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

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FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON August 6, 2015

CASE FILE NUMBER: LU 15-129978 DZM AD
PC # 14-204019
Portland State University School of Business

BUREAU OF DEVELOPMENT SERVICES STAFF: Jeff Mitchem 503-823-7011 / Jeffrey.Mitchem@portlandoregon.gov

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

GENERAL INFORMATION

Applicant/Owner: Ron Blaj | Portland State University Facilities
Po Box 751 | Portland OR 97207

Representative: Beverly Bookin | The Bookin Group LLC
813 SW Alder St Ste 320 | Portland OR 97205

Architect: Jon Wiener | SRG Partnership Inc.
621 SW Morrison Suite 200 | Portland OR 97205

Site Address: 631 SW HARRISON ST

Legal Description: BLOCK 190 LOT 1-8, PORTLAND
Tax Account No.: R667719580
State ID No.: 1S1E04DA 05400
Quarter Section: 3228
Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - University District
Zoning: CXd, Central Commercial with a Design Overlay
Case Type: DZM AD, Design Review with Modifications and Adjustments
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:
Design review for an existing building renovation and addition for Portland State University's Schools of Business Administration and Education. The major components of the project are:

- **New Addition**. Approximately 36,000 square feet to the North end of the building creating new entrances on SW 6th Avenue and Broadway.
- **Renovation**. Approximately 100,000 square feet. Modernization and upgrade of the existing structure resulting in the addition of 400 additional classroom seats, four center spaces and 22 student break-out rooms. Constructed at the same height as the existing building, the proposed addition would occupy approximately half of the remaining site area.
- **Two (2) entry plazas** on the SW Montgomery frontage at SW 6th Ave and Broadway.
  - SW Montgomery & 6th Ave. Approximately 3,000 square feet, programmed with stomwater features, landscape planters, integrated seating/lighting. Ground plane (concrete pavers) integrated with interior ground floor.
  - SW Montgomery & Broadway. Approximately 2,000 square feet, programmed with retail spill out tables, landscape planters, seatwalls, integrated seating/lighting. Ground plane (concrete pavers) integrated with interior ground floor.
- **SW Montgomery Green Stree**t. Additional setback (approximately 3') at entire frontage with at-grade linear stormwater planters with grating over bike parking and seating.
- **Eco-Roof**. Approximately 7,200 square feet of eco-roof assembly consisting of 4" depth growing medium, pre-vegetated sedum tile on top of 2'x2' precast concrete roof ballast pavers. Roof locations include the western portion of renovation and all 4 levels of new addition.

Design review is necessary because the project proposes both exterior alterations to a site and new construction within a Design Overlay Zone.

Modifications (2) are required for

Transit Street Main Entrance (33.130.242) – Main entrance must be within 25' of a designated Transit Street. The proposal is for the main entrance (oriented to the plaza at the corner of SW 6th Ave and Montgomery St) to be 33' from the nearest designated Transit Street (SW 6th St.)

Required Building Lines (33.510.215) – Buildings must be within 12' of the property line for 75% of the lot. The proposal for buildings within 12' of the property line is 52% on SW 6th Ave and Broadway, and 35% on SW Montgomery St.

An **Adjustment** is required for Quantity of Loading (33.266.310.C.) One (1) Standard A loading space is required on site. This requirement is based on the new square footage proposed. The existing site has no loading which is an existing non-conforming situation. The applicant is proposing no (0) loading space on site.

An **Encroachment** is requested to:

- Construct a new skybridge between the new addition and the existing skybridge within the SW Montgomery St right-of-way (ROW). To make way for the new addition, the applicant proposes to demolish an on-site portion of the existing sky bridge (approximately 100 linear feet) connecting the SBA building northward to the east-west oriented sky bridge within the Montgomery St right-of-way. Upon completion of the new addition, the applicant proposes to construct a new sky bridge (approximately 7 linear feet) extending from the north façade (approximately 20' east of the western property line) to the sky bridge within the Montgomery St right-of-way. *The applicant submitted a Major Encroachment Review Application on May 13, 2015. PBOT/BDS staff have generated a Staff Recommendation to Design Commission of an Encroachment Review for a New Skystructure in the Public Right-of-Way which will be presented to the Portland Design Commission for review and to generate advice to the Portland City Engineer. The City Engineer will then forward a City Recommendation to City Council. The approval criteria are found in Encroachments in the Public Right-of-Way Policy.*

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

- Central City Fundamental Design Guidelines
- Modification Criteria (33.825.040)
- Adjustment Criteria (33.805.040)

ANALYSIS

Site and Vicinity: The site is a full city block bounded by SW 6th Avenue (east), SW Harrison (south), SW Broadway (west) and SW Montgomery (north). Lying at the physical center of the University District, the sloping site (approximately 12' SW-NE) is an integral component of the Montgomery Green Street which links the Willamette River with the Park Blocks (one block west). The site shares frontage on SW 6th Ave with the Urban Center Plaza and is adjacent to both MAX and Portland Streetcar stops. The site is well-connected within the Central City bicycle network – a cycle track on SW Broadway and a bike lane on SW Harrison St.

The University District Framework Plan identifies the site as part of the City Gateway Center, one of three centers (including the Park Blocks Center and the Living Learning Center) that serve as focal points for future campus related development. According the Framework Plan, the Gateway Center will become a major gateway to the University District and a dynamic center for sustainable development, exemplifying the bridge between the University and the city. New academic facilities as well as private sector office and research space will provide opportunities for sustainable businesses to collocate, creating possibilities for future collaboration.

The southern half of the site supports two existing facilities, the School of Education (1981) on the west side and the School of Business Administration (SBA) (1989) on the east side of the half-block, which collectively contain 101,000 gross square feet (gsf). The buildings are internally connected on all floors with entrances on the north, west and south sides.

Although of similar in mass and scale, the materials and architectural styles of the two buildings are strikingly different. The School of Education is clad in beige-colored brick while the SBA is clad in standing seam metal panel with a beige-brick base. Both buildings have similarly dimensioned horizontal window banding and limited ground floor glazing. The SW Harrison Street façade of the School of Education, where the building's main entrance is located, would not meet current regulations for ground-floor window coverage and active use. The west façade has no windows at all, and is a prime example of architecture that lacks pedestrian interest on the ground floor. In contrast, the SBA is a more traditional academic building, with expansive fenestration on all six floors. It features two main entrances, one at the corner of SW Harrison Street/SW 6th Avenue and one mid-block on SW 6th Avenue, which both lead to the building's ground-floor plaza.

The north half of the block is a combination of a large triangular grassy open space that cascades down the slope from the northern wall of the two buildings to SW Montgomery Street, flanked on the either side by two triangular-shaped paved pedestrian plazas. Existing pedestrian amenities include seating ledges, short-term bicycle parking and a prominent metal sculpture. To accommodate the grade, the plaza has three step-up levels from the corner of SW Montgomery Street/SW Broadway to the buildings' north entrance. Sitting kitty-corner from the Urban Center Plaza, which runs from the vacated portion of SW Montgomery to the southern façade of the School of Urban Affairs, the eastern plaza is accessed by a stairwell down from the buildings' north entrance. The plaza itself contains tree wells interspersed with decorative pavers and provides ledge seating, additional bicycle parking and access to the SBA's northeast entrance.

The SW Montgomery ROW frontage is unique in many ways:

- Existing skybridges connect the building on both the SW Montgomery St and Harrison St elevations. They tie into with an extensive skybridge network connecting a total of seven buildings on the PSU campus.
- The street is currently identified as Electric Avenue because of the electric charging stations which are to be removed at the encouragement of PBT Development Review Staff to reduced obstructions within the pedestrian through zone.
- Existing angle-in parking on the south side of the street will remain.

Skybridge Network: Unique to the site's context, the existing skybridge system has grown to become a functional component of the PSU streetscape network. The system has some noteworthy unique attributes such as:

- **Population Served**. The current system serves the following population:
  - Seven classroom buildings containing 48% of all of PSU's classrooms, as well as offices, other administrative functions and warehousing. These buildings are located at the heart of the campus on either side of the SW Broadway Corridor.
  - Parking Structures I and II providing 32% of the campus parking spaces. The handicap parking spaces are located on the same level (4) as the structures, clustered around the skybridge connections.
- **Transportation Context**. The context for the skybridge system is unique to PSU:
  - The campus is the most active multi-modal transportation districts in the Central City with significant amounts of at-grade bicycle, bus, light rail, streetcar, auto, and pedestrian circulation.
  - The density of this street-level activity is expected to increase significantly in the next 10 years as PSU is anticipating a nearly 30% growth in its student body from 28,000 to 36,000 students.
  - PSU is an urban campus with a high floor-to-area (FAR) ratio.
- **Systems Integration**. They are integral to other campus systems:
  - They are relied upon for ADA accessibility, including those that have inadequate ground-level ADA accessibility. For example, the Student Counseling/ Advisory Center is located on the 4th Floor of the University Services Building (USB), located on the northwest corner of SW Montgomery Street/SW 6th Avenue, so that it has convenient access to the skybridge. If they did not have skybridge access to the USB and other on-campus buildings, disabled students would have to enter the USB via the loading dock entrance of SW Mill Street, because the main entrance on SW Montgomery Street does not meet ADA requirements. Through PSU's Disability Resource Center disabled students strongly support the retention of a comprehensive skybridge system.
  - They provide a means of distribution for centralized utilities including chilled water and steam that otherwise would have to be provided by under-ground conduits across SW Broadway.
  - Access to the Central Loading Dock is located in the USB (at the east side at Broadway), supplies, mail, furniture and equipment can be moved to the six buildings, including the SBA, via skybridge connection, reducing the at-grade conflicts with pedestrians, vehicles and bicycles.
- **Seismic**. A seismic update of the entire system was undertaken in 2009 with a nearly $1.2 million grant from the State's "Go Oregon" fund, which extended the functional life and safety of the skybridge system. These improvements were approved by means of a Type II Design Review approval (LU 09-117080) which made findings meeting the relevant approval criteria – Central City Fundamental Design Guidelines.
- **Visual Impact**. Proposed work for this Land Use Approval includes the removal of 107' of the existing connection from the SW Montgomery skybridge main stem to the north side of the SBA and the addition of a 7' connection further to the west into the proposed SBA expansion. This will result in the reduction of the cumulative visual impacts associated with the system without impairing the system's functionality.

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

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

Land Use History: City records indicate the following prior land use reviews for the one-block site:

- **PC 15-190936**, New Skybridge connection from SBA new addition to existing skybridge within the SW Montgomery St ROW.
- **LU 08-122852**, Approval of utility piping at the elevated walkway connecting Cramer Hall and the School of Business Administration on the Portland State University Campus.
- **LU 85-004131**, Phase II of Professional Schools Building
- **LU 95-012536**, Metal panel enclosure for piping of east pedestrian sky bridge.
- **LU 78-004662**, 6-Story building.

Agency Review: A "Request for Response" was mailed **March 24, 2015**. The following Bureaus have responded with no objections or conditions of approval:

- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Life Safety
- Bureau of Environmental Services

The **Bureau of Transportation Engineering** responded with the following comment: A Major Encroachment Permit Application shall be submitted for the proposed construction of the skybridge. PBOT staff must have reviewed and made findings for said encroachment prior to approval of this land use application. Please see Exhibit E-1 for additional details.

Neighborhood Review: A "Notice of Proposal in Your Neighborhood" was mailed on **April 30, 2015**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

Project History: The project was presented to the Design Commission for one Design Advice Request on January 15, 2015. The feedback provided by the Commissioners is attached hereto as Exhibit G.2. The project was presented to the Design Commission for the first Land Use Approval hearing on May 21, 2015 and continued to July 23, 2015. The Staff Report and Recommendation to the Design Commission (May 21, 2015) is attached hereto as Exhibit G.4. The Major Encroachment Application (May 13, 2015) is attached hereto as Exhibit G.5. and the Staff Report and Recommendation to the Design Commission (July 23, 2015) is attached hereto as Exhibit G.6.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review
Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria
A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

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

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

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

Central City Plan Design Goals
This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:
1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous**;**
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole**.**

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

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

> **Findings:** The aspiration of the SW Montgomery "green street" concept is to connect the West Hills with the Willamette River. Fronting onto SW Montgomery Street, this project offers the opportunity to contribute to that vision. Although improvements in the public right-of-way (ROW) are not a part of the project scope, the site development will

compliment the City's green street vision in the following ways:
- Orientation of two ground-floor public plazas at either end of the SW Montgomery St frontage (SW 6th Ave and Broadway).
- The concept of "trays" that float above the ground plane and lift the landscape onto the building is intended to build upon the green street concept.
- Exterior roof-top terraces at three levels include landscaping features which will be visible from the SW Montgomery St ROW.
- Stormwater features, bike parking and seating along SW Montgomery St.

This guideline is met.

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

Findings: Key among the themes that characterize this part of Portland's Central City are "bringing nature into the city", green street linkages, sustainability and year-round, amenity-rich public spaces. The new building accomplishes this in the following ways:
- The new addition is resolved as a vertically layered expression of wood and glass capped floors with landscaped roof terraces visible from SW Montgomery St.
- Each floor shifts east and west to create overhangs, providing shelter from the rain at street level, making the outdoor open spaces more inviting year-round.
- The atrium's floors also shift north and south to step down to Montgomery Street, thereby reinforcing the pedestrian scale of the main entry.
- Eco-roofs and outdoor terraces embellish the shifting planes, stepping the street level activity up onto the building and stepping the building down to the street.
- The project's intention to pursue a path to a LEED Platinum rating reinforces Portland's commitment to sustainability.

This guideline is met.

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

Findings: The proposed SBA renovation/expansion will occur within the existing 200' block pattern established in this portion of Downtown Portland.

This guideline is met.

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

Findings: The project integrates unifying design elements and includes new features that unify and connect the project as a whole and the project's individual building components to each other, the surrounding streets, and the broader neighborhood area as follows:
- Ground-floor retail uses oriented to SW 6th Ave and the corner of SW Montgomery and Broadway
- The public quality of the central atrium space and the way in which the new atrium directly engages the corner of SW 6th Ave and Montgomery Street
- Public space "anchors" on either end of the SW Montgomery St frontage strengthen it as a campus connection.
- The landscaping and paving within the plaza at the corner of SW 6th Ave and Montgomery have a strong east/west orientation, reinforcing the pedestrian flow and

the landscape detailing in the Urban Center plaza across the street.
- The shifting planes of the entry atrium create a transition element that serves as a public space bridge to the Urban Center to the east.
- The new addition's overlapping horizontal planes of green and wood cantilever toward the SW Montgomery St ROW create a gateway effect into the central campus and Park Blocks further west.

This guideline is 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.

Findings: The project design enhances and embellishes the project area by reflecting the local character of this part of the PSU Campus – architectural diversity, multi-modality, ample pedestrian amenities, and Green Street features and linkages – which will help unify PSU as a multi-block urban university campus. Specific key features serving that purpose include:
- The architectural parti of vertically layered trays floating above the ground plane and lifting the landscape onto the building.
- The increase in setback along SW Montgomery St by 3' includes adjacent in-ground stormwater planers with grated covers, bike parking and seating.
- SW Montgomery Street serves as a transition from the Urban Center's large open public plaza to the east to the narrow vacated passage between Smith and Cramer Halls and, thereby, to the Park Blocks, to the west. It provides seating opportunities and convenient bike parking.

This guideline is met.

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

Findings: A primary goal of the project is to reuse and rehabilitate the existing building, a more sustainable approach than replacement. This includes replacing the building's existing inefficient exterior skin and single-pane windows. The design objective is to increase the interior day-lighting significantly as well as increasing insulation, making the interior environment a much more pleasant and effective place to work and learn, as well as much more energy efficient. The proposal involves tearing the building down to the structure and re-constructing a new shell.

This guideline is met.

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

Findings: A primary intent of this guideline is to make sure that projects are designed to develop the character of an area's public ROW. The project accomplishes this by reinforcing the University District's diverse ROW character including tight urban enclosure, punctuated with useable outdoor gathering places. Though the project as proposed requires a Modification to Required Building Lines (33.510.215), components of the design better meet the applicable purpose of the standard – to enhance urban quality – through two activated urban forecourts in the northeast and northwest corners connected by an expanded pedestrian through zone, linear stormwater features and bike parking. These features embellish the ROW as follows:

- Identify, frame and enclose the project's primary entrances at the two plazas.
- Utilize outdoor space to expand the educational, collaborative and social functions undertaken in the building.
- Reinforce the east/west pedestrian spine serving the Montgomery Green Street linkage.
- Provide a complimentary addition to the intra-campus open space sequence between the Urban Center Plaza and the South Park Blocks.

This guideline is met.

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

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

Findings: These guidelines encourage mixed-use places that provide vibrancy to a 24-hour city through diverse on-site programming. The project's total program will more than double the amount of classrooms on the site, increasing it from 13 to 26. The total classroom capacity will be about 900 students, with classes scheduled from 8 AM until 10 PM Monday through Saturday, making this one of the most active blocks on the PSU campus.

The project site's frontages have very unique and diverse character distinctions – SW Broadway with its high volume of auto traffic, cycle track and student pathways; SW 6th Street Transit Mall with its MAX Yellow Line and the heavy concentration of bus lines; SW Montgomery Green Street with its well-established east-west pedestrian linkage, the existing plaza and stormwater features; SW Harrison Street's service/mechanical access orientation and parking garage access (garage to the south); and, two skybridge entry points (approximately mid-block on both SW Harrison and Montgomery Sts) connecting the SBA to the existing skybridge network linking five campus buildings.

The project responds to this context in a variety of ways including program orientation and design treatment to induce vibrancy:

SW Broadway: Retail space anchors the "100%" corner of Broadway and Montgomery. It would be a perfect location for food service or a coffee shop, with outdoor seating adjacent to the quieter frontage on SW Montgomery Street. Pedestrian circulation slides past this space connecting this active corner with the main entry and the atrium. Just inside are the Center for Entrepreneurship/Innovation and the "incubator" space, the two most public initiatives of the SBA The existing solid brick wall on the SW Broadway side of the existing building will be transformed, exposing components of the academy which are specifically intended to connect it to the local business community.

SW Harrison Street: A recessed entry on this elevation near the corner at 6th Ave provides a path into and through the building, activating the corner of this more service-oriented side of the project (opposite an entrance to a 7-story parking garage). This back door and internal "alley" access integrates the service, mechanical room access, retail and academic functions of the building.

SW 6TH Avenue: The project will contain 4,500 sf of retail uses facing onto the SW 6th Avenue Transit Mall and existing retail uses directly across the street in the recently-completed Academic/Student Recreation Center and MAX stop. This space can be subdivided into three separate retail spaces or be leased by a single tenant. Each space will have on-grade access both to the outside and inside of the building. A rolling gate will separate the interior SBA and retail space to allow independent operation. The northern half of the site facing SW 6th Avenue will include an entry plaza. The entry façade is set back and canted in plan to orient towards the pedestrian flow. The upper floor of the new atrium cantilevers over the entry to create a strong identity and entry sequence for the SBA. This partially-covered outdoor space will be protected from winter time southwesterly weather and overhang will be high enough to maximize exposure to light and air.

Because the city block grid is rotated off due north, this plaza will be in sunlight until noon all year long. The outdoor benches are oriented so they will provide opportunities for pedestrians to sit and watch all the activity on both SW 6th Avenue and SW Montgomery Street. The design intent is to give this plaza an academic yet intimate quality very different from the large open, urban scaled plaza at the Urban Center to the east across SW 6th Avenue. The continuity from inside to outside will contribute to this character, as will the detailing and scale of the glass atrium.

SW Montgomery Street (Green Street): As previously noted, the pedestrian flow along SW Montgomery Street is consistently heavy throughout the day and season surging significantly with the arrival of MAX and bus lines on the Transit Mall which is on the SW 5th/6th Avenue couplet. The design goal for the renovated/expanded SBA is to widen the pedestrian "pathway" along SW Montgomery St by approximately three feet to facilitate this flow. Bicycle parking will also be concentrated here where it's protected under the overhang of the building. Capturing roof-top as well as sidewalk storm water run-off, a continuous stormwater planter separates the building from pedestrians. Bicycle parking is cleverly located over this planter on stainless steel grating. Additional seating is proposed along the building face between the two entry plazas. These frontage improvements should well integrate with the corner plazas and therefore contribute to an enhanced pedestrian realm.

Skybridge. The existing skybridge network operates under a revocable (by City Council) public encroachment permit issued in 1969. Their construction pre-dates the City's 1982 adoption of the formal policy for approving above-, at- or below-grade "encroachments" into public ROW. Within Design Overlay zones such as this case, new or modified skybridges must be reviewed by the Portland Design Commission. This project proposes to remove a 107' segment and construct a new 7'-6" segment from the north side of the new addition in a slightly different location. In its 1982 Encroachment Policy, PBOT discourages new skybridges but provides the grounds for justifying such improvements. PBOT has reiterated the discouragement of skybridges in a more recent update of the Encroachment Policy. As noted on Page 45 of the document: "New skybridges are allowed on a limited basis, are now strongly discouraged, may require Design Review and must be approved by City Council." Design drawings demonstrate that the proposed segment will be of a transparent design (steel grate deck) providing a less visibly obtrusive standard for the future renovation of the entire system, should it be undertaken at a later date.

These guidelines are met.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.
B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.
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: These guidelines are primarily concerned with early consideration of and planning for good right-of-way design to provide a safe and interesting zone for pedestrians, while meeting a project's needs for access, lighting, street furniture, and building utilities. Further, this guideline may be satisfied by emphasizing the protected pedestrian zone of the sidewalk, building on an area's historic approach to the sidewalk and/or right-of-way, and integrating mechanical equipment into the overall building design. The project response to this guideline is:

- The project's furnishing zone on all frontages has a mix of trees, benches, bike racks and light poles separating pedestrians from cars. Existing parking on all abutting streets will maintain an effective separation from the pedestrian and vehicular traffic.
- Entry canopies at all retail bays fronting SW 6th Ave. and at the entries to the atrium from both plazas.
- Steel and glazed pergola mounted over the one-story mass fronting SW Broadway cantilevered over the sidewalk pedestrian through zone.
- Cantilevered elements of the new addition will provide weather protection for pedestrians.
    - Plaza A – SW Montgomery & 6th Ave (approximately 3,000 square feet). Overhead coverage of approximately 880 square feet (30%). Approximate height of coverage ranges from 10' at building wall to 36' in plaza.
    - Plaza B – SW Montgomery & Broadway (approximately 2,000 square feet). Overhead coverage of approximately 850 square feet (42%). Approximate height of coverage ranges from 15' at building wall to 40' in plaza.
- There are five existing trees adjacent to the property line on the western half of SW Montgomery Street that currently constrict the public sidewalk, so these must be removed. The City Forester has reviewed and agreed that their removal is necessary.
- Three feet will be added to SW Montgomery St sidewalk inside of the property line to accommodate for the heavy flow of pedestrians.
- An integrated lighting system has been incorporated into the project's overall design to provide safety and to provide way finding and enhance the architectural elements of the buildings.
- Mechanical equipment is kept away from pedestrians and located within a mechanical penthouse, and is well-integrated into the overall building design.
- The atrium creates connections between the retail units, the interior multi-function space and the entry plaza with ample seating and gathering places.
- The large expanses of clear glazing at the atrium will allow views into the main entry and sensitive detailing of the window wall system including operable components will ensure natural ventilation.
- Seating is included along the Montgomery St frontage near the corners of the new addition.

Ground level building detailing, proportions, materials, interior space configuration, and entries with canopies and cantilevered building coverage will induce conditions

supportive of pedestrian interest, activity, and safety. There are existing street trees at the curb edge along all four street frontages that will be retained with one exception at SW Montgomery as noted. Along SW 6th Avenue, the continuous existing planter will remain. All of these features separate the sidewalk from the streets promoting a sense of urban enclosure and protecting pedestrians from on-street bicycle and vehicular traffic. At the final Design Commission hearing, the Commission determined that an additional bench in the main plaza (near the entry to the ground floor flex space) would provide another potential student gathering space inducing greater plaza vitality.

Therefore, with a Condition of Approval that a bench be added to the main plaza near the entry to the ground floor flex space, these guidelines are met.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.
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: This guideline seeks to ensure that open spaces receive sunlight, are activated by adjacent ground floor program, provide different functions at different times of the day and week, and are configured in a variety of sizes and shapes**.** The project responds to this guideline by orienting building elements such as main entrances and spill-out to the two entry plazas as follows:

- Ground level design details within each plaza such as stormwater features, and seating and gathering areas that are well-integrated with the abutting street edge at the plazas and the SW Montgomery St frontage.
- The entry plazas are oriented in order to receive sunlight during significant portions of the day. Eyes on the courtyard from the adjacent classroom/lobby spaces and retail units will allow for eyes-on throughout the day and night.
- Entrances to both buildings' active ground floor areas.
- Provides a seating and gathering amenity with direct access from the plaza.
- The simply composed plaza design composed of a diverse material palette will create functional spaces with seasonal variety.

Pursuant to Design Commission comments (July 23 and August 6, 2015 hearings) regarding plaza activation, the project orients active ground floor area (multi-function space + entries) to the west edge of the primary plaza. This adjacency has the potential to create spill-out of classroom activity into the forecourt area of the main plaza thereby partially meeting these guidelines. However, pursuant to Design Commission comments regarding glazing the ends of the wood trays on the east and west elevations, the applicant responded by adding slatted glazing to these elevations in limited locations. Staff is concerned that the slatted glazing may not provide the degree of transparency sought by Commission to fully enhance the adjacent plaza.

Therefore, with a condition of approval that glazing (with operable shade screens) be added to each level of the east and west facades of the pavilion trays (12% of each building face), these guidelines are met.

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Findings: Well integrated all-weather protection in the form of cantilevered building elements and canopied entries at the three retail bays is provided in the new addition and over the two entry plazas. Total ground floor weather protection exceeds 65% of the entire frontage. At the August 6, 2015 hearing, the Design Commission determined that the canopies shall be of the same material (stainless steel) as the ground floor cladding.

Therefore, with a condition of approval that the canopy structures at the two primary atrium entries be clad in stainless steel to match ground floor cladding on the renovation, this guideline is met.

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

Findings: The only grade change of significance at an entry point is the SW Broadway oriented atrium entry. Steps and an ADA ramp provide direct accessibility to the public sidewalk. Steps to the north of this entry accommodate the 3' grade drop to the corner retail entry. All other entries are on-grade and according to the PSU Accessibility Committee, maintaining connections to the existing skybridge system is also a critical component of retaining the SBA's and other campus buildings' barrier-free design.

This guideline is met.

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

Findings: The primary outward view opportunities from the atrium are to the northeast toward the Urban Center Plaza and to the southwest toward the West Hills. Exterior decks on the eco-roofs are oriented to these views as well. PSU's goal for greater visibility within the urban landscape is addressed by removing the existing solid brick wall of the School of Education on SW Broadway and replacing it with large punched windows.

The atrium program is publicly oriented to maximize opportunities for interaction and maintain activity. Similarly, views of the SW 6th Ave retail activity are maximized by means of large storefront windows. And, the transparent glass atrium maximizes the view into and through the SBA which invites the community into the building and maximizes the connection to the city. Multiple interior bridges crossing the atrium will give the occupants opportunities for outward views as well.

This guideline is met.

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

Findings: This guideline encourages building designs that successfully continue Portland's tradition of design quality and permanent construction. This guideline can be accomplished by developing buildings and using methods and materials that promote permanence and express skilled craftsmanship -- examples include using materials and methods that create a high level of textural detail, using design strategies to reduce the scale of larger buildings at the street level, and creating building facades that provide a range of visual experience and that promote a sense of place. The project responds to this guideline with the following material palette:

- **New Addition**. Using *Alaskan Yellow Cedar* for the primary exterior siding of this

building is an intentionally bold and unique statement. The wood will be installed over a rain-screen allowing the wood to breathe on both sides and to gray out intentionally over time with minimal need for surface maintenance.

- **Renovation**. At the August 6, 2015 Design Commission hearing, the Commission determined that the proposed Board-Form Concrete and Morin Chevron metal cladding at the base of the renovation would not meet guidelines for quality and permanence of materials, and that these materials shall be replaced with stainless steel.

Therefore, with a Condition of Approval that the one-story volume fronting SW Broadway and a portion of Harrison St, and the ground floor (up to a height of at least 6') shall be clad in stainless steel fabricated to match the Morin W12 chevron pattern metal panel with concealed fasteners and a mill finish used elsewhere on the renovation this guideline is met.

C3. Respect Architectural Integrity. Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.
C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings: This guideline is focused on proportion, scale, rhythm, and detailing that complement, while adding to existing context. The proposed project seeks to complement existing buildings through the innovative use of the local design vocabulary, while integrating new form and materiality.

Existing buildings in the vicinity are similar in height and massing to the existing SBA building. Predominantly, they are heavy, squat and boxy buildings with poor ground floor connectivity to exterior public space. To create a project that will meet goals for increased visibility, the applicant proposed a design that contrasts with convention while using materials and construction techniques that are common to the Central City. The project's three primary components – the renovation, new addition, and glass atrium all take their cues from different eras of construction observed in and around the University District. Each building has been designed to complement the different styles of architecture already existing in this portion of the neighborhood, and each is scaled to complement the variety of the mid-rise massing already existing near the site. Specifically, the project complements the context of existing buildings by using and adding to the local design vocabulary as follows:

- The renovation uses the predominant design vocabulary of the Central City in massing, opening proportions, and materials interpreted with modern details such as a non-uniform punched window expression.
- The new addition does not mimic context, but instead complements the renovation – the effect being a juxtaposition of the old and the new – with the innovative use of materials that adds to the local design vocabulary such as dramatic variations in massing, use of dramatic window wall expanses, and the use of wood above grade.
- The glass atrium's canted east face and vast expanse of oblique glazing will bring needed transparency to remedy what is currently an overly shaded north-facing open space. The full building height interior volume will draw views inward to the core of the project, while the mullion pattern will mediate between the renovation and new addition.
- Some active ground floor program, unique to the University District (predominated by internally focused institutional buildings), will incrementally contribute to bringing the neighborhood into greater compliance with guildelines.

The project's unified overall plan, ground plane treatment and building design satisfies these guidelines because it uses a contextual vocabulary creatively combined to complement the context of traditional campus while diversifying its language. In so doing, this design enriches the urban fabric and truly does complement the existing context.

These guidelines are 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: This guideline is primarily concerned with balance – buildings that have balanced all of the competing design considerations – expressed structure and program, exterior cladding, roof systems, window and door patterning, ground plane elements – create coherent compositions. Specifically, the project seeks coherency through a three-part, self-referenced parti as follows:

- the renovation creates a foil for the shifting and sliding wood volumes of the proposed addition;
- corner-oriented glazing on the renovation inflecting toward the entry forecourt;
- the sloped atrium serves as a void allowing the two solids to stand apart, while complementing each other through mullion pattern alignment; and,
- the new addition as emergent green-capped wood volumes stepping down and away from the renovation to the more organic ground plane.

As a distinct three-building composition, the overall design conveys self-reference in subtle ways – unifying horizontally-oriented metal and wood cladding, window volumes, mullion spacing and cantilevers, and an overlapping color palette. In response to Design Commission comments, the Applicant has better resolved design details reinforcing overall coherency including the following:

- The board form concrete and the metal siding on the existing building, and the wood siding on the new addition both run horizontally with common vertical dimension at approximately 4".
- In bulk and form, the renovation expresses the heavy solidity and institutionalism of a traditional campus building – a compact solid with punched openings – alluding to the project's origin. As a primary cladding material, the corrugated metal panel (exposed fasteners) has been replaced with a chevron patterned heavy Morin metal panel (backed with concealed fasteners.)
- Replacement of metal cladding on the one-story volume on the renovation (oriented to Harrision St and Broadway) with board form concrete.
- Commonality in ground floor glazing volumes, mullion patterning and recessed entries.
- Well resolved color coordination between metal and wood (considering graying with age.)

This guideline is 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 massing and programming of the new addition reinforce the essential value of public place-making within the ROW at the SW Montgomery St intersections with Broadway and 6th Ave. The layered horizontal "trays" of the new addition both step

down to, and are cantilevered over, the two eroded corner plazas. Multiple strategies are in play to ensure that these eroded spaces become vital places that draw people throughout the day and evening. Spill-out retail, seating, landscaping, bike parking and multiple entry points will play a significant role in drawing pedestrians into the building and generous glazing will allow views into interior spaces as well as ambient lighting of exterior space in the evening.

The southwest corner (SW Broadway/SW Harrison Street) is occupied by the School of Education, which has created a very hostile pedestrian environment especially on SW Broadway. Serving along PSU's main north/south spine SW Broadway, this west façade segment presently has a windowless brick wall for approximately 100'. The proposed renovation will replace the brick with board-form concrete, increase fenestration and add a canopy along this frontage. Though no building entries are proposed for this length of frontage, this is a significant improvement over current conditions.

The southeast corner (SW 6th Avenue/SW Harrison Street) will feature a main entrance to the existing SBA oriented to line up with the new interior lobby running northward through the building to the new atrium. In doing so, the plan proposes a 4,500-gsf retail space that can be subdivided into as many as three separate leaseholds or retained as a single use. This enlivens SW 6th Avenue, which is a Regional Transit way.

This guideline is met.

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

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

Findings: The sidewalk level of the renovation proposes storefront-type glazing at all the retail spaces along SW 6th Avenue, in contrast to the smaller "punched" windows above in the existing building. The base of the new addition is almost entirely glass to create the impression of "floating trays" over the landscape. This expansive glazing wraps the corner of SW Broadway/SW Montgomery Street and orients to public space. Due to floor level differences at this corner, the retail space will feature additional interior volume (approximately 3'). Both entry plazas are sized sufficiently enough to support significant spill-out activity, independent programming while also meeting stormwater needs. To maximize flexibility, a majority of the retail space has been grouped together on SW 6th Ave. The 4,500 square-foot space can be stand alone or demised into independent 1,500 square-foot spaces.

These guidelines are 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 new connection to the new addition will be closer to SW Broadway, but will be much shorter and less prominent than the current 107.5' connection to the east. Preliminary design drawings indicate that the new connection will contrast from the original bridge design through the use of a more transparent perforated metal instead of concrete. Because the new segment of the existing campus-wide skybridge system lies within the public ROW (approved in revocable permits by the Portland Bureau of Transportation) an Encroachment Review is required, for which the Applicant has

applied. The project will result in the decrease of overall skybridge length (107.5' to 7.5') and the new design will be less visibly obtrusive. No utilities are proposed within the new skybridge connection.

This guideline is met.

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: The concept for the new addition is a series of horizontally layered landscaped trays that conceptually "lift" the greenery from SW Montgomery Street up onto the rooftops. Each level includes some amount of eco-roof, most with accessible outdoor terraces, including the Level 4 roof that engages with the proposed skybridge connection and a large 5th floor roof terrace for special events. Additionally, the glass atrium roof is opaque (standing seam metal) in order to conceal mechanical ducting from which will eliminate the need for rooftop units on the new addition. These measures maximize the potential to integrate form with function and provide a central feature of the on-site stormwater management system (augmentint at-grade stormwater planters.)

This guideline is 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: This guideline can be accomplished by using exterior lighting to enhance the pedestrian environment and highlighting important architectural elements of the building. The proposed lighting program for the project will enhance the pedestrian environment, identify entry points, provide ambient light, accent the landscape, define building edges, and define circulation. These goals have been achieved through a combination of pedestrian-oriented lighting strategies including downcast flood lighting in security critical areas such as entry plaza spaces. Low-level ground plane illumination, integrated landscape accent lighting, wall surface mounted downlighting of building faces and corners and in-grade lighting of planters and seating. No roof-top lighting has been specified at the roof terraces on the new addition. Overall, the exterior lighting approach illuminates the buildings, landscape, and gathering spaces with well-concealed fixtures that will hide fixtures, minimize light throw-back, and not dominate the night sky.

This guideline is 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.

Findings: There will be one or two PSU building identification signs on the existing building. There will be signage at each of the retail tenant storefronts. There may also be an exterior building-naming signage. At this time, it is anticipated that all of these signs will be less than 32 sf each.

Therefore, signs are not subject to Design Review and this guideline does not apply.

(1) MODIFICATION REQUEST (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.

Two (2) Modifications are required for **1. Transit Street Main Entrance (33.130.242);** and, **2. Required Building Lines (33.510.215).**

1. **Transit Street Main Entrance (33.130.242)** – Main entrance must be within 25' of a designated Transit Street. The proposal is for the main entrance (oriented to the plaza at the corner of SW 6th Ave and Montgomery St) to be 33' from the nearest designated Transit Street (SW 6th St.)
   Criterion A: ***Better meets design guidelines.*** *The resulting development will better meet the applicable design guidelines.*

   Findings: The main entrance to the expanded facility is to be located in the northeast corner and provides entry into the new atrium knitting together the existing building and new atrium. Considering the basic architectural parti of the new addition, there is only enough additional programming need to justify approximately 36,000 square feet of new addition which is to be placed more or less in the center of the northern half of the site as a bridge between the renovation and the new addition.

   The remainder of site area has been designed as publically accessible open space in the form of two entry plazas. The public amenity value is (1) invite users into the building; (2) provide lively outdoor interactive space that extends the educational, collaborative and social functions undertaken in the building; and (3) create juxtaposition to the large Urban Center Plaza on the other side of SW 6th Avenue to enhance PSU's open space system. As a result, the direct connection from the doorway to the property line will be 33' instead of the required maximum of 25'. Providing the entrance an additional 8 feet beyond the standard better meets the following guidelines:

   A 8: 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.*

   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.*

   B4: PROVICE STOPPING AND VIEWING PLACES
   - *Provide safe, comfortable places where people can stop, view, socialize, and rest.*

   B5: MAKE PLAZAS, PARKS AND OPEN SPACES SUCCESSFUL

- *Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces*

The proposed plaza is an integral part of the design and function of the proposed project, and because PSU is a public institution, the space is in the public realm. Because it promotes both visual access and a variety of pedestrian amenities that permit users and other passersby to "stop, view, socialize, and rest", the design and size of the plaza is a better design solution even though it places the main entrance slightly further, just 8' more than the maximum 25' from the property line on SW 6th Avenue. This is in response to the direction provided in Guidelines A8, B1, B4 and B5. Additionally, while the only the proposed renovation/expansion is subject to Design Review, the building's place in the larger university context cannot be ignored. The PSU campus generates significant transit use, and the precise placement of the entry to the SBA will not alter PSU related transit use.

This criterion is met.

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

Findings: According to Section 33.130.242(A), Purpose, for the 25' maximum distance for the building/sidewalk connection:
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.

The intervening plaza is a pedestrian amenity in itself that both provides excellent visual connectively from the street and transit facilities to the building's main entrance and functional, pedestrian-friendly amenities. That this results in a direct-line connection of 33' rather than 25' is an insignificant difference.

This criterion is met.

2. Required Building Lines (33.510.215) – Buildings must be within 12' of the property line for 75% of the lot. The proposal for buildings within 12' of the property line is 52% on SW 6th Ave and Broadway, and 35% on SW Montgomery St.
Criterion A: *Better meets design guidelines.* *The resulting development will better meet the applicable design guidelines.*

Findings: The 36,500-gsf of new addition with ground-floor footprint of 10,460 sf provides an opportunity to fill the remainder of the of the site (approximately 10,000 square feet) with public amenity design to enhance streetscape vibrancy, reinforce the pedestrian system and provide places for people to socialize. The project embraces that opportunity with two entry plazas and an enhanced SW Montgomery Green Street condition. These spaces on will be significant enhancements to the public green infrastructure unique to the PSU campus. Contributing this amount of useable, pedestrian-friendly open space that both enhances the building and the entire campus better meets the following guidelines:

A 8: CONTRIBUTE TO A VIBRANT STREETSCAPE

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

B1: REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

- *Maintain a convenient access route for pedestrian travel where a public right–of–way exists or has existed.*

B4: PROVICE STOPPING AND VIEWING PLACES

- *Provide safe, comfortable places where people can stop, view, socialize, and rest.*

The design of the new addition on the northern half of the site is a function of the programming and optimum building design. In this case, these considerations call for a five-story building atrium with a 10,460-sf ground-floor footprint that does not permit the building atrium to extend at least 75% of the west, north and east facades. The portions of the site, the northwest and northeast corners, will be developed as attractive urban plazas that compensate for the fact that the building's facades do not extend all the way to the all three streets. Driven as it is by function and design, the resulting development will better meet the applicable design guidelines, in this case, Guidelines A8, B1 and B4.

This criterion is met.

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

Findings: According to Section 33.510.215 (A), Purpose: "Required building lines are intended to enhance the urban quality of the Central City plan district." However, this is not the only aspect of design that creates "urban quality". The two proposed urban plazas in the northeast and northwest corners, respectively, respond to direction provided in Guidelines A8, B1 and B4 and are appropriate for a campus like setting.

This criterion is met.

(2) 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:

1. 33.266.310 *Loading Standards* – to reduce the number of required on-site loading spaces from one to zero.

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

Findings: The purpose of the Loading Standards states: *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.

Considering SW 6th Ave is classified as a Major Transit Priority Street, and all four abutting streets are parking access restricted streets, opportunities to access on-site parking and loading are severely limited at this site. On large institutional campuses, deliveries/warehousing are centralized functions from which materials and supplies are dispatched to intra-campus buildings. This is the case with this project where the current SBA/School of Education has no dedicated loading facilities and where no such facilities are planned for the renovated/expanded facility. Since the existing and expanded building are served by a centralized facility, the Adjustment meets the purpose and intent of the regulation. PBOT and BDS staff have determined that centralized loading would better serve the project as a whole than would the requirement for on-site loading.

This criterion is met.

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

Findings: The site is located in a Commercial (C) zone and is consistent with the desired character of the area which includes the allowance of mixed-use developments. Retail and educational uses are acknowledged as the central focus of the district and the distribution function of buildings is recognized as an important operational trait that should be accommodated and acknowledged. Incorporating loading within existing centralized loading areas allows this function to be part of the visible activity of the building.

This criterion is met.

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: Only one adjustment is requested. *This criterion is not applicable.*

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

Findings: There are no city-designated scenic or historic resources on this site. *This criterion is not applicable.*

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

Findings: Staff does not anticipate any significant impacts from the proposed adjustment. Staff notes that, in this particular case, a campus centralized loading program serves as the mitigation to introducing an on-site loading space that could result in negative impacts to traffic patterns on four of the City's busiest streets. In addition requiring an on-site loading space could result in the need for additional adjustments, such as allowing access on a parking-restricted street and potentially allowing reverse motion along a MAX line. Staff believes the proposal for centralized loading is the most desirable of these potential scenarios.

This criterion is met.

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

Findings: This site is not within an environmental zone. *This criterion is not applicable.*

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. Per findings described in this Staff Report and Recommendation, Staff finds that the Applicant has sufficiently responded to all concerns raised by Commission at the land use hearings. Most significantly, pursuant to Design Commission comments the ground floor program now orients active use (multi-function space including entries and glazing) to the plaza thereby meeting guidelines B5 and C6 ensuring the success of the projects public spaces. ***Therefore, this project warrants full approval with Conditions A-F below.***

Major Encroachment Permit Application. To make way for the new addition, the applicant proposes to demolish an on-site portion of the existing sky bridge (approximately 107.5 linear feet) connecting the SBA building northward to the east-west oriented sky bridge within the Montgomery St right-of-way. Upon completion of the new addition, the applicant proposes to construct a new sky bridge (approximately 7.5 linear feet) extending from the north façade (approximately 20' east of the western property line) to the sky bridge within the Montgomery St right-of-way. Construction of the new sky bridge segment requires as a Major Encroachment Permit subject to City Council review. The Applicant has submitted a complete Major Encroachment Review Application (May 13, 2015) which was prestened to the Design Commission for review and comment under a separate cover at the July 23, 2015 hearing. The Design Commission unanimously recommended the City Engineer recommend approval of the Type I Skystructure major encroachment to the City Council.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for

Approval of the following Modification requests:
1. **Transit Street Main Entrance (33.130.242)** – Main entrance must be within 25' of a designated Transit Street. The proposal is for the main entrance (oriented to the plaza at the corner of SW 6th Ave and Montgomery St) to be 33' from the nearest designated Transit Street (SW 6th St.)
2. **Required Building Lines (33.510.215)** – Buildings must be within 12' of the property line for 75% of the lot. The proposal for buildings within 12' of the property line is 52% on SW 6th Ave and Broadway, and 35% on SW Montgomery St.

Approval of the following Adjustment request:
1. **Quantity of Loading (33.266.310.C.)** One (1) Standard A loading space is required on site. This requirement is based on the new square footage proposed. The existing site has no

loading which is an existing non-conforming situation. The applicant is proposing no (0) loading space on site.

Approvals per Exhibits C.1-C-63, signed, stamped, and dated August 17, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (A – F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE- Case File LU 15-129978 DZM AD. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. No field changes allowed.

C. A bench shall be added to the northeast plaza near the entry to the ground floor flex space.

D. Twelve (12%) glazing shall be added to levels 2 and 4 of the east façade and levels 3 and 5 of the west facade of the pavilion trays and may include fully operable wood screens (to match wood used elsewhere on the pavilion.)

E. The one-story volume fronting SW Broadway and a portion of Harrison St, and the ground floor (up to a height of at least 6') of the renovation shall be clad in stainless steel fabricated to match the Morin W12 chevron pattern metal panel with concealed fasteners and a mill finish used elsewhere on the renovation.

F. The canopy structures at the two primary atrium entries (Exhibits C.4-7) shall be clad in stainless steel to match ground floor cladding on the renovation (per Condition of Approval E.)

==========

By: _____
David Wark, Design Commission Chair

Application Filed: March 6, 2015 Decision Rendered: August 6, 2015
Decision Filed: August 7, 2015 Decision Mailed: August 20, 2015

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on March 6, 2015, and was determined to be complete on March 20, 2015.

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 March 6, 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 requested an

Evidentiary Hearing and waived their right to a decision within 120 days. Therefore, the review period was extended by full 245 days expiring on November 17, 2015.

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval is subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on September 3, 2015 at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 2:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 2:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to City Council on that issue. Also, if you do not raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.
If this Land Use Review is approved the final decision 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.

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.

Jeffrey Mitchem
August 17, 2015

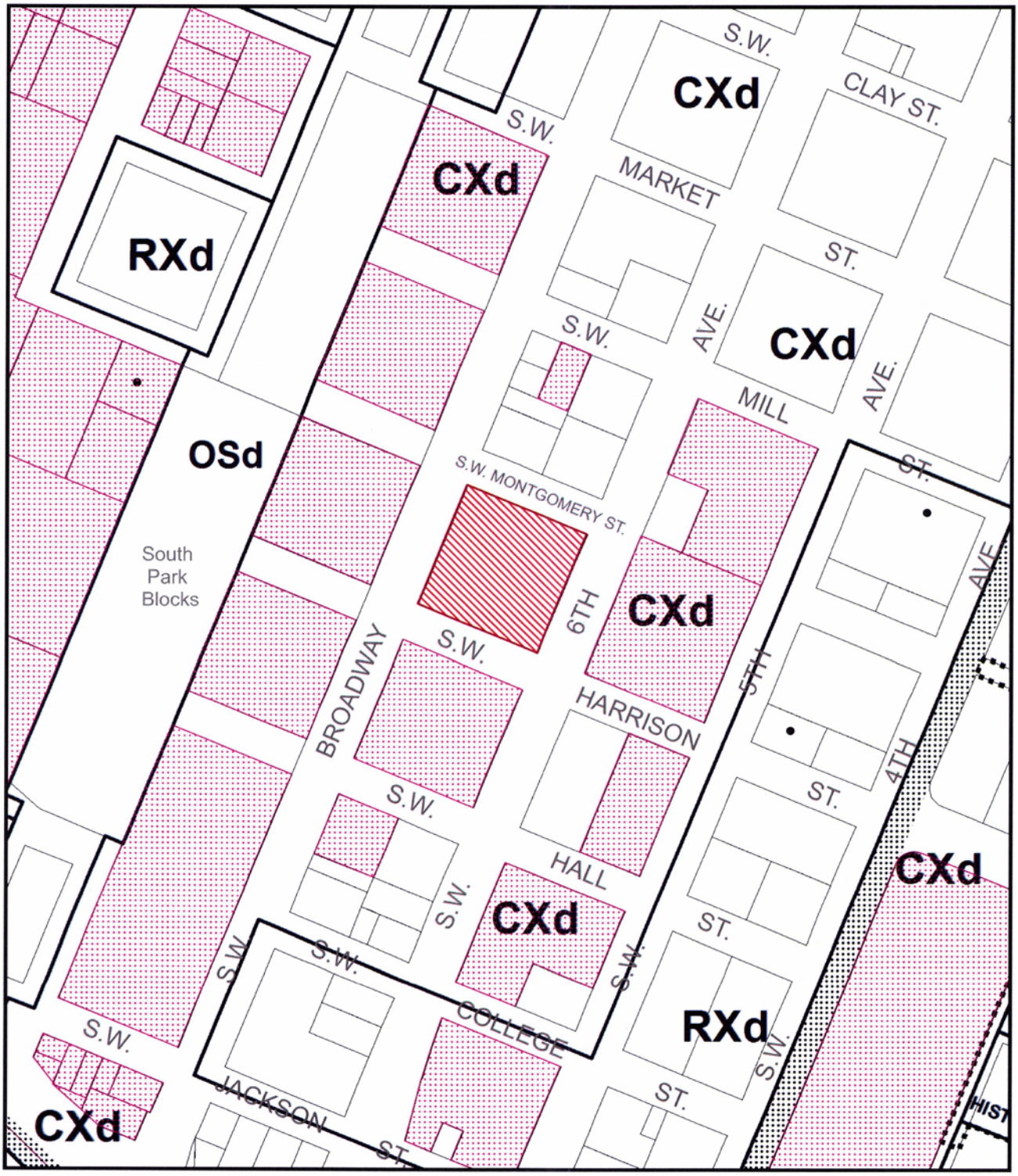
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

EXHIBITS – NOT ATTACHED UNLESS INICATED

A. Applicant's Statement
   1. May 6, 2015 Narrative and Plans
   2. July 7, 2015 Narrative and Plans
   3. Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 Days

B. Zoning Map (attached)
C. Plans & Drawings
   1. July 31, 2015 – Design Development Drawing Set (C.1-C.63)
      Sheet C.1, Rendering (attached)
      Sheet C.2, East Elevation (attached)
      Sheet C.3, Plaza Plan (attached)
      Sheet C.10, Ground Floor Plan (attached)
      Sheet C.17, North & East Elevation (attached)
      Sheet C.18, South & West Elevation (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. Life Safety Plans Examiner
   2. Site Development Section of BDS
   3. The Fire Bureau
   4. The Bureau of Environmental Services
   5. The Bureau of Parks-Forestry Division
   6. The Portland Bureau of Transportation
F. Letters
   1. None
G. Other
   1. Original LUR Application
H. Hearing
   1. Staff Report and Recommendation to the Design Commission (May 21, 2015)
   2. Staff Report and Recommendation to the Design Commission (July 23, 2015)
   3. Staff Report and Recommendation to the Design Commission (August 6, 2015)
   4. Request for Extension of 120-day Review Period with a Continuation Hearing (May 22, 2015)



ZONING

Site

Also Owned

Historic Landmark

NORTH

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

File No. LU 15-129978 DZM,AD
1/4 Section 3228
Scale 1 inch = 200 feet
State_Id 1S1E04DA 5400
Exhibit B (Mar 10,2015)

Exterior Rendering Option 3
6th Avenue & Montgomery
FIGURE V-2H
Revised 07-31-15

"Approved"
City of Portland
Bureau of Development Services
Planner
Date
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

LU 15-129978 DZM AD
EXH
C.1

East Elevation

Addition of Sliding Glass Doors into Multi-purpose Room

FIGURE V-J1

Revised 07-31-15

Approved
City of Portland
Bureau of Development Services
Planner
Date 9/17/15
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

LU 15-129978 DZM AD

C-2

PLAZA ACTIVITY DIAGRAM

STUDENT GATHERINGS

FIGURE V-T2

Revised 07-17-15

City of Portland
Bureau of Development Services
Planner
Date
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.

LU 15-129978 DZM AD C.3

SRG | BERNISCH ARCHITEKTEN

Portland State UNIVERSITY

Portland State University
School of Business Administration
100% DESIGN DEVELOPMENT
615 SW Harrison Street, Portland, OR 97201

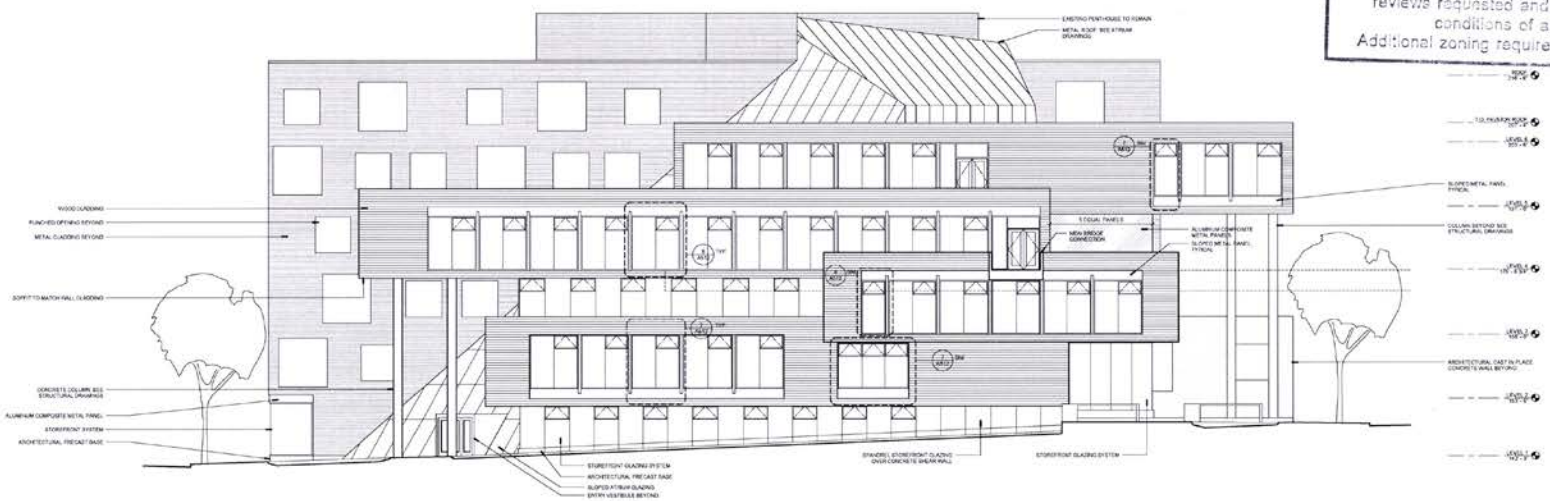
A101

Approved
City of Portland
Bureau of Development Services
Planner
Date
* This approval applies only to the reference drawing(s) cited and is subject to all conditions of approval.
Additional requirements may apply.

LEVEL 1

LU 15-129978 DZM AD C.10

Approved
City of Portland
Bureau of Development Services
Planner
Date 5/17/15
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.



NORTH ELEVATION

EAST ELEVATION

LU 15-129978 DZM AD C.17

SRG | BEHNISCH ARCHITEKTEN

Portland State University

Portland State University
School of Business Administration
100% DESIGN DEVELOPMENT
615 SW Harrison Street Portland, OR 97201

100% DESIGN DEVELOPMENT

Drawing Title
BUILDING ELEVATIONS

Revisions
No. Description Date

Drawn by
Author
Checked by
Checker
Date
3/23/2015
Project No
315017
Consultant Project No
Owner Project No
Drawing No

A201

3/23/2015 5:00:25 PM

2 SOUTH ELEVATION
A202 1/8" = 1'-0"

1 WEST ELEVATION
A202 1/8" = 1'-0"

Approved
City of Portland
Bureau of Development Services
Planner
Date 3/17/15
* This approval applies only to the reviews requested and is subject to all conditions of approval.
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SRG | BEHNISCH ARCHITEKTEN

Portland State University

Portland State University
School of Business Administration
100% DESIGN DEVELOPMENT
615 SW Harrison Street Portland, OR 97201

100% DESIGN DEVELOPMENT

Drawing Title
BUILDING ELEVATIONS

Revisions
No. Description Date

Drawn by
Author
Checked by
Checker
Date
3/23/2015
Project No
213865
Consultant Project No
Owner Project No
Drawing No

A202

LU 15-129978 DZM AD

C.18

3/23/2015 5:00:22 PM