



City of Portland, Oregon
Bureau of Development Services
Land Use Services

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MEMORANDUM

Date: July 22, 2015
To: Design Commission
From: Kara Fioravanti, Land Use Review, 503-823-5892
Re: EA 15-123301 DA – Center for Health and Healing South
Design Advice Request – July 30, 2015 hearing

Project Summary

The applicant has submitted a written response to DA#1 and a DA#2 PowerPoint printout for a multi-block project undergoing a Design Advice Request (DA). The July 30th hearing will be the 2nd DA hearing on this project. (The 1st hearing was held on April 23, 2015 –summary notes are included.) The project is OHSU's Center for Health and Healing South (CHH South) in the South Waterfront sub-district of the Central City Plan District. The proposal includes 2 new buildings, one on Block 28 and one on Block 29.

- **BLOCK 29** (*SW Moody, Whitaker, Bond and Curry*) will be a new Ambulatory Hospital constructed on top of an existing underground parking garage. This proposed building will be connected to the existing CHHN North directly north of Block 29 via a 2-story **skystructure** (at levels 3 & 4) over SW Whitaker Street, at the intersection of SW Whitaker and SW Bond. The garage access will remain on SW Whitaker. A proposed **vehicle drop-off** is still proposed off of SW Curry Street, the north edge of Caruthers Park.
- **BLOCK 28** (*SW Bond, Whitaker, River Parkway and Curry*) will be a new mixed-use structure, including retail, office, conference center, and service on the ground level; 5 levels of **above-grade parking**; and 5 floors for a guest house atop the parking. Parking access will be from SW Whitaker and loading access will be from SW River Parkway.

Areas for discussion on July 30, 2015

- **Skystructure** – One skystructure was removed from the project. The one remaining will be reviewed by the Design Commission on July 30th after the DAR proceeding. A Staff Recommendation for your consideration is provided under separate cover. The Design Commission is required to forward a Commission Recommendation to the City Engineer on the proposed skystructure.
- **Vehicle drop-off** – An on-site vehicle drop-off was highly discouraged at the first hearing. The proposal still includes an on-site drop-off with frontage on SW Curry, which is the north edge to Caruthers Park. There has been 3 months of analysis done on the circulation needs of the project and the existing infrastructure. The applicant is prepared to present the studies and PBOT staff will be available at the hearing. The Commission is expected to discuss the approvability of an on-site drop-off and, if approvability can be found, comment on the design proposals.
- **Above-grade parking** – Above-grade parking was also highly discouraged at the first hearing. It can be a dead space in our urban fabric. The proposed garage is at the corner of Caruthers Park, and views of the garage will be extensive. The Commission is expected to discuss the approvability of 5 floors of above-grade parking and, if approvability can be found, comment on the design direction, including the screening materials.
- **Building architecture** – General comments on the contextual response, material choices, diversity in design.
- **Ground level program** –
 - ✓ The program needs of these buildings are extensive, but our City streets should be activated by ground level uses.
 - ✓ This project is associated with a 2-block below-grade parking garage and 5 levels of above-grade parking and loading needs will be significant. With these vehicle intense uses, how can the project limit impacts on the pedestrian realm?
- **Expected Modifications** –
 1. SW River Parkway and SW Moody are Access Restricted Streets, but loading access is proposed at River Parkway and an Ambulance bay is proposed at SW Moody.

2. SW Curry is a Required Building Line and Ground Floor Active Use Street (standards copied below), but an on-site drop-off is proposed.
3. Ground Floor Windows *might* not be met at SW River Parkway (Block 28) and Whitaker (Blocks 28 and 29).
4. Buildings taller than 75' have a maximum north/south dimension limit of 125'. The parapets of both podiums (which have a 200' north/south dimension) are 75' tall, but the glass guardrails result in a building height a few feet taller than 75'.

Approval Criteria

The design review approval criteria are the Central City Fundamental Design Guidelines and the South Waterfront Design Guidelines (copies attached).

Two of the Standards needing Modifications:

33.510.215 Required Building Lines

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

D. Building line standards.

1. *New development must comply with either Subparagraphs a. or b. below. Exterior walls of buildings designed to meet the requirements of this paragraph must be at least 15 feet high.*
 - a. *The building must extend to the street lot line along at least 75% of the lot line; or*
 - b. *The building must extend to within 12' of the street lot line for 75% of the lot line. Except in the South Waterfront Subdistrict, the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places." In the South Waterfront Subdistrict, the space between the building and the street lot line may contain landscaping if one of the following is met:*
 - (1) *The proposed landscaping must meet the L2 standard;*
 - (2) *The proposed landscaping must meet the landscaping regulations of 33.510.253.E.7. that apply to subarea 3 of the South Waterfront Greenway Area. However, trees are not required; or*
 - (3) *BES approval. The applicant must submit with the application for a land use review a letter from the Bureau of Environmental Services stating that the landscaping meets the guidelines of the Stormwater Management Manual.*

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.*

C. Ground floor active use standard. *Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A., above. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space.*

Areas designed to accommodate active uses must meet the following standards:

1. *The distance from the finished floor to the bottom of the structure above must be at least 12';*
2. *The area must be at least 25' deep, measured from the street-facing facade;*
3. *The area may be designed to accommodate a single tenant or multiple tenants, meet ADA; and*
4. *The street-facing facade must include windows and doors.*

D. Parking restriction in the South Waterfront Subdistrict.

1. *Purpose. The South Waterfront Subdistrict is intended to be a multi-modal, mixed-use, pedestrian-oriented neighborhood. Developments are anticipated to include larger site areas than in other parts of the Central City where ground floor active uses are applied. These larger sites afford greater flexibility in the planning and design of ground-level uses. Also, due to the larger block size, the potential impact of less-active uses, such as structured parking, along expanses of street-facing facades is greater. Disallowing parking in ground floor active use areas lessens this impact. It also encourages either the provision of active building uses at the time of initial construction or a quicker transition from less-active to more active uses. This provision will encourage and maintain a pedestrian-oriented street environment of exceptional quality that is safe, active with uses, and comfortable for residents, visitors, and others moving through the subdistrict.*
2. *Regulation. In the South Waterfront Subdistrict, vehicle areas are not allowed in the portions of a building that are required to meet the ground floor active building uses standard of Subsection C., above.*

Please contact me with any questions or concerns.