (LUR Drawings Exhibit C.85)

The encroachment to the south of the saw-toothed oriel windows and architectural frame element allow the programmatic elements of the building to occur as needed while articulating the south facade in manner that breaks-up the mass of the building and providing views to the greenway, Willamette River and Tilikum Crossing from within the interior research spaces.

This exception therefore merits approval.

(4) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustment is requested:

- 33.266.310 Loading. The project is required to provide 2 on-site loading spaces. OHSU plans to utilize some of the “Standard A” 4 bays of loading at the Collaborative Life Sciences Building [CLSB]/Skourtes Tower to the south. The project requests to only provide one “Standard B” loading space.

33.266.310 Loading Standards

A. Purpose. A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

Findings: This Adjustment was introduced and preliminarily approved by the Design Commission at the DAR #2 on September 24, 2015. Relief from the required number (2) and size (35 feet long and clearance of 13 feet) of loading spaces is requested.

One loading space is provided for special lab support requirements. General building deliveries and loading will be accommodated within the existing loading dock directly across Meade Street at the base of Skourtes Tower. The existing dock is sized to function as a district dock in tandem with a future district dock along SW Sheridan Street. See Campus Service Corridor (LUR Drawings Exhibit C.84)

Waste and recycling will be transferred to the CLSB loading dock via the below-grade tunnel. Likewise, general material and postal deliveries will be processed through the CLSB loading dock. The KCRB dock will be limited to special lab support delivery and pick-up (two times daily), occasional gas delivery (due to logistics of delivery protocols), occasional catering events, and seldom equipment deliveries.

Per 33.266.310.C.2.c, loading spaces for this development shall meet Standard A. The provided loading dock is 24 feet long, 10 feet wide, and has a clearance of 12 feet. Vehicles required for the proposed uses, as stated above, will be accommodated by the proposed loading dock dimensions. General and oversized deliveries will be routed through the CLSB loading dock. See Loading Dock (LUR Drawings Exhibit C.84)

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: Allowing the use of CLSB's large dock as a district approach for deliveries and waste removal will reduce traffic congestion in the district. Reducing the size and frequency of use of the KCRB dock will better support the pedestrian nature of Meade Street, an enhanced pedestrian street and important pedestrian connection for the district.

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: Using a district approach and reducing the size and frequency of use of the KCRB dock better supports the desired character of Meade Street.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Reducing both the number and the size of loading spaces will work in tandem to achieve a safer pedestrian environment along Meade Street.

D. City-designated scenic resources and historic resources are preserved; and

Findings: The proposal will not diminish these resources. There will be no negative impact on these resources.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: As the CLSB loading dock is of sufficient size to accommodate both its requirements and those of KCRB, no adverse impacts will result from this adjustment.

F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable

Findings: The site is not in an environmental zone.

This Adjustment therefore merits approval.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. While there are

many aspects of the proposal that meet or exceed the Design Guidelines and the Zoning Code standards, staff has identified two primary areas of concern [Issues 1-2], and one area in need of additional information [Issue 3].

The outstanding issues to be resolved are:

Issue 1: SW Meade Street ground level pedestrian safety, activation and architectural coherency

Design Guidelines and Modification not yet met:

- A7-Establish and Maintain a Sense of Enclosure
- A8-Contribute to a Vibrant Streetscape
- B1-Reinforce and Enhance the Pedestrian System
- B2-Protect the Pedestrian
- C5-Design Coherency

Modification Request 3 – Ground Floor Active Use along SW Meade Street

Issue 2: Rooftop penthouse integration and coherency

Design Guidelines not yet met:

- C5-Design Coherency
- C11-Integrate and Use Rooftops

Issue 3: South Waterfront Greenway improvements

Design Guidelines not yet met:

1. Develop a Cohesive Greenway Trail System.
- 2-1. Address Streets and Accessways.
- 2-2. Address Adjacent Open Space.
- 2-3. Address Bridges.
3. Incorporate a Diverse Set of Gathering Places.
4. Integrate Materials, Structures, and Art.
5. Enhance the Riverbank.
6. Design Diverse Plant Communities.

With additional design development and changes to the proposal, and a Memorandum of Understanding between OHSU and the City of Portland for future Greenway Trail improvements, Staff could recommend approval. However, at this time, Staff recommends denial.

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 Design Review and Modification 3: 33.510.225 C. Ground Floor Active Use at this time based on the unresolved items and necessary revisions and details stated in the conclusion section above.

Staff is recommending approval of the following Modifications:

- Modification 1: 33.130.242.C Transit Street Main Entrance. To increase the main building entry and non-residential tenant space entry along Moody Avenue from 25' to 54'.
- Modification 2: 33.510.215 Required Building Lines. Reduce the required building frontage within 25' of SW Moody to 25%, or 31' of the frontage.
- Modification 4: 33.510.252 A.2. Special Building Heights at SW Meade. Exceed the maximum 75' height of the building within 50' of the centerline of a street to approximately 85'.
- Modification 5: 33.510.252 A.3. Maximum North-South Dimension. Increase the maximum 125' width of the building above 75' to 135'-6".

Staff is *recommending approval* of the Oriel Window Design Exception requested through Design Review:

- OSSC/32/#1 Window Projections into Public Right-of-Way, F. Width. Increase the allowed 12' width for oriel projections to 20' and 23.5' in width along the SW Meade Street frontage.

Staff is *recommending approval* of the following Adjustment:

- 33.266.310 Loading. Waive one of the two required loading spaces, providing one "Standard B" size stall.

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Procedural Information. The application for this land use review was submitted on December 21, 2015, and was determined to be complete on February 10, 2016.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on December 21, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A.1.

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

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

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

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

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

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

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

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

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

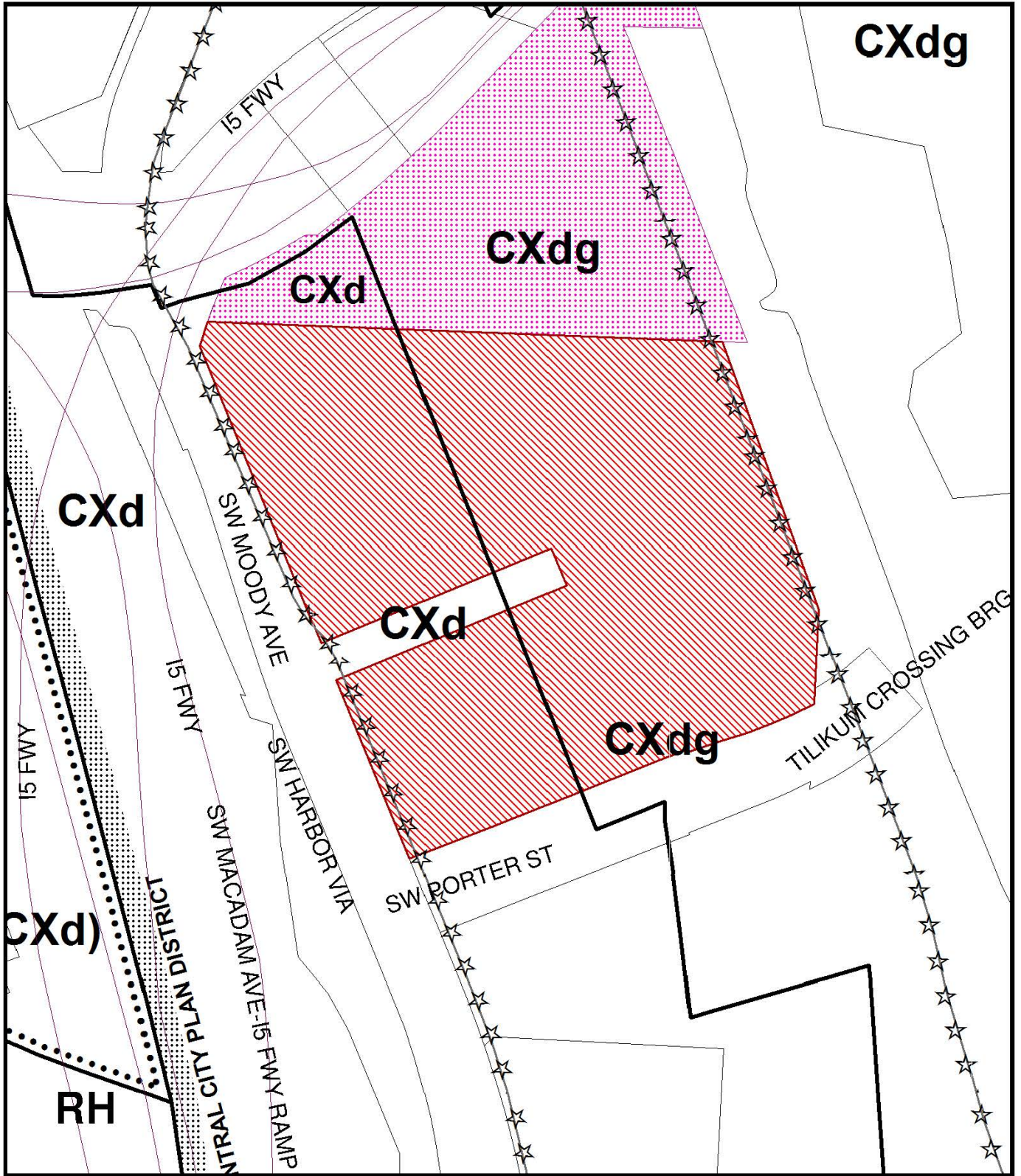
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).




Tim Heron
March 28, 2016

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement & Drawings
 - 1. January 11, 2016 120-day waiver signed
 - 2. February 5, 2016 Revised Submittal Narrative and Drawings [complete]
 - 3. March 24, 2016 Final submittal for April 7, 2016 Hearing
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. -88. Site Plan, Elevations, Sections, Renderings (some 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
 - a. RFC Response
 - b. RFR Response
 - 2. Bureau of Transportation Engineering and Development Review
 - a. RFC Response
 - 3. Water Bureau
 - 4. Life Safety
 - 5. Fire Bureau
 - 6. Site Development Review Section of BDS
 - a. RFC Response
 - 7. Forestry
- F. Letters
- G. Other
 - 1. Original LUR Application
 - 2. October 10, 2015 Incomplete Letter
 - 3. May 21, 2015 Design Advice Request Summary Notes and Drawings
 - 4. September 24, 2015 Design Advice Request Summary Notes and Drawings



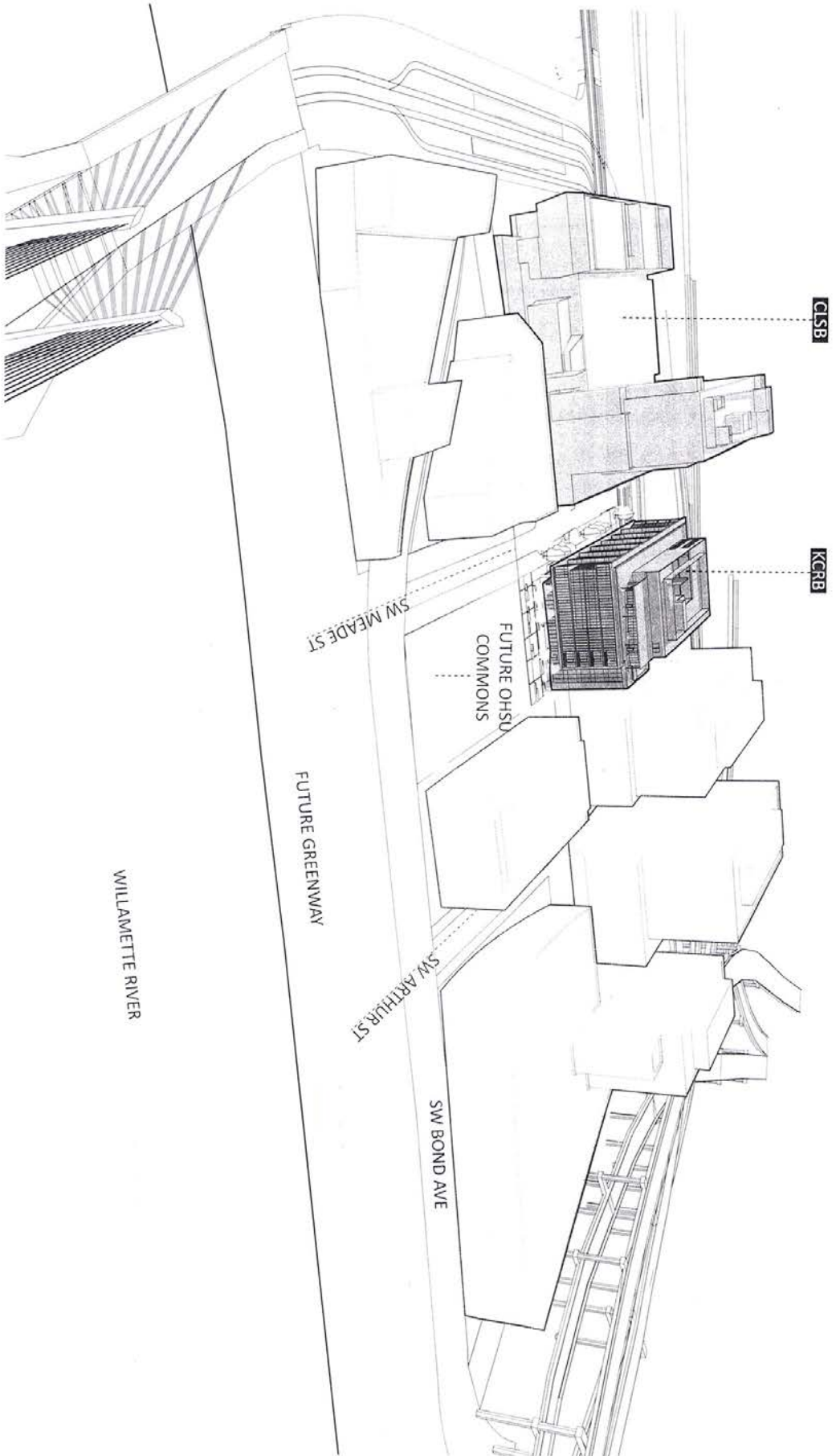
ZONING

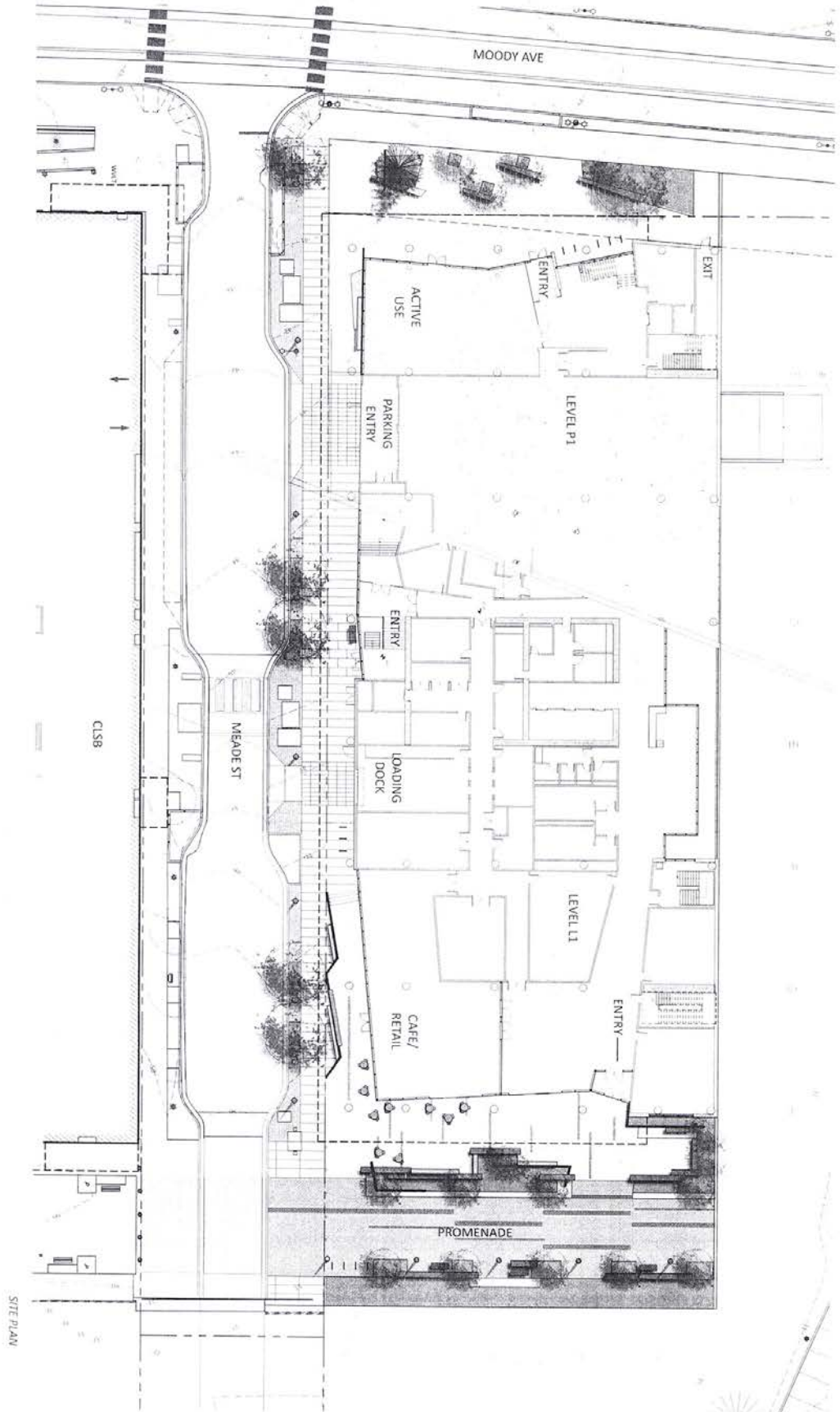
-  Site
-  Also Owned Parcels
-  Recreational Trails

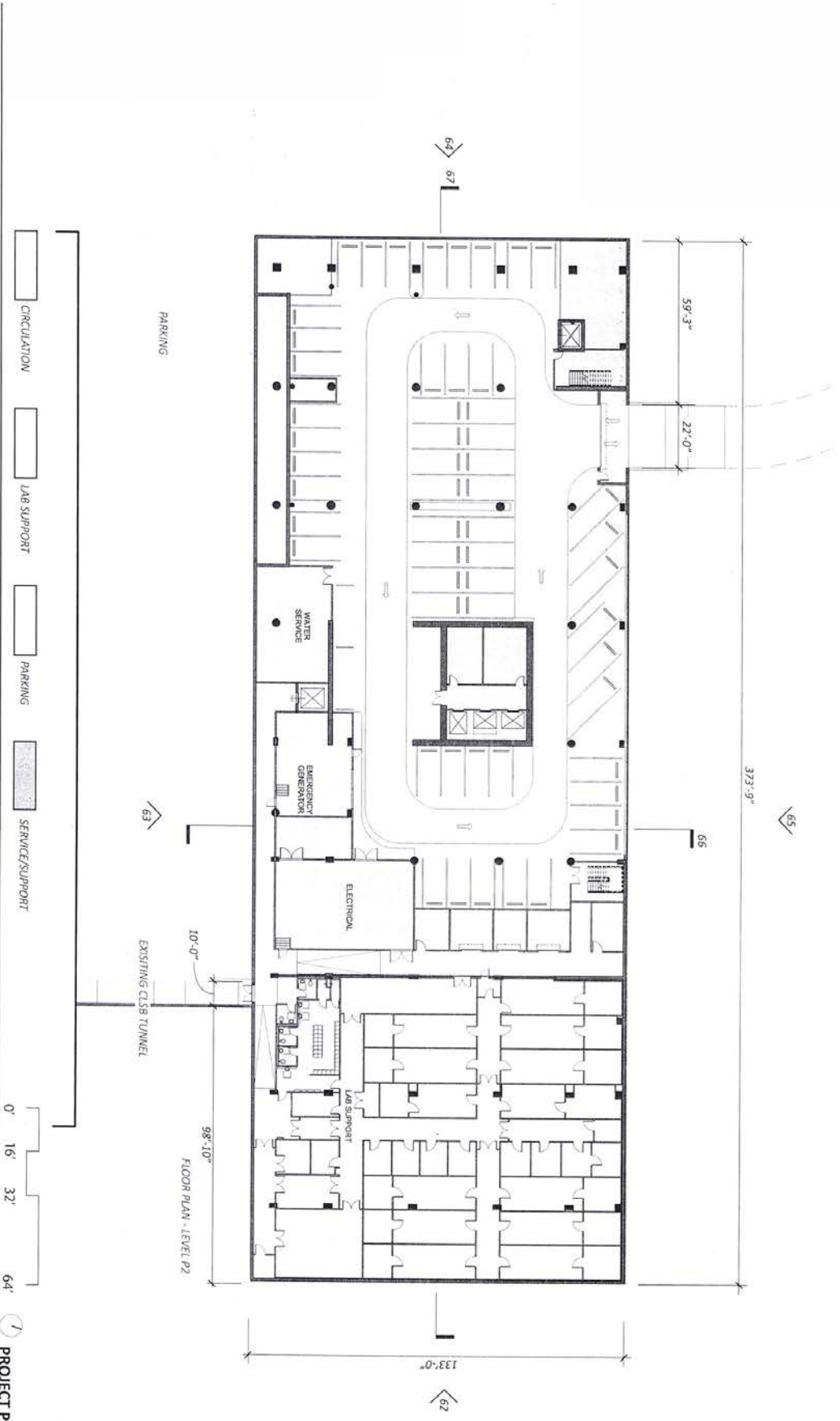


This site lies within the:
 CENTRAL CITY PLAN DISTRICT
 SOUTH WATERFRONT SUBDISTRICT

File No. LU 15-279775 DZM AD
 1/4 Section 3329 3330
 Scale 1 inch = 200 feet
 State_Id 1S1E10 200
 Exhibit B (Dec 24, 2015)







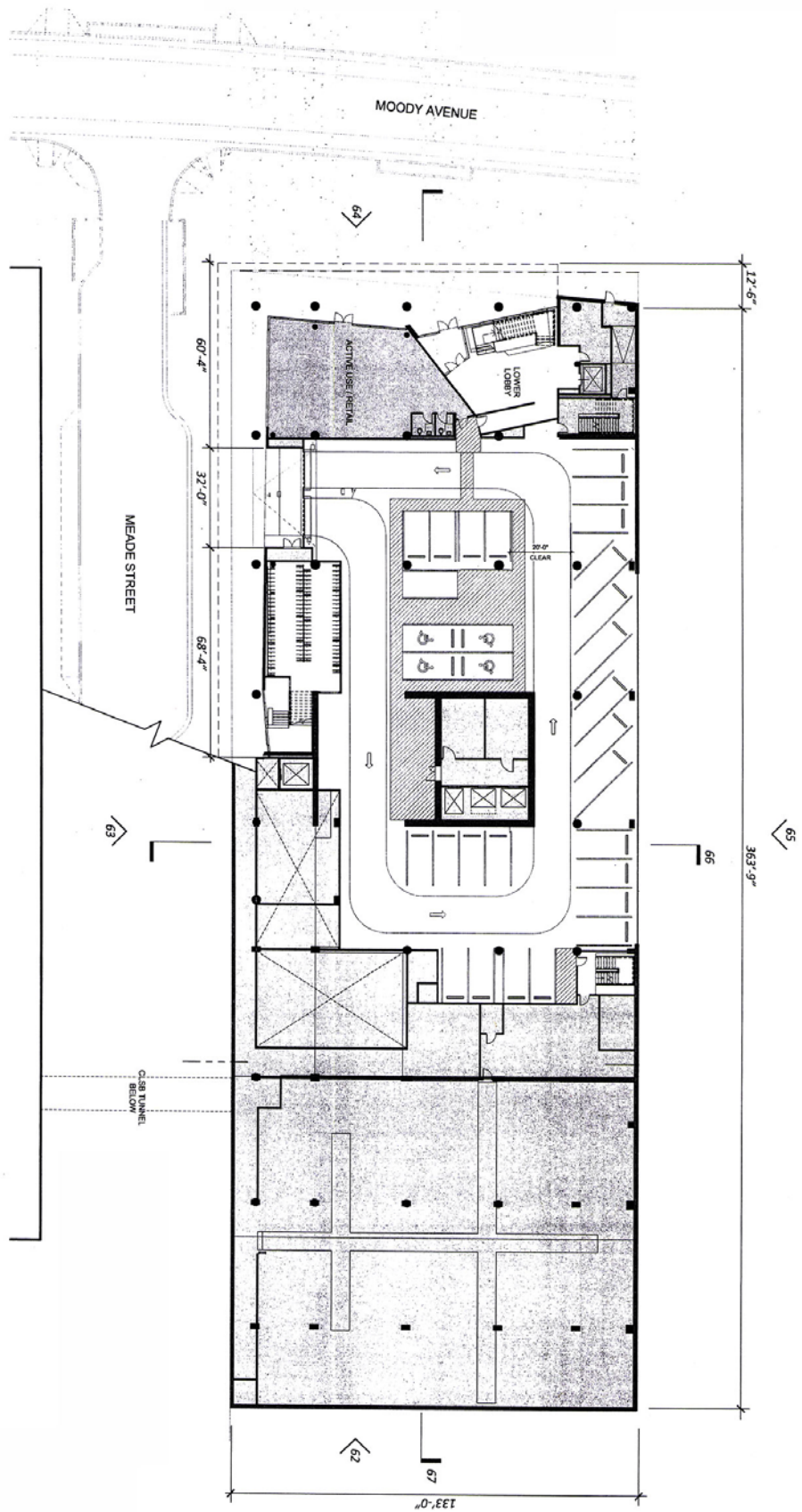
KCR81LU 15-279775 D2M A01 DECEMBER 18, 2015 (REV 02.05.16) I EXHIBIT C.53

PROJECT PROPOSAL

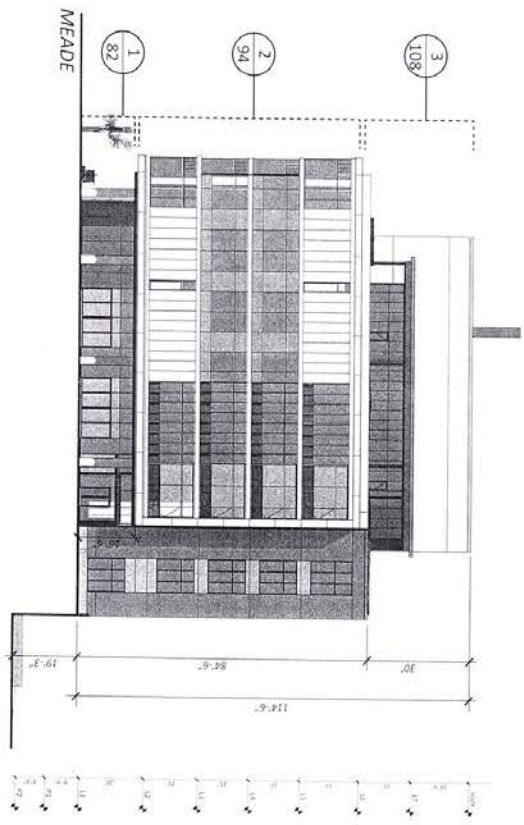
PROJECT PROPOSAL
 EXHIBIT C.54 | OHSU | SRG | MCCARTHY/ANDERSEN



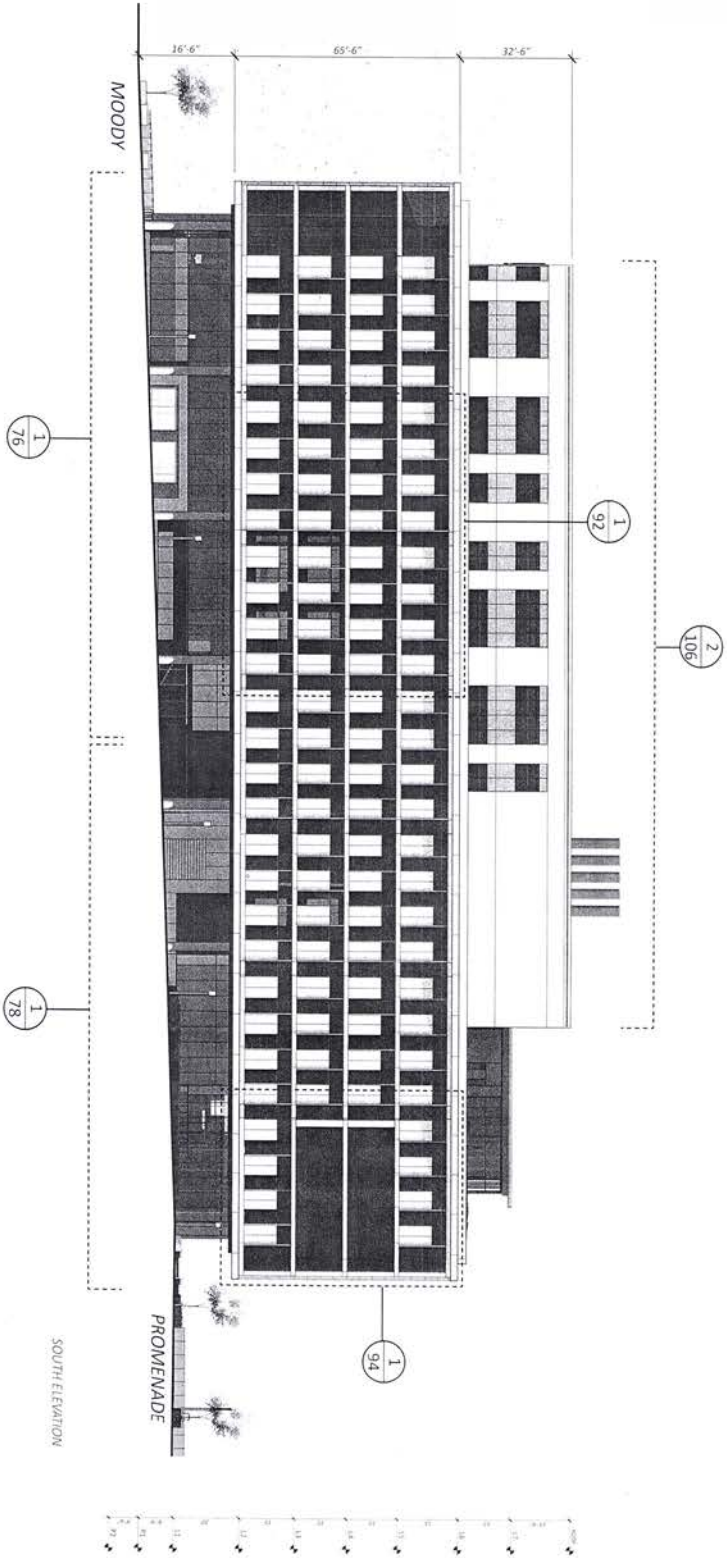
FLOOR PLAN - LEVEL P1



ELEVATIONS

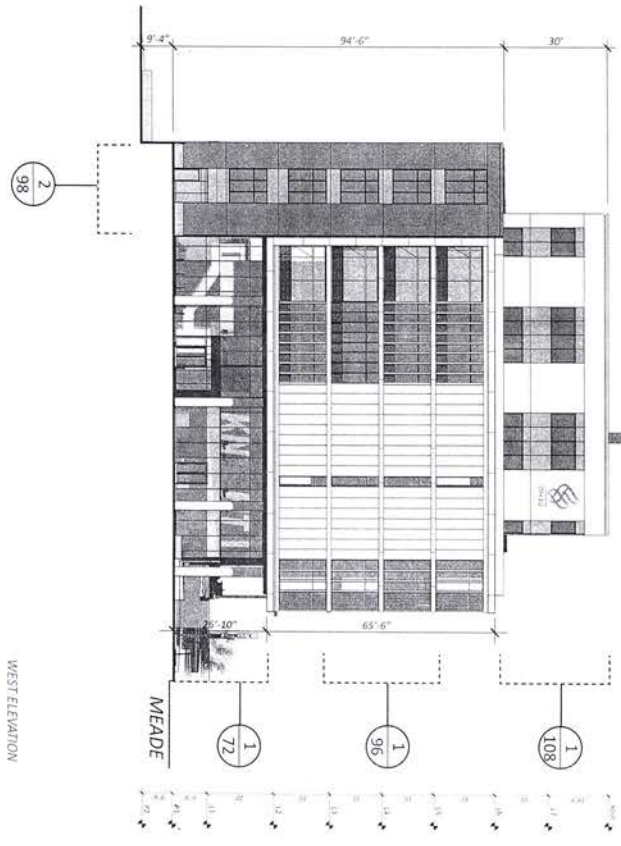


PROJECT PROPOSAL 0' 16' 32' 64'
EXHIBIT C.62 | OHSU | SRG | MECA/RTM/ANDERSEN

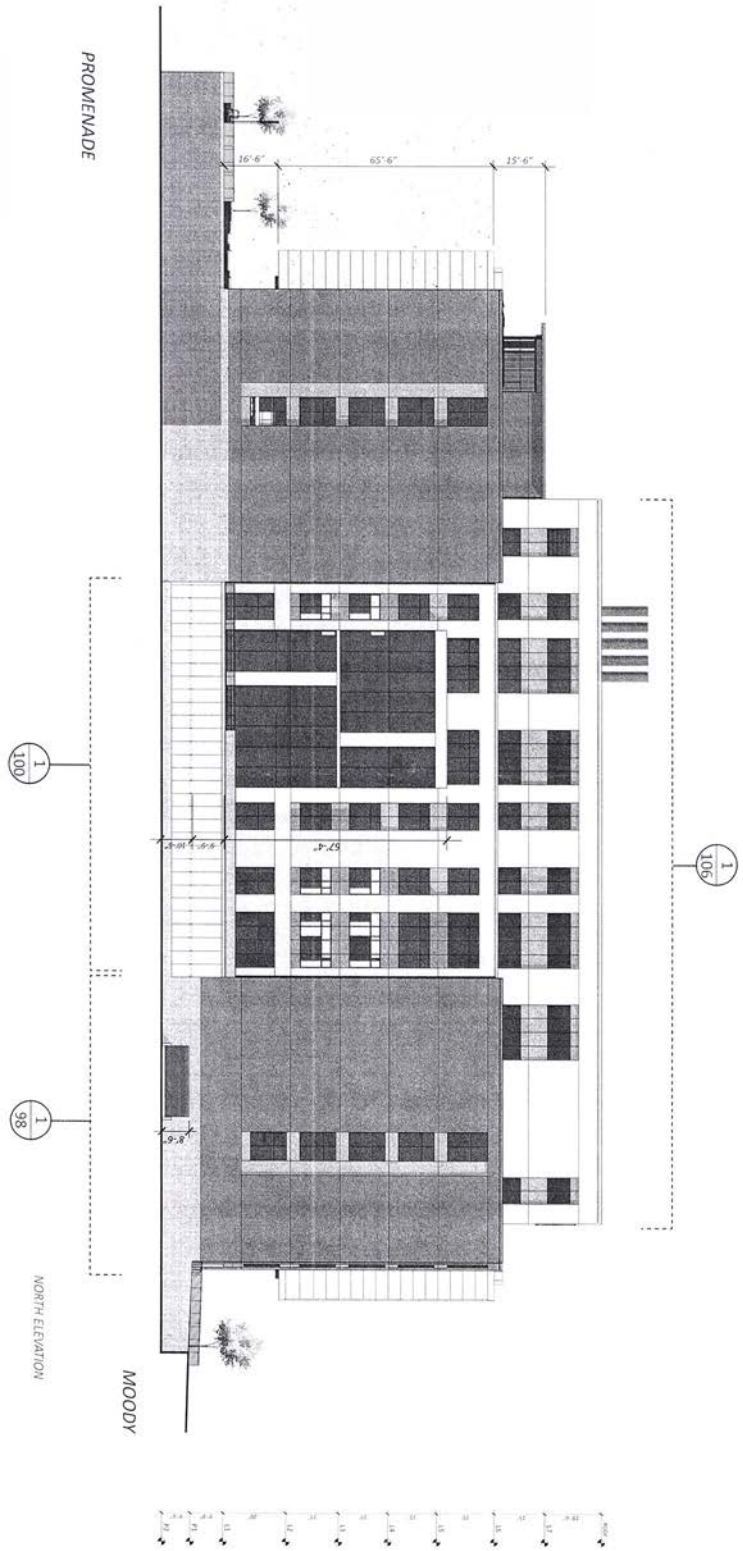


KCP#8 | LU 15-279733 SQM A0 | OCTOBER 18, 2015 | REV 02.05.16 | PROJECT PROPOSAL EXHIBIT C.63

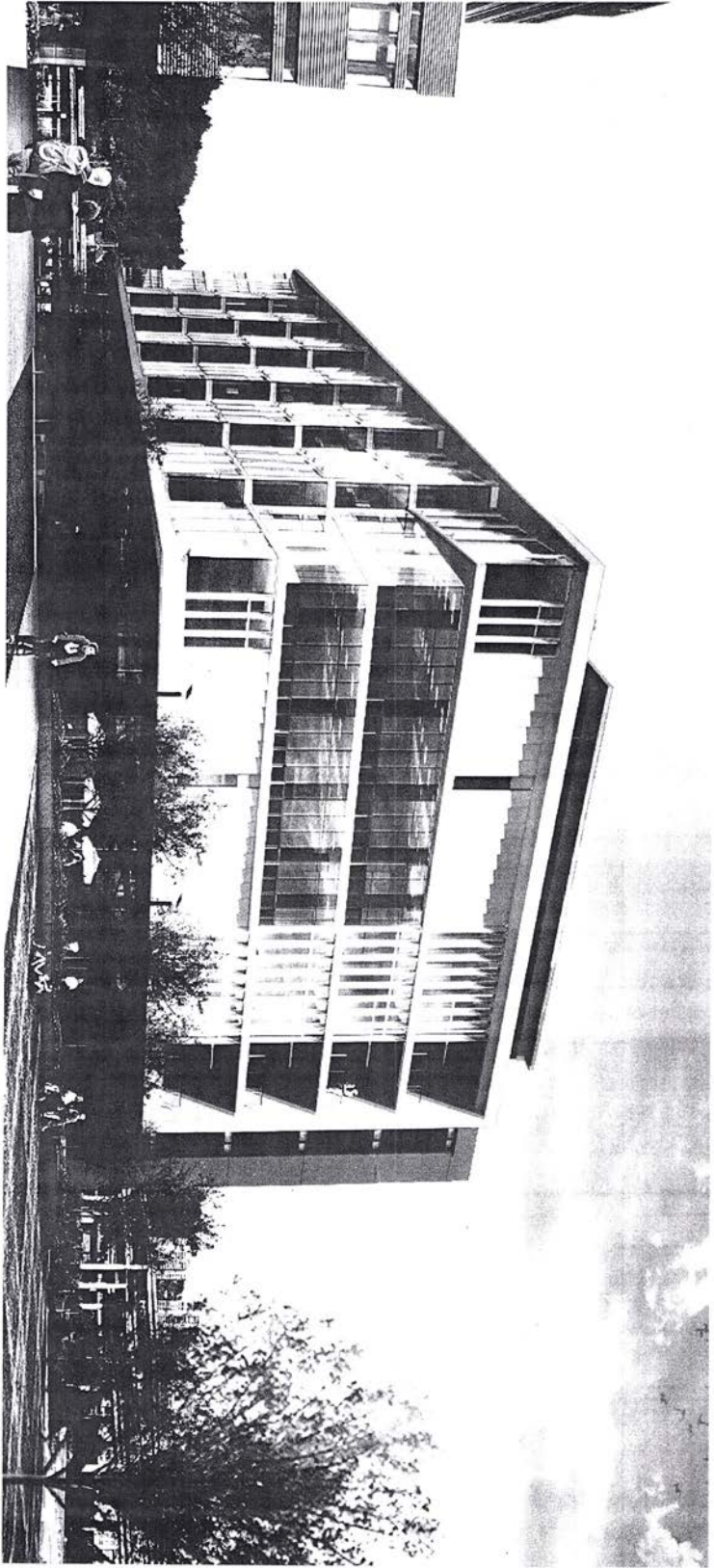
PROJECT PROPOSAL
EXHIBIT C.64 TOPSOIL SRG | MCCARTHY/ANDERSEN



WEST ELEVATION



0' 16' 32' 64' PROJECT PROPOSAL
 KCR#11015-27973 02M AD 1 DECEMBER 18, 2015 (REV. 02.05.18) EXHIBIT C.65



EAST VIEW

PROJECT PROPOSAL
KCRB LUJ 15-279775 D2M AD | DECEMBER 18, 2015 (REV. 02.05.16) | EXHIBIT C.69