Multnomah County Central Courthouse Project

Staff Proposal to Planning and Sustainability Commission:

Amendment to Maximum Height Limit on Block 8, Portland,

March 28, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Multnomah County Central Courthouse Project

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I. Project Summary

Multnomah County is proposing to construct a new County Central Courthouse in Portland's Central Business District (CBD). The site selected for the proposed facility is Block 8, Portland, bounded by SW 1st Avenue and SW Naito Parkway between SW Jefferson and SW Madison Streets within the Downtown Subdistrict of the Central City (Figure 1). Construction of the replacement Multnomah County Central Courthouse (MCCCH or Courthouse) is a high priority project for the County and State. The need to replace existing, inefficient and under-sized facilities at 1021 SW 4th Avenue is urgent as the demand for justice services in Multnomah County is increasing.

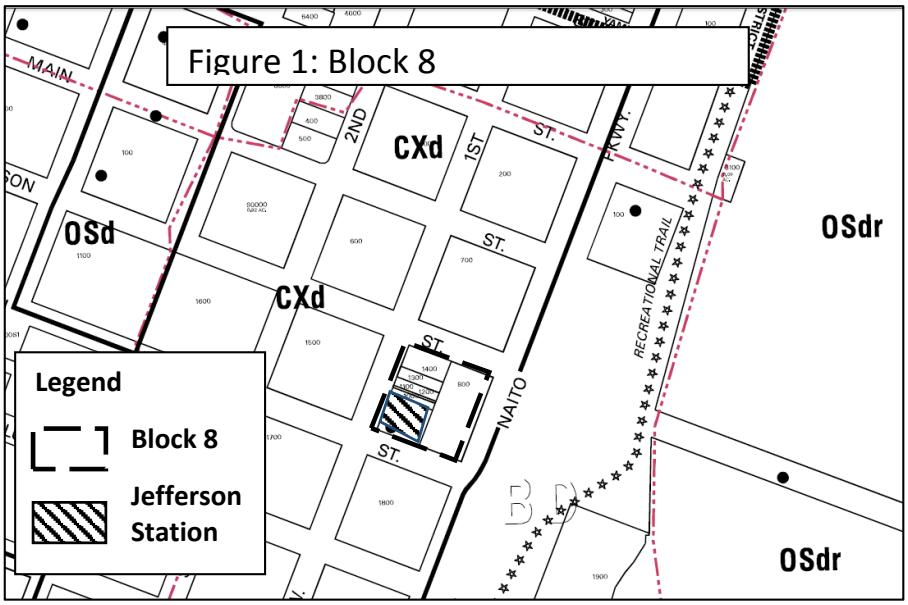


Figure 1: Block 8

The planned site for the MCCCH is subject to maximum height and floor area ratio (FAR) provisions contained in Chapter 510, Central City Plan District of the Portland Zoning Code. The existing maximum base floor-to-area ratio (FAR) is 9:1 (Map 510-2), with the potential bonus FAR of 3:1 through the use of various bonus and/or transfer options. The existing maximum height on the site is 200' (Map 510-3).

To accommodate all the MCCCH functions described in Section II of this report. the building will require up to an estimated 460,000 gross square feet (gsf). The landmark Jefferson Substation is located on the southwest corner of Block 8 and will be retained and incorporated into the courthouse design and programming. The building is on the National Register of Historic Places so floors cannot be added without impairing its historic character. The new Courthouse building, a 17-floor tower, will form an "L" shape around Jefferson Substation and will need up to 325' in height to accommodate the full space needs for the Courthouse.

Therefore, the Bureau of Planning and Sustainability (BPS) is proposing to raise the height allowance on Block 8 to a maximum of 325'.

The *West Quadrant Plan* (BPS, 2015) and the *Central City Concept Plan* (BPS, 2012) identify the area at the west approach to the Hawthorne Bridge for additional height in future planning efforts. It is anticipated that the *Central City 2035 Plan* (BPS, forthcoming) will implement these recommendations; however, the effective date of this implementation is delayed too far into the future for the MCCCH project, which must be under construction by the 1st Quarter of 2017 to meet the requirements for State funding. Section III of this report discusses this timing challenge and other planning efforts to demonstrate that the request for additional height is consistent with those efforts.

II. Background

1. Multnomah County Central Courthouse Needs Assessment

Completed in 1914, the historic MCCCH located on Block 58, which is bound by SW 4th and 5th Avenues between SW Salmon and SW Main Streets, has many deficiencies related to its age and configuration. The building does not comply with modern seismic, life-safety and disabled-accessibility codes. Additionally, the lack of separate access systems forces employees, incarcerated defendants, jurors and members of the public to share the same hallways. Mechanical and other systems are outdated and become more expensive to operate, maintain and repair with each passing year. Finally, the existing and projected need for space far exceeds what the current facility can accommodate, and several court-related functions have been placed in other locations.

The existing MCCCH is on the National Register of Historic Places, making it difficult to make exterior alterations or add floors without adversely affecting its historic character. Under the provisions of the *Portland Zoning Code* governing designated historic buildings, it would be very difficult to get approval to demolish the existing building and replace it with a modern facility. In any event, it would be difficult and costly to relocate the facility's court functions into temporary space without impairing the integrity of the County court system while the replacement facility is under construction.

Constructing a modern replacement MCCCH in a new location provides a number of advantages for the County court system. Operation of the existing facility during construction allows for continuity in meeting justice system needs. A state-of-the-art facility will comply with all modern seismic, life-safety and American with Disabilities Act (ADA) codes. Multiple access and circulation systems can be created that separate the public from staff, judges and defendants. Upon completion of the new building, the historic MCCCH building can be sold for adaptive reuse or renovated and used for other County functions, making it a valuable public asset and providing an avenue to protect its historic status.

To address current deficiencies and plan for increased demand for judicial services through 2050, a replacement courthouse needs approximately 460,000 gsf of space.[1] The new facility also presents the opportunity to co-locate several of the currently dispersed court-related functions. The replacement MCCCH will house multiple courts (Civil, Criminal, Family, Landlord-Tenant and Probate), District Attorney's Office, and space for Public Defenders and Sheriff, as well as support areas for staff, juries, defendants and the public. As the heart of the County justice system, the facility must present an image of dignity and solemnity that highlights transparency and public access. Further, it must be constructed to meet high standards for sustainability and energy efficiency in accordance with existing County policies.

Multnomah County has determined that the optimum location for the replacement facility is within the CBD, in recognition that it is the region's employment and governmental center and provides the maximum visibility and accessibility for the public and employees. After undertaking a site search, the County has identified Block 8, Portland Addition, at the west approach to the Hawthorne Bridge as the optimum site.

[1] To determine future programming needs, Multnomah County retained the National Center for State Courts (NCSC), the acknowledged experts in the design and operations of courthouses, to undertake programmatic and space analyses for the replacement courthouse. The findings can be found in *Multnomah County Programming and Space Final Report* (August 2014).

This prominent downtown location at the approach to the Hawthorne Bridge has been identified in the proposed *Central City 2035 Plan,* as a focal point for intensification of development; this is articulated in the *West Quadrant Plan*, adopted by City Council by resolution on March 5, 2015 (Resolution 37115). There is an existing City-owned SmartPark garage at SW 1st Avenue/SW Jefferson for the public's and judges' use across the street from the proposed site. Thus, no below-grade garage in the new facility will be required. The site is well-served by transit, providing significant opportunities for use of alternative modes by employees and the public. Three quarters of Block 8 was acquired for construction of the Hawthorne Bridge ramps and has been in County ownership since 1957. After extensive due diligence and public outreach, the County has acquired or is in the process of acquiring the majority of the remainder.

2. Summary of Previous Planning

City of Portland planning efforts over the past four decades have spurred the creation of the Tom McCall Waterfront Park and shaped downtown's urban form. The City uses building envelope limitations, (e.g., maximum height and bulk (FAR) standards), to shape the skyline, preserve public views, protect open spaces from shadows, and cluster related activities. The design review process, which is mandatory throughout the Central City Plan District, provides an additional way to evaluate the compatibility of new development with existing nearby development, including sensitive historic buildings and parks. Instead of focusing solely on the building's development envelope, design review is an integrated approach that provides iterative and collaborative design oversight.

Downtown Plan (1972). This major planning effort to envision a new future for Downtown Portland identified the area centered on Lownsdale Square, Chapman Square, and Terry D. Schrunk Plaza as the Government Center, a special subdistrict within the CBD extending to the waterfront that now contains a cluster of City, County and Federal buildings and functions. Policies in the plan focused on strengthening downtown's role as the center of office activity, including government functions; sought to protect historic resources and provide incentives for their adaptive re-use; and identified the waterfront as a public resource that would complement and contrast with the downtown core.

> Waterfront Long Range Goal E: Advocated for density regulations articulated in terms of height and bulk and specifically called for *"no high-rise buildings to be allowed on or near the waterfront which would constitute a barrier between the core and the river or which block important vistas."* Stipulated that the height of development should step down from the core to the river.

Central City Plan (1988). Expanding the geographic extent of the *Downtown Plan*, the *Central City Plan* (CCP) provides the policy framework for the establishment of the Central City Plan District and is the origin of the height, bulk (FAR), and bonus option regulations found in Chapter 33.510 of the Portland Zoning Code described in more detail below. Building upon the *Downtown Plan*, the CCP reinforced the step-down to the river with maximum heights of 460' in the core, dropping to 350', then to 200' on Block 8 and similarly-situated blocks, and then 35' in Waterfront Park. The CCP sought to reinforce the CBD's and Lloyd District's dominance as the region's government center. The plan also called for exploring a transfer-of-development rights program to protect historic landmark buildings from demolition.

Central City Concept Plan (2012, updated 2015). As the first step in a major update of the 1988 *Central City Plan*, this plan developed a broad policy framework and urban design directives to guide the development of updated policies and implementation tools for the Central City. It includes an emphasis upon economic, housing and social goals, Willamette River enhancement and urban design excellence. This MCCCH proposal supports the following Central City Concept Plan goals and policies:

Goal A: Focus on the Central City as the center of activity for "*both the city and the region for commerce, employment, arts, culture, entertainment, tourism, education and government"* with policies for supporting higher employment densities, maintaining adequate safety and security, and fostering a resilient Central City that is able to mitigate and respond to natural hazards.

Goal K: *"Encourage the development of diverse, high-density districts that feature spaces and a character that facilitate social interaction and expand activities unique to the Central City"* through the maintenance of significant public views, establishment of *"transitions between the Central City's denser, taller, and more commercial and industrial land uses and adjacent neighborhoods, while highlighting key gateway locations."* In particular, *"redevelop bridgehead sites to elevate the importance of these locations, link east- and west-side districts of the Central City, and create dynamic places that bring a diversity of residents, workers and visitors to the waterfront."* [Emphasis added.]

Goal M: A focus on human health in the urban center combines a desire for green building practices, energy efficiency, and access to active modes of transportation in proximity to services and employment.

West Quadrant Plan (2015). This recently adopted plan (March 5, 2015) adds to the direction of the *Central City Concept Plan* by specifying a number of additional goals, including: embracing development while preserving historic and cultural resources; incorporating design elements that make each area distinct; and addressing climate change by encouraging innovative buildings that can serve as a model of sustainable development. Plans for the Government Center and Hawthorne Bridgehead seek to leverage the area's government functions to accommodate new institutions with a target of adding more activity adjacent to the river. A discussion of building heights and public views in the plan contains a concept map showing building height at the downtown core limited to 460' descending to 325' on Block 8.

3. Existing Conditions, Zoning and Height Limits

The site of the proposed new MCCCH facility is located on Block 8, bounded by SW Madison and SW Jefferson Streets, between SW 1st Avenue and SW Naito Parkway.

CX Base Zone

Block 8 is zoned Central Commercial (CX) with the Design ("d") overlay. The CX base zone allows a broad range of retail, office, institutional and residential uses and

> *"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.* (Section 33.130.030.H)"

Government facilities such as courthouses are categorized as "Offices" and allowed by right in the Central Commercial (CX) zone.

Design Overlay

The Design ("d") overlay zone requires development projects to go through discretionary design review administered by the Bureau of Development Services (BDS). The design review process reflects the special consideration paid to new development and redevelopment in the Central City and "*promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural or cultural value."* The *Central City Fundamental Design Guidelines* are the design review approval criteria for the site and provide a nuanced tool for shaping building design. A proposed building must respond to specific direction within the guidelines to enhance the area's identity, strengthen gateways, complement existing buildings, enhance view areas, and integrate the river.

Historic Resource

The historic Jefferson Substation, which is located on the southwest corner of the site, is on the National Register of Historic Places and is, therefore, considered a designated historic landmark. Exterior alterations require a discretionary historic review to ensure that the historic character and values are considered and preserved when changes are made. Demolition of a landmark is only possible through a discretionary review approved by City Council. These regulations are contained in Chapter 33.445 of the Portland Zoning Code.

Central City Plan District: Maximum FAR and Height

The site is within the Central City Plan District, which applies a number of additional zoning regulations specific to the Central City and its subdistricts, including development standards that govern the height, massing and scale of new development. These regulations are contained in Chapter 33.510, Central City Plan District, of the Portland Zoning Code.

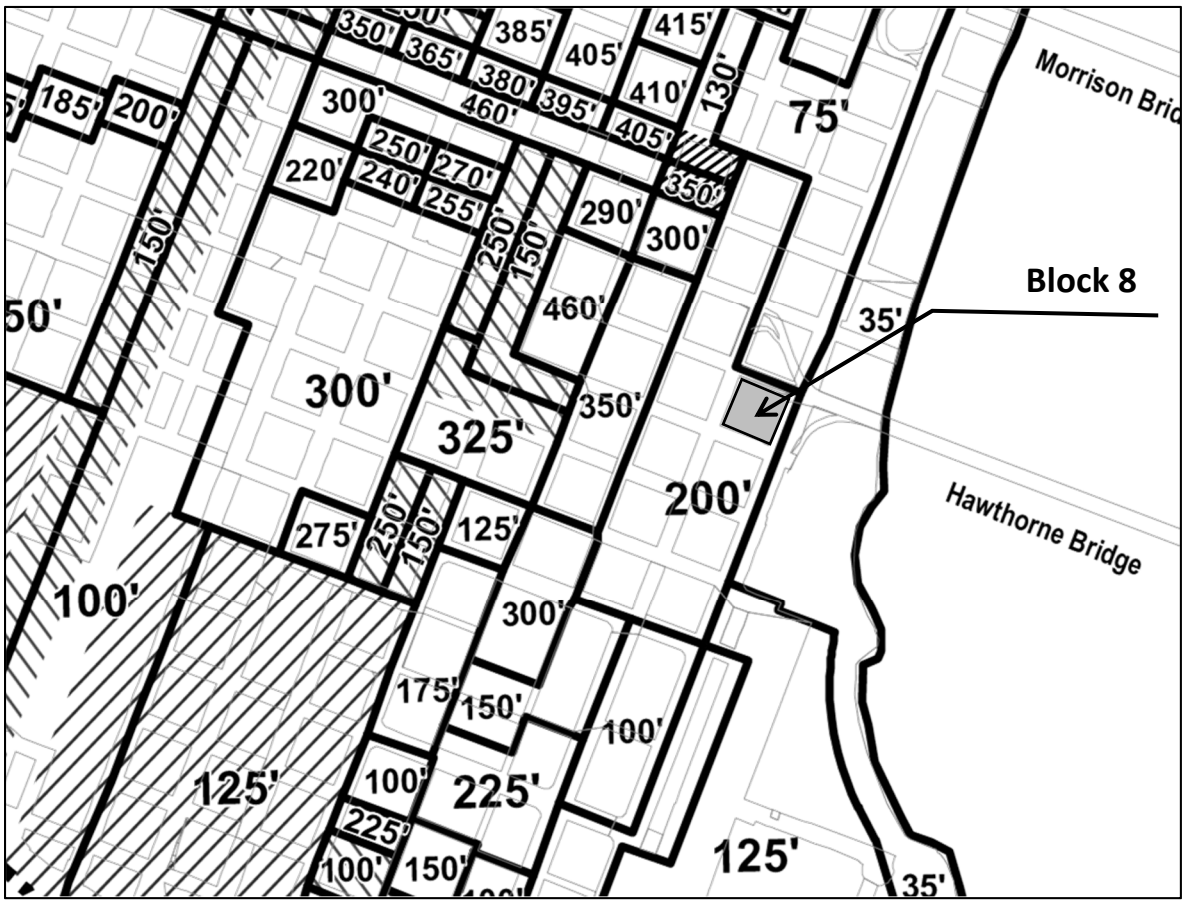
Maximum FAR. The overall bulk of buildings in the Central City is limited through maximum floor area ratios (FAR)—the amount of development allowed on a site expressed as a ratio of a building's total floor area to the size of the site. These FAR limits are shown on Map 510-2. Currently, the site has a maximum base FAR allowance of 9:1. An additional 3:1 of FAR can be earned through the use of bonuses and/or density transfers, described below, for a total FAR of 12:1.

Maximum Heights. Maximum heights for development in the Central City are set for the purposes of:

> *"protecting views, creating a step down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods and at the edges of the Central City.* (Section 33.510.205.A)"

The maximum building height on Block 8 is currently 200', as shown on the existing Map 510-3 (Figure 2). The 40,000-square foot (sf) site can accommodate 360,000 gsf of development under the base 9:1 FAR allowance. Even if permitted to occupy the entire block, a building of this size would have insufficient floor area for locating all MCCCH activities as described. In addition, the historic landmark status of the Jefferson Substation with its 8,400 sf building footprint, precludes removal or building above it. Therefore, it is difficult to achieve the allowed FAR on the remaining 31,600 sf site within the maximum height of 200'. The *West Quadrant Plan* (2015) recommended increasing the allowable heights to encourage development to frame the Hawthorne Bridgehead and bring additional activity adjacent to the waterfront.

Figure 2
Maximum Building Height on Block 8 (Map 510-3)



Height and FAR bonuses. Section 33.510.210 of the Zoning Code identifies FAR and height bonuses available in the Central City Plan District in exchange for social and environmental benefits such as on-site housing, funding of affordable housing, daycare, roof-top gardens/eco-roofs, public art and bicycle parking/locker rooms. As part of the ongoing *Central City 2035 Plan* project, which will update of the 1988 *Central City Plan*, the bonus system is under review and will be re-tooled to better fit the City's current policy objectives. While the new bonus system is still under development, City Council has directed the Bureau of Planning and Sustainability (BPS) to focus its work on prioritizing affordable housing development, historic preservation, seismic upgrades and publicly-accessible open space. This site in the Central City is allowed up to 3:1 "bonus" FAR, bringing the total FAR to 12:1 with a site capacity of 480,000 gsf (12 X 40,000) in theory.

FAR Transfers. Section 33.510.200 of the Zoning Code allows transfers of unused FAR within a project on abutting lots. Section 33.130.205 (C) allows transfer of FAR from designated landmarks to sites with similar zoning within two miles. At some time prior to conversion of the Jefferson Substation to commercial condominiums, the then owner utilized this provision to transfer 3.7 FAR (31,050 gsf) of unused capacity from its 8,400-sf site to another site. This reduces the total development capacity on Block 8 to 448,950 gsf (480,000 gsf – 31,050 gsf), of which the project only requires 440,000 gsf of above-grade development. A table summarizing this can be found in Appendix 1.

The base FAR at 9:1 for the site minus the 31,050 sf that has been transferred away yields a base developable area of 328,950 gsf. To reach the desired 448,950 gsf the site will need to accrue 2.8 bonus and/or transferred FAR. The County has developed a tentative list of sources for the 112,000 sf of additional bonus FAR needed to reach the full development capacity of Block 8. This list will be refined by the time the County applies for land use approval. Again, the landmark status for the Jefferson Substation makes it impossible to achieve the allowed FAR on the site within the maximum height of 200', since its full development capacity must be transferred within the site.

4. Adjacent Resources

There are no environmental, greenway or scenic overlay zones that affect the development on the site. However, there are several identified resources not far from the site. Waterfront Park and the Willamette River lie across SW Naito Parkway from Block 8. Several view corridors from locations in the West Hills have been identified to the north and south of the Hawthorne Bridgehead but do not impede increasing the maximum height on the site.

Environmental Resources

Central City Natural Resource Inventory (2013). The entirety of the downtown is located within Inventory Site WR16 – Downtown District with resource discussions focused on the Willamette River and riverbank conditions. Block 8 is located across SW Naito Parkway from Tom McCall Waterfront Park, which widens to 400' south of the Hawthorne Bridge as the river turns slightly eastward. The bend encompasses the Waterfront Park Bowl, one of the few areas in the Downtown where the Willamette River is not defined by a sea wall, but instead the bank consists of gravel, sand and mud slopes below Ordinary High Water (OHW) with turf extending up-slope to SW Naito Parkway. The 2013 inventory identified the bowl as a habitat opportunity area. For the Riparian Corridor rankings, the Waterfront Park Bowl was given a Low Rank upland of the bowl and a Medium Rank in the non-turf areas adjacent to the OHW mark.

Willamette Greenway Plan (1987). The Greenway regulations implement the City's Willamette Greenway responsibilities as outlined in State Goal 15 as well as implementing the water quality performance standards of Metro's Title 3. The Willamette River Greenway Recreational ("r") overlay further dictates uses and development standards immediately adjacent to the Willamette River to maintain and increase recreational opportunities. The greenway regulations found in Chapter 33.440 of the Zoning Code restrict FAR within 200' of the OHW mark, but this does not apply to Block 8, which is more than 400' from the OHW at the closest point.

Scenic Resources

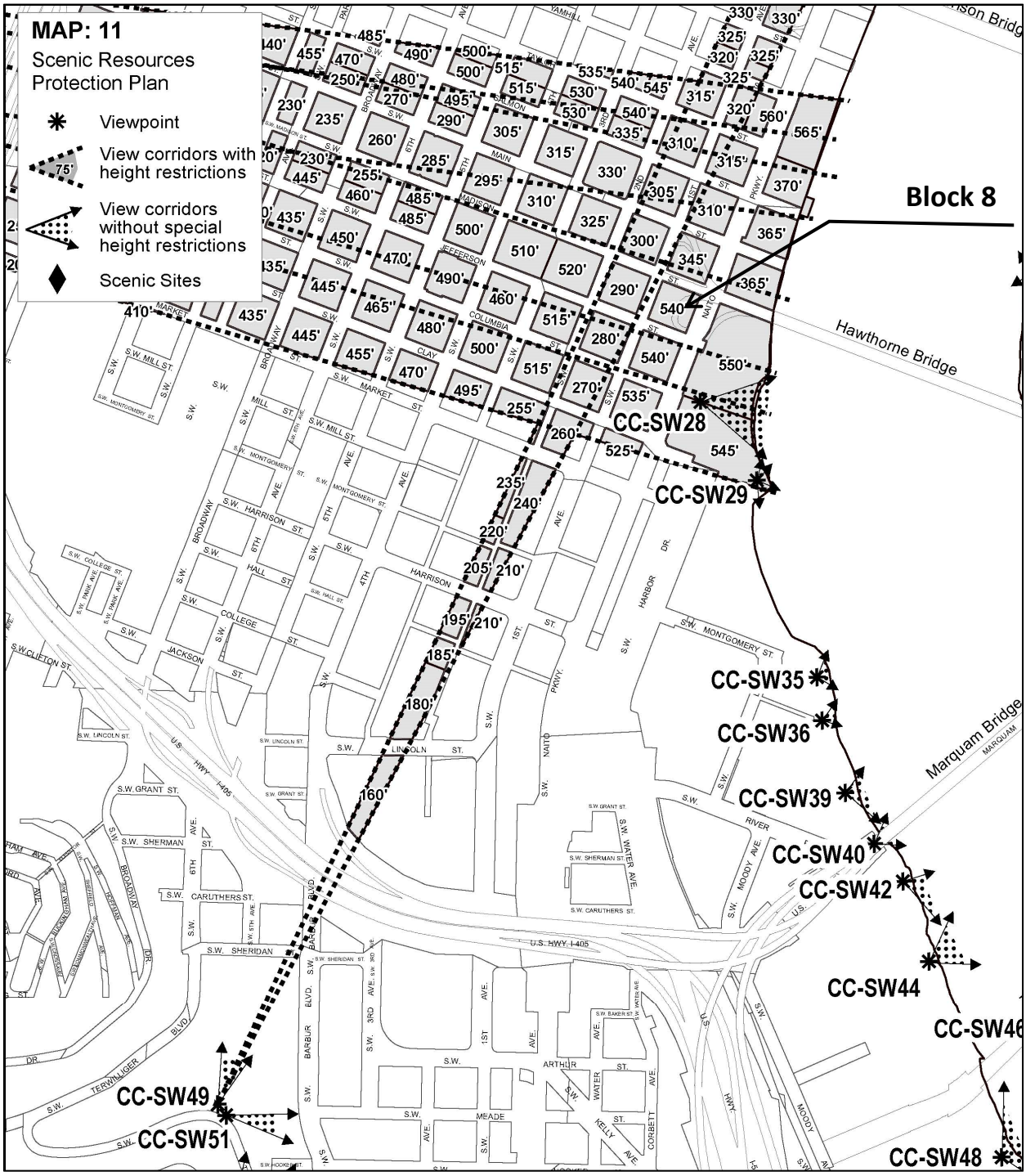
Scenic Resources Protection Plan (1991). Views to the Willamette River from the West Hills and other downtown properties have been considered in regulating height in the Central City. Map 6 of the plan contains the scenic view points and view corridors for this portion of Downtown Portland. There are four Scenic Viewpoints without height restrictions (VB 24-31, VB 24-35, VB 24-37 and VB 24-25) on the river near the Hawthorne Bridge with views of the bridge and river. None are affected by the proposed MCCCH site.

From the West Hills there are two View Corridors with Height Restrictions in areas to the north and south of Block 8. The view of Mt. Hood and downtown from the Vista Bridge (VM 23-18) limits height to 320' between SW Naito Parkway, SW 1st Avenue, SW Salmon and SW Main Street, the latter of which is two blocks north of Block 8. For the panoramic view from SW Upper Hall Street, another View Corridor with Height Restriction (VP24-01) was established to the south of Block 8 between SW Market and SW Mill Streets, with height limits adjacent to SW Naito Parkway of 360' and 340' respectively. There are also two Scenic Viewpoints, VC 22-26 and VC 23-29, from locations in the West Hills above the Highway 26 tunnel. The new building will be in the "view shed" of these, but the scenic resource is the entire downtown area and there are no height restrictions associated with these designated Scenic Viewpoints.

Central City Plan District (1992). Public viewpoints located along the Willamette River or within streets or parks were identified and added to the City's Official Zoning Map. Several are located along Waterfront Park and the Hawthorne Bridge with views of the bridge and river, but none is affected by the proposed MCCCH building on Block 8.

Central City Scenic Resource Inventory (2015). This recently completed scenic resources inventory focuses on views within the Central City and updated the Central City Plan District viewpoints. The inventory also introduces the "View Street" as a category and includes the view down SW Madison Street toward Waterfront Park and the Hawthorne Bridge. However, this updated inventory is not adversely impacted by the proposed increase to the maximum height on Block 8 (Figure 3).

Figure 3
2015 Central City Scenic Resources Inventory



III. Analysis

1. Funding and Building Configuration Requirements

Funding. The County and State have agreed to share the cost of the $300 million MCCCH project. The State already has committed $32.4 million and will ask the Legislature for another $92.6 million in the 2017 Session, for a total of $125 million. These allocations are premised on the project beginning on time and proceeding on schedule. To meet these requirements construction must start in the 1st Quarter of 2017 and, as a result, the County cannot wait until the proposed increase in maximum height in the vicinity of Block 8 is enacted legislatively as part of the adoption of the *Central City 2035 Plan*.

Configuration. Of the approximately 440,000 gsf of above-grade development, 420,000 gsf will be contained in a 17-story L-shaped tower along the north and east axes of the site. The Jefferson Substation will be integrated into the project, which will create a U-shaped building for the first three floors surrounding open space, a public entry plaza and a light court/landscaped garden mid-block to provide space and light to the north façade of the historic building, as seen from the tower's lobby to the north. Thus, the remaining 14 stories will rise in the "skinny-tower" design to accommodate preservation of the historic façades of Jefferson Substation and to allow creation of street-level open space.

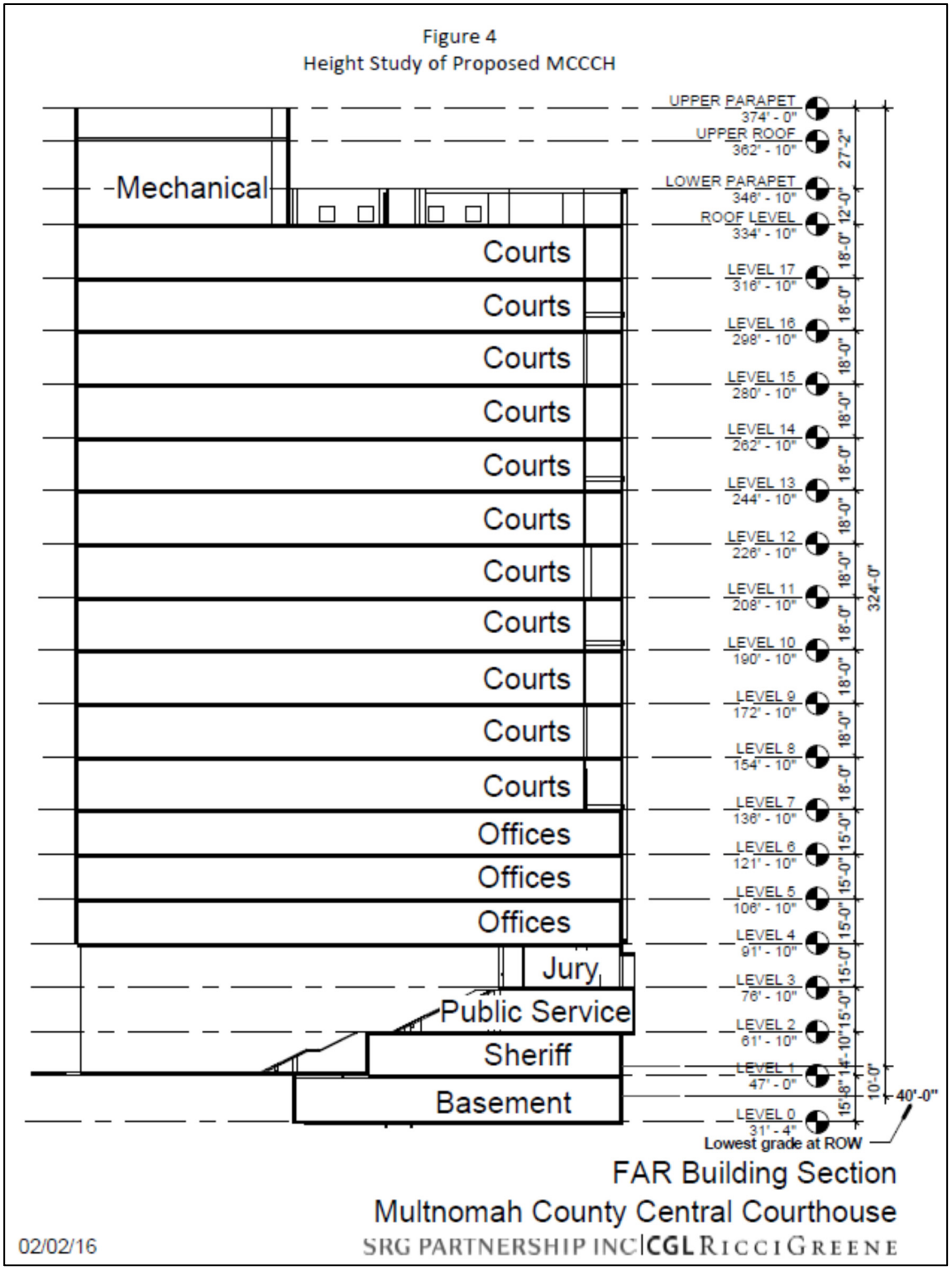
The main public entrance will be located in the northwest corner of the tower at the intersection of SW 1st Avenue and SW Madison Street, while defendants transported by sheriff's van for trial from the Inverness Jail will enter the ground floor via a secured one-way covered driveway ("sally port") in the southeast corner at SW Naito Parkway through to SW Jefferson Street. Because of the elevated on-ramp to the Hawthorne Bridge and grade changes along SW Naito Parkway to bring motorists and pedestrians below the Bridgehead, the southeast corner of the building is the only feasible location for this sally port.

In accordance with modern Courthouse design recommended by the NCSC report, there will be three distinct circulation systems with separate elevator systems. The two internal systems will separate court employees from the "secure" areas dedicated to the movement of in-custody defendants. Public circulation corridors will be located along the north and the east façades of the tower affording unobstructed, scenic views across SW Madison Street and SW Naito Parkway. The courtroom then becomes the mediating space where all three circulation systems – public, restricted and secure – meet. The proposed configuration will allow four courtrooms and associated spaces – judges' chambers, jury deliberation and public and defendant waiting areas – on each of the upper ten floors of the tower, for a total of 40 courtrooms. Four smaller, high-volume courtrooms will be accommodated on lower floors.

As noted above, there is sufficient development capacity on Block 8 to accommodate the necessary 440,000 gsf of above-grade development through a combination of existing base and bonus FAR. However, the proposed 17-story tower cannot be accommodated within the existing maximum height of 200', the maximum height allowed on Block 8 by Map 510-3, as illustrated in Figure 4, which features a proposed cross-section of the building. This is because the 10 courtroom floors require a floor-to-floor height of 18', compared to the typical office floor-to-floor height of 15. This is for both a practical purpose - the judge's desk and jury box are set on podiums above the floor – and a psychological purpose – courtrooms are public civic spaces that require a type of grandeur and scale that befit a place where justice is rendered.

Figure 4

Height Study of Proposed MCCCH



As noted in Figure 4, the courtroom floor-to-floor heights result in a total height to the top of the 17th Floor parapet of about 300' in the current design concept, as measured using the formula in Section 33.930.050. However, in the northwest corner of the tower, the roof-top mechanical system is incorporated into the building façade, which brings that portion of the west and north facades to approximately 320'. Given that the building is still being designed, the County requests modification of the maximum height on Block 8 to 325', as proposed in the *West Quadrant Plan.*

2. Reinforce Government Center and Shape Bridgeheads

As illustrated in Figure 5, Block 8 is one of an 18-block area on the west side of SW Naito Parkway centered on the west approach of the Hawthorne Bridge that is slated for an increase in height to 325' in the *Central City 2035 Plan* now under development. This is in keeping with the vision expressed in the *West Quadrant Plan*, adopted by the City Council by resolution on March 5, 2015, which serves as a foundational document for the Central City 2035 Plan. There are two sets of district policies and action items in the *West Quadrant Plan* that support this project.

Regional Center. This policy encourages the concentration of government services in the vicinity of Chapman and Lownsdale Squares, which are two [?] Park Blocks to the northwest of Block 8. The policy also seeks to "*facilitate redevelopment of underutilized and vacant properties at bridgeheads to increase traffic near the River and adjacent to east side connections."* Building a replacement MCCCH near the Government Center is one of the Action Items identified for this policy.

Urban Development. To create a dynamic skyline, this policy seeks to *"allow taller buildings outside of historic districts and at bridgeheads"* implemented through an Action Item that would increase maximum heights adjacent to the west approaches of the Hawthorne and Morrison Bridges to *"facilitate signature developments that help activate the waterfront and visually connect the city to the river."*

3. Effects on Surrounding Properties

Figure 6 contains views of the proposed facility in relationship to surrounding development to illustrate its likely impacts on surrounding properties:

South Façade. The east half of the south façade contains the 17-story tower, and the western half is the three-story façade of Jefferson Substation. This façade faces Umpqua Plaza, a multi-story office building across SW Jefferson Street that is of similar height and scale.

West Façade. On this façade most of the 17-story tower is set back from SW 1st Avenue, mediated by the three-story Jefferson Substation and public open space, and faces the 10-story 1st/Jefferson SmartPark Garage. Although the latter is quite a bit shorter, the differences in height and scale have the least impact on a parking garage because it is a vehicle storage and service building not occupied by permanent tenants.

North Façade. Occupying most of the entire 200' frontage on SW Madison Street, the 17-floor tower is across SW Madison St. from Block 7 and is mediated by the rising grade of the intervening Hawthorne Bridge on-ramp. Because Block 7, which is currently vacant and in County ownership, is bisected by an access ramp from the Hawthorne Bridge, its development is severely constrained. Most likely, it will be devoted to enhanced open space. As noted above, the internal public circulation on all floors hugs the north and east walls, providing expansive views to the north/northeast, including Waterfront Park, the Morrison and Burnside Bridges, east Portland, and the mountains of the Cascade Range beyond.

Figure 5
Proposed Revised Height Map for the Central City 2035 Map

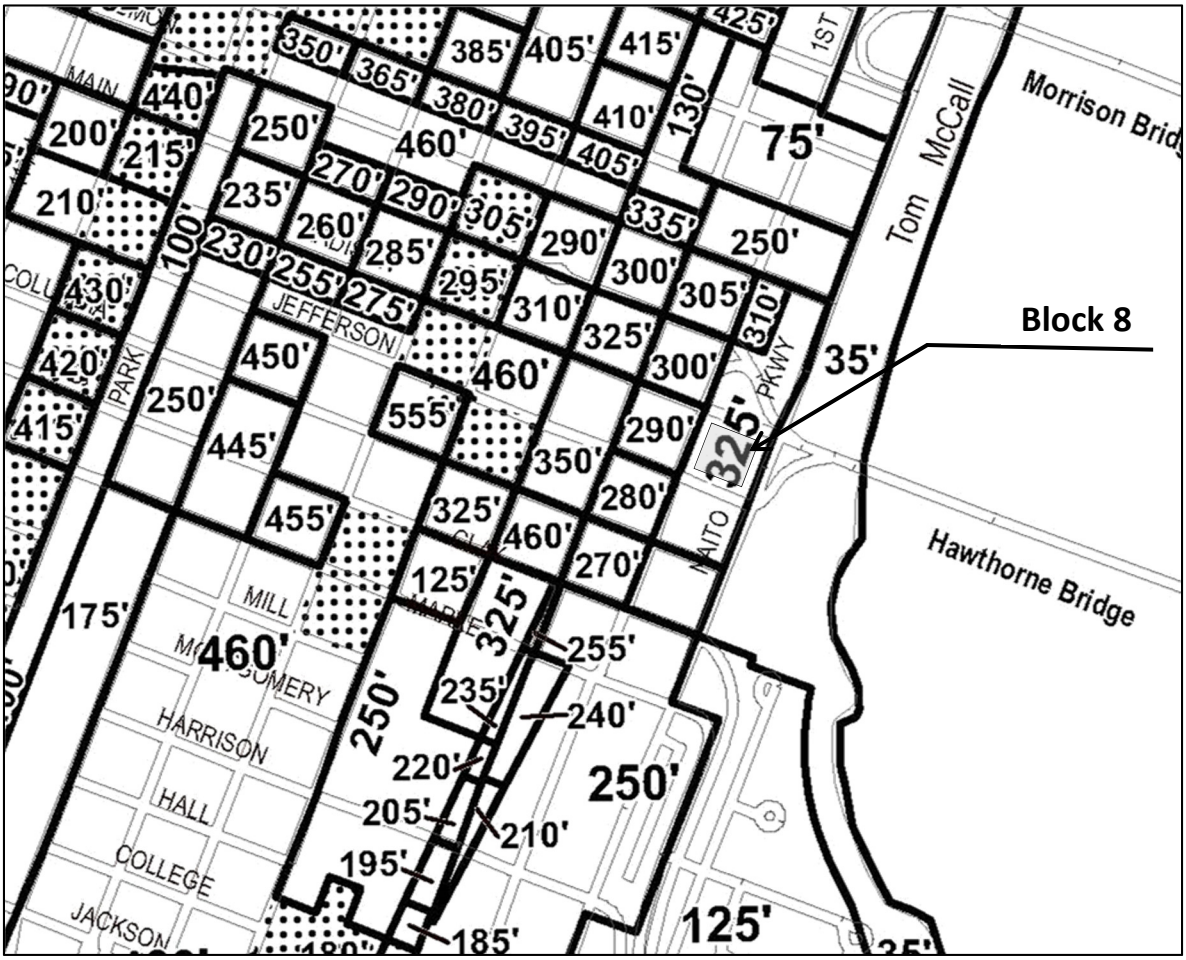


Figure 6
View of Proposed MCCCH From Northeast

East Façade. The 17-story building occupies almost the entire 200' frontage on SW Naito Parkway, across from Waterfront Park, and, therefore, potentially has the greatest potential visual impact. There is about a 10' grade change from SW 1st Avenue to SW Naito Parkway. Moreover, the eastern property line lies about 10' above the sidewalk and about 14' above the roadway, as Naito Parkway passes under the Hawthorne Bridge on-ramp. This places the building at the elevation of the bridge and above Waterfront Park.

As noted above, the public circulation system on all floors also hugs the building's east façade, providing views to the northeast, east and southeast. In the foreground of this view-shed lie Waterfront Park, the Willamette River and the iconic Hawthorne Bridge, with views extending across the eastside all the way to Mt. Hood, Mt. St. Helens, Mt. Adams and other Cascade foothills to the north, south and east. To facilitate these viewing opportunities, the entire east façade will be sheathed with a glass curtain wall. This window treatment will extend around the northeast corner of the tower, to afford similar views to the northeast from the public corridors along the north façade.

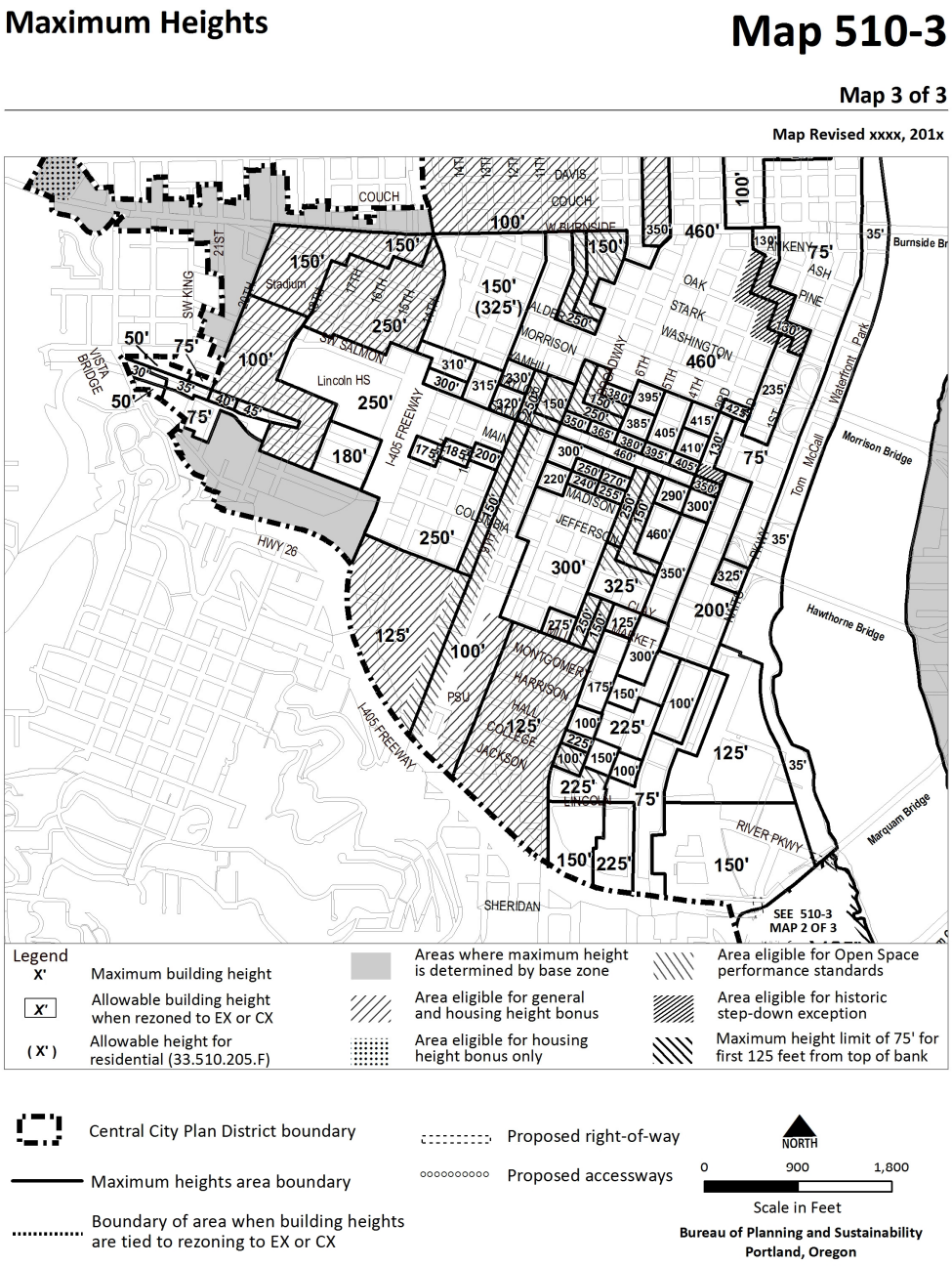
For those viewing the building from the east on either side of the river, this glass curtain wall will significantly "lighten" the façade, thus, reducing the sense of scale. At night, the back-lit façade will serve as a dramatic beacon at the foot of the Hawthorne Bridge. Figure 6 illustrates the building's height in relationship to many surrounding buildings and the West Hills. The replacement MCCCH at this location is compatible with nearby structures and illustrates yet another aspect of the *West Quadrant Plan* vision to define the bridgeheads as gateways to the downtown and create "signature developments."

IV. Proposed Amendment to Zoning Map

Commentary. A single change to Map 510-3. Maximum Heights, of Chapter 33.510 of the *Portland Zoning Code* is proposed, i.e., the increase of the maximum allowed height on Block 8 from 200' to 325', as illustrated in Figure 7. Block 8 is indicated with an arrow, for identification purposes only.

Figure 7

Proposed Modification of Map 510-3 Related to Block 8



Appendix A
Existing and Potential Bonus FAR on Block 8
Floor Area Needed to Accommodate Proposed MCCCH*

PARCELS	SIZE	TOTAL CAPACITY				
		BASE FAR	TOTAL BASE (GSF)	MAXIMUM BONUS FAR	TOTAL BONUS (GSF)	TOTAL CAPACITY
Main Site (TL 1200, 1300, 1400, 8000)	29,500	9:1	265,500	2.8	82,600	348,100
VQ Site (TL 1000, 1100)	2,100	9:1	18,900	2.8	5,880	24,780
Jefferson Station Lofts (TL 8400)	8,400	5.3:1	44,550	2.8	23,520	68,070
TOTAL	40,000	---	328,950	---	112,000	440,950

Source: The Bookin Group LLC

*Actual development capacity is 448,950 gsf (480,000 gsf – 31,050 gsf) but the programming for the project will only require 440,000 gsf of above-grade development.