



## **STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION - DENIAL**

CASE FILE: LU 18-210124 DZM AD  
PC # 18-159281  
**Block 216**  
REVIEW BY: Design Commission  
WHEN: November 1, 2018 @ 1:30pm  
WHERE: 1900 SW Fourth Ave., Room 2500B  
Portland, OR 97201

**Bureau of Development Services Staff:** Benjamin Nielsen 503-823-7812 /  
[Benjamin.Nielsen@portlandoregon.gov](mailto:Benjamin.Nielsen@portlandoregon.gov)

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

### **GENERAL INFORMATION**

#### **Applicants/ Representatives:**

Phillip Beyl & Kyle Andersen, GBD Architects  
1120 NW Couch St, Suite 300  
Portland, OR 97209

#### **Owner:**

Block 216 LLC  
920 SW 6th Ave, #223  
Portland, OR 97204

#### **Owner's Representative:**

Brian Owendoff, BMO Commercial Real Estate LLC  
C/O A-1331 NW Lovejoy, Ste 775  
Portland, OR 97209

#### **Site Address:**

**900-936 SW WASHINGTON ST**

#### **Legal Description:**

BLOCK 216 LOT 1&2 LOT 7&8, PORTLAND; BLOCK 216 LOT  
3&4, PORTLAND; BLOCK 216 LOT 5&6, PORTLAND

#### **Tax Account No.:**

R667723140, R667723180, R667723200, R667723140,  
R667723180

#### **State ID No.:**

1N1E34CC 05900, 1N1E34CC 06100, 1N1E34CC 06000,  
1N1E34CC 05900, 1N1E34CC 06100

#### **Quarter Section:**

3029

#### **Neighborhood:**

Portland Downtown, contact Rani Boyle at 503-725-9979.

#### **Business District:**

Downtown Retail Council, contact at [lfrisch@portlandalliance.com](mailto:lfrisch@portlandalliance.com)

- District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
- Plan District:** Central City - West End
- Zoning:** CXd – Central Commercial with Design Overlay
- Case Type:** DZM AD – Design Review with Modifications and concurrent Adjustment Review
- Procedure:** Type III – with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The applicants request Design Review for a proposed 35-story, 460-foot tall mixed-use building comprising approximately 853,641 SF in the West End Subdistrict of the Central City Plan District. The proposed building massing and program includes an 8-story podium, containing hotel event space and commercial office uses. A tower comprising the remainder of the 35-stories will sit atop the podium and is proposed to contain hotel, restaurant, bar, spa facility, private residences, and shared amenities for hotel and residential occupants.

On the ground floor, retail spaces are proposed at the southwest corner and along the length of SW 9<sup>th</sup> Ave, at a total of 13,000 SF. Separate office and residential lobbies are proposed along SW 10<sup>th</sup> Ave. A hotel lobby and bar are proposed at the NW corner of the building. An entrance to the underground parking garage and covered hotel drop-off area is proposed along SW Washington St. A loading dock is proposed along SW Alder St.

The proposal also includes proposed non-standard improvements in the right-of-way for the entire length of SW 9<sup>th</sup> Ave. These improvements include special paving, large planting areas and trees, non-standard lighting, and seating areas, among other components.

One Adjustment to use-related zoning code development standards is requested:

- 1) 33.510.263.B.2 – Parking and loading access standards. The applicants request the Adjustment to allow parking access from SW Washington St, which is classified as a Major City Bikeway, and to allow loading access from SW Alder St, which is also classified as a Major City Bikeway. Motor vehicle access to any parking area, loading area, or parking structure is not allowed from streets classified as a Major City Bikeway.

Four Modifications to site-related zoning code development standards is requested:

- 1) 33.266.100.F – Stacked Parking. The applicants request the Modification to allow some, unspecified number, of stacked parking spaces to function without an attendant. The standard requires an attendant to be present when the lot is in operation, except in cases where the spaces are used as tandem parking for individual dwelling units.
- 2) 33.266.220.C.3.b – Standards for all bicycle parking, Bicycle racks. The applicants request the Modification to allow wall-mounted, vertically-staggered long-term bicycle parking racks to provide spaces which are 6' tall by 1'-6" in width, rather than the required 2' width.
- 3) 33.510.215.B.5 – Required Building Lines, Standards for the Park Blocks. The applicants request the Modification to allow the building to extend to the street lot line for its full length along SW 9<sup>th</sup> Ave, instead of setting back at least 12 feet from the lot line for at least 75% of the lot line's length. Instead, the applicants

- propose to create a retail “food hall” space along SW 9<sup>th</sup> Ave that will be open to the street and to redesign and rebuild SW 9<sup>th</sup> Ave with non-standard right-of-way improvements, such as traffic calming measures, curbless transitions between active and vehicular travel modes, visual and textural material changes of ground lane, bollards, special overhead lighting, street furnishings, and shifting the planting zone out into the street
- 4) 33.510.243 – Ecoroofs. The applicants request the Modification to allow ecoroof to cover only 31% of the total building roof area, rather than 100% of the building roof area (minus allowed exceptions, such as mechanical equipment and uncovered common outdoor areas).

Design Review is required for proposed new development in the Central City Plan District, for proposed non-standard improvements in the right-of-way, and for requested Modifications to site-related zoning code development standards. Adjustment Review is required for requested Adjustments to use-related zoning code standards.

#### **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
- Oregon Statewide Planning Goals
- 33.805.040 – (Adjustments) Approval Criteria
- 33.825.040 – Modifications That Will Better Meet Design Review Requirements

## **ANALYSIS**

**Site and Vicinity:** The subject site is a full block in the West End Subdistrict of the Central City Plan District, bound by SW Alder Street on the south, SW 9<sup>th</sup> Avenue on the east, SW Washington Street on the north, and SW 10<sup>th</sup> Avenue on the west. The site is currently occupied by a surface parking lot, which, in addition to parked vehicles also hosts numerous food carts around the site’s perimeter. The site sits amidst several landmark structures, including the Stevens Building and Woodlark Building to the east, the Olds, Wortman, & King Department Store (Galleria) building to the south, the Pittock Block to the north, and the Seward Hotel building to the southwest.

The subject site also lies within the Midtown Park Blocks and adjacent to a segment of the Green Loop, both of which connect the South Park Blocks to the North Park Blocks.

#### **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 “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the

River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the West End Subdistrict of this plan district.

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

- CU 090-70 – Conditional Use approval with conditions for parking lot.
- CU 010-71 – Conditional Use approval to allow a 44-space parking lot.
- CU 062-82 – Revocable permit to allow a 44-space surface parking lot granted for a period of 3 years.
- DZ 5-84 – Design Review approval for signage.
- DZ 112-85 – Design Review approval for installation of a gas vent through the roof of the Pierre Building.
- DZ 117-86 – Type 3 Design Review for a new building with conditions.
- Ordinance 158893 – Revocable permit for a 44-space surface parking lot on Lots 5 and 6, Block 216, granted August 15, 1986.
- CU 88-89 – Conditional Use approval for continued use of the 44-space surface parking lot.
- DZ 117-86 – See CU 129-86.
- CU 129-86 – Conditional Use approval to allow vehicle access from SW 10<sup>th</sup> Ave and a 270-space parking lot on Block 216.
- DZ 127-90 – Type 1 Design Review approval for a wall mural sign.
- LUR 93-00064 CU DZ – Denial of Conditional Use and denial of Design Review for a 64-space surface parking lot.
- LUR 93-00136 HL – Decision to deny Historic Landmark status to an unranked building on the Historic Resource Inventory at 901-917 SW Alder St and expiration of the demolition delay for the building.
- LUR 95-00501 DZ – Design Review approval for continued use of an existing 6-foot wide by 10-foot long by 8-foot high food concession trailer parked on SW 9<sup>th</sup> Ave between SW Washington and SW Morrison Streets.
- LUR 95-00550 CU DZ – Conditional Use and Design Review approval for Lots 3 and 4 to approve a 54-space parking lot on the southeast quadrant of the block.
- LUR 95-00660 CU DZ – Type 3 approval for a 54-space surface parking lot.
- LUR 96-00596 DZ – Design Review approval for an existing food service vending trailer in the corner of a parking lot fronting the intersection of at SW 9<sup>th</sup> & Alder.
- LUR 96-00713 PR – Conversion of existing surface parking lot from Conditional Use status to Central City Parking Review status.
- PC 02-000494 – Pre-Application conference for a Type 3 Central City Parking Review.
- LU 02-110928 PR – Withdrawn/void Type 3 renewal of a CCPR for a permit for surface parking lot.
- LU 09-104325 DZM – Design Review with Modifications approval for improvements to the perimeter landscape area of an existing full-scale parking

lot.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed October 11, 2018. The following Bureaus have responded with no issue or concerns:

- Urban Forestry Division of Portland Parks & Recreation

The Bureau of Environmental Services responded with comments stating that they do not recommend approval due to insufficient information related to on-site stormwater management and insufficient progress towards Public Works Permit approval. Please see Exhibit E-1 for additional details.

The Bureau of Transportation Engineering responded with comments stating that they do not yet recommend approval due to lack of a Public Works Permitting approval for the proposed woonerf design on SW 9<sup>th</sup> Ave, lack of Driveway Design Exception approval for the proposed dedicated drop-off area off SW Washington St, lack of required UVE request approval for proposed vaults in the public right-of-way, and lack of Encroachment Permit approval for proposed subterranean encroachments into the public right-of-way. PBOT also recommended approval for the requested Adjustment to allow parking and loading access from SW Washington St and SW Alder St, respectively. Please see Exhibit E-2 for additional details.

The Water Bureau responded with comments with comments about available water service, the need to consolidate tax lots, and with no objections. Please see Exhibit E-3 for additional details.

The Fire Bureau responded with comments stating that all applicable Fire Code requirements shall apply at the time of permit review and development. Please see Exhibit E-4 for additional details.

The Site Development Section of BDS responded with no objections to the proposal and with additional comments about key issues and requirements, geotechnical engineering requirements, performance-based design, temporary shoring, and erosion control. Please see Exhibit E-5 for additional details.

The Life Safety Section of BDS responded with no objections and with general life safety comments. Please see Exhibit E-6 for additional details.

*Staff forwarded all comments received to the applicants. Staff notes that, in addition to lack of Public Works Permit approval for SW 9<sup>th</sup> Ave, approvability issues exist with regard to applicable guidelines and Modification #3. See the Findings below, for details. BES concerns about stormwater management also affect approvability of Modification #4, in addition to other issues raised in Findings for that modification.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on October 11, 2018.

No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

## **ZONING CODE APPROVAL CRITERIA**

### **(1) DESIGN REVIEW (33.825)**

#### **Chapter 33.825 Design Review**

#### **Section 33.825.010 Purpose of Design Review**

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

### **Section 33.825.055 Design Review Approval Criteria**

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

**Findings:** The site is designated with 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. Staff has also grouped the guidelines under three broad categories comprising area Context, the Public Realm, and Quality & Permanence of the proposal.*

### **CONTEXT**

**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 subject site is located about 9 blocks from the river; however, the proposal integrates the river in the following ways:

- The building's top will be visible from the river. The top has been designed to illuminate at night to create a presence on the skyline, particularly from the east side of the river.
- The proposed building has balconies on floors 19 through 35 on its east and north elevations. These will allow views to the river, though possibly some views will be blocked by other development.

*Therefore, this guideline is met.*

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

**Findings:** The proposal integrates Portland-related themes in the following ways:

- The ground floor on all four elevations has active retail uses or lobbies to activate the streets around the building.
- The retail "food hall" space along SW 9<sup>th</sup> Ave includes glazed, fold-up overhead doors that allow indoor activities to spill out onto the sidewalk and walk-up order windows. These elements gesture to the current mobile food carts which line the perimeter of the site and attempt to replicate some of the site's current vitality.

*Therefore, 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 development occupies the entirety of the 200-foot by 200-foot site and fits within the city's existing street grid. Corners are anchored with active retail and commercial spaces.

*Therefore, 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.

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

**Findings for A5 & C4:** Portions of the proposal successfully enhance, embellish, and identify the West End Subdistrict and Midtown Park Blocks and complement the context of existing buildings in these areas in the following ways:

- The proposed podium, which runs along most of the lower eight floors, responds well to the context of surrounding landmark buildings, both in terms of the podium's materiality and articulation.

- The proposed white precast concrete pilasters and mullions echo the solidity of all five surrounding landmark structures and responds much more directly to the terra cotta-clad Olds, Wortman & King Department Store building (Galleria) and, to a lesser extent, the Seward Hotel building.
- The same white precast concrete is used to define narrower window “mullions” in each bay. These mullions further reflect, in a contemporary way, the form and articulation of the window bays in the Galleria building.
- Ground floor retail spaces are proposed along SW 9<sup>th</sup> Ave and at the southwest corner of the building at SW 10<sup>th</sup> Ave & Alder St. Retail spaces such as these are common features in the West End and the Midtown Park Blocks.
- Two lobbies, one to the residential units at the top of the tower and a second to the six floors of office space, face SW 10<sup>th</sup> Ave. 10<sup>th</sup> Ave is, historically, the most important street out of the four which surround the site, so orienting the lobbies to this street helps to enhance the character of this street. The lobbies of the landmark Pittock Block, the landmark Galleria building, and the landmark Central Library farther south along 10<sup>th</sup> Ave also follow this pattern.
- The proposed loading dock for the building is located on the south elevation, facing the loading dock for the landmark Galleria building. This street has long served as a kind of service street for buildings which front other, more prominent streets—for example, loading docks for the landmark Meier & Frank Building also face SW Alder St. Therefore, placement of this necessary building function along SW Alder St continues the building service context established by historic buildings.
- The building’s tower is proposed to sit on the western half of the block. This placement responds well to the context of the Midtown Park Blocks:
  - It shifts the tower off of the narrow right-of-way of SW 9<sup>th</sup> Ave, preserving more of its intimate character, and towards SW 10<sup>th</sup> Ave, which is one of the city’s broad north-south streets.
  - Placing the tower on the western half of the block helps preserve access to light and air at O’Bryant Square.
- The tower, itself, also responds to the emerging tower vocabulary in the West End and Midtown Park Blocks. The overall massing of the tower is narrow in the north-south direction, which corresponds to the pattern set by the Fox Tower and the Park Avenue West tower in the Midtown Park Blocks. It’s glassy composition also echoes the highly-glazed exterior of the Indigo at 12 West.

However, some aspects of the proposal do not yet successfully meet these guidelines:

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| <ul style="list-style-type: none"> <li>▪ In order to fully complement the context of existing buildings in the West End and along the Midtown Park Blocks, <u>greater unification is needed between the podium and tower of the building</u>. The need for this is described in more detail, below, in Findings for C5. Increased overall coherency between these two masses will result in a building that better complements the context of existing landmark and other masonry structures in the Midtown Park Blocks, which typically have very clear and</li> </ul> |
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direct relationships among their bases, middles, and tops.

- The proposed terracing on the eastern half of the block is overly complicated, with too many steps, to compliment the context or add to the character of the Midtown Park Blocks. A reduction in the number of steps would likely help this building to better complement its context; an example of such a scheme is shown on sheet C.160, which shows a shorter precast concrete-clad podium consisting of only three steps instead of four, with additional glazed terrace steps set back to read as diminutive elements on the east elevation.
- The illuminated top of the tower stands out among Portland’s tallest buildings; none have direct internal illumination, except for the east elevation of the Park Avenue West tower. The KOIN Tower and Wells Fargo Tower each have lights that reflect off of architectural features at their respective tops. The illumination level of the tower is not indicated; a tower top which is too bright would not complement the city’s skyline.

*Therefore, these guidelines are met in part and not met in part.*

**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 proposal successfully enhances view opportunities in the following ways:

- The building is designed with large areas of glazing around all sides of the tower and podium, providing view opportunities for residents, tenants, and guests.
- Large glazed areas line retail, hotel, and lobby uses at the ground floor, allowing for views into and out of these ground-level spaces.
- The proposed building has balconies on floors 19 through 35, which provide view opportunities for residents and guests on those floors.
- Occupiable roof terraces are proposed on floors 3 through 8. These terraces provide views to surrounding development and, importantly, they are oriented to the north to provide visual connections towards O’Bryant Square.
- The retail “food hall” area has windows at the northeast corner of the site which provide additional visual connections to O’Bryant Square.
- The subject site is not located within a protected view corridor.

*Therefore, 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.

**D1. Park Blocks.** Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. In the South Park Blocks, strengthen the area’s emphasis on history, education, and the arts by integrating special building elements, such as water features or public art. In the Midtown Park Blocks, strengthen the connection between the North and South Park Blocks by using a related system of right-of-way elements, materials, and patterns. In the North Park Blocks, strengthen

the area’s role as a binding element between New China/Japantown and the Pearl District.

**Findings for A4 & D1:** Portions of the proposal successfully integrate unifying elements and enhance and support the Park Blocks in the following ways:

- A linear retail space is proposed at the ground floor along SW 9<sup>th</sup> Ave. Glazed, fold-up overhead doors along the east elevation of this space allow for indoor activities to flow outside, and vice versa, helping to activate this section of the Midtown Park Blocks. This retail space also extends the intermittent ground floor retail spaces found on other blocks of SW 9<sup>th</sup> Ave in the Midtown Park Blocks.
- Occupiable, landscaped roof terraces on floors 3 through 8 also line SW 9<sup>th</sup> Ave. Trees proposed in the landscape planters should be visible from O’Bryant Square and points along SW 9<sup>th</sup> Ave to the north of the site. These elements help to extend the sense of the Park Blocks on this block.
- Balconies on floors 21 through 35 face east, towards SW 9<sup>th</sup> Ave. Large areas of glazing on all floors also face towards this segment of the Midtown Park Blocks.

Some aspects of the proposal do not yet successfully meet this guideline:

- Although the planting areas have been pushed out into the street in what is currently parking lanes, the tree species proposed is still a columnar variety rather than a species/variety of tree which provides greater canopy coverage, like the trees found in the North and South Park Blocks.
- The proposed paving pattern and material, light fixtures, and built in furnishings appear to be proposed to extend along the length of the Midtown Park Blocks, with the exception of Director Park, O’Bryant Square, and Ankeny Square—though the exact nature of these connective elements is not entirely clear. Specific materials, fixtures, and/or built-in furnishings, with substantiating product information, plans, sections, and details, should be proposed on the block adjacent to the subject site with an explanation or proposal as to how they may be replicated on other blocks, since this is the first block segment of the Green Loop to be evaluated, or function as unique elements of the subject block.
- The glazed, fold-up overhead doors do not appear to allow pedestrian passage into or out of the retail “food hall” space; curbs are shown beneath each of these doors on Exhibits C.50 & C.51. Instead, passage into the retail space should be allowed, as indicated on the ground floor plan (Exhibit C.10). Furthermore, an extension of the streetscape design into the retail “food hall” space would help to better connect the building’s interior to the exterior, strengthening the connection between the South and North Park Blocks and connecting the building to the Green Loop segment.

*Therefore, these guidelines are met in part and not met in part.*

**PUBLIC REALM**

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

**Findings:** The proposal establishes and maintains a sense of urban enclosure in the following ways:

- The building extends to the sidewalk edges along most of the block’s perimeter. Active uses at the ground floor are provided on the majority of each street edge.
- The proposed stepped podium on the east half of the subject site responds to the scale of surrounding landmark masonry structures. The tower and the podium together respond to the scale of development along the Midtown Park Blocks, which includes mid-rise masonry structures as well as modern towers.
- Retail storefronts, lobby entries, and canopies at the ground floor on all four frontages help to articulate the urban edge. Additional articulation is provided by regularly-spaced precast concrete pilasters and recessed entries.

Therefore, 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.

**Findings:** Portions of the proposal successfully contribute to a vibrant streetscape in the following ways:

- Active interior ground-level spaces line most of the four frontages and include retail, lobby, and hotel lounge uses. These spaces are glazed with clear glazing, allowing for views of activity inside and on the sidewalk to be transmitted between inside and outside.
- The residential and office lobbies along SW 10<sup>th</sup> Ave have a double-height expression as compared to the rest of the ground floor entries along that street, providing an indication of the important interior space within.
- The podium expression changes at the hotel lobby and lounge area; these areas are instead indicated by a continuation of the glazed tower, which touches the ground and denotes the entries into these distinctive spaces.
- The retail “food hall” space along SW 9<sup>th</sup> Ave includes glazed, operable overhead doors which open the interior space, and its activities, sights, smells, and sounds within, directly to the sidewalk along that street.

Some aspects of the proposal, however, do not yet successfully meet this guideline.

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| <ul style="list-style-type: none"> <li>▪ The <u>northwest corner of the building</u> is pulled back from both streets, creating a large setback area and implying a grand entry sequence or that a main entrance into the building should be located here. This area is further highlighted pulling back the building’s podium and allowing the tower expression instead to touch the ground on both streets. Additional emphasis is provided due to the angle at which the tower touches the ground on the west elevation. All these cues suggest that this should be either a major entrance into the hotel lobby and lounge or a special outdoor gathering space. However, only a solitary revolving door opens onto this space. A planter lines the south side of the space, further separating the lounge space from the exterior plaza area. A sculptural</li> </ul> |
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component is also proposed, though the proposal is very conceptual. Additionally, the scale of the proposed art seems much too small for the scale of the space. Ultimately, additional information should be provided as to how this space will be used, and revisions to the design to facilitate more interaction between the interior and exterior should be proposed.

*Therefore, this guideline is met in part and not met in part.*

**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:** The proposal reinforces and enhances the pedestrian system in the following ways:

- The proposal retains and reconstructs existing sidewalks on all four sides of the site. Movement and furnishing zones are retained along SW Alder, SW Washington, and SW 10<sup>th</sup>. The building frontage zone is retained on those streets as well and is further defined with setbacks at building entries.
- The sidewalk along SW 9<sup>th</sup> Ave is effectively extended into the street adjacent to the site and across SW 9<sup>th</sup> Ave next to the landmark Stevens Building and landmark Woodlark Building. This allows for a larger frontage zone next to the proposed new building.
  - The movement zone of the sidewalk should remain essentially the same width as the existing sidewalk on both sides of the street. The street is also designed as a curbsless street which, in a possible future scenario in which vehicle traffic is removed, the entire street may serve to accommodate pedestrian movement.
  - The furnishing zone of the sidewalk on both sides of the street will be increased since trees and most street furnishings are shown pushed out into the current parking lanes.

*Therefore, this guideline is 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.

**Findings:** Portions of the proposal successfully protect the pedestrian in the following ways:

- Canopies are provided around much of the building's four frontages, which protect pedestrians from rain and provide some shading in the summer.
- Integrated LED lighting is proposed at the all-composite metal canopies at the main lobby entries. Canopies at all other locations are composed of glass on metal frames, which lets street and ambient lighting through at night.
- Mechanical exhaust louvers are located above the ground floor level, and often above canopies as well, which helps to reduce their impact on the

pedestrian environment. Building mechanical units are primarily located either inside the building or are screened on the roof of the tower.

- The building’s loading dock area on the south elevation occupies relatively little area on the façade, given that it accommodates 4 loading spaces, and is well-integrated with the overall podium expression. Taken altogether, these characteristics help to protect the pedestrian from otherwise obnoxious, dangerous, or disrupting loading activities.

However, one aspect of the proposal does not successfully meet this guideline:

- The proposed parking garage entry on the north elevation is unusually wide for a parking garage in the Central City, at 30’-0”. Although this one opening accommodates traffic from four floors of underground parking as well as a separate hotel drop-off area, these functions could be accommodated with a driveway at a more-typical 24’-0” wide opening. This would create a shorter distance where the driveway crosses the public sidewalk and detract less from the pedestrian environment.

Therefore, this guideline is met in part and not met in part.

**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.

**Findings:** Portions of the proposal successfully bridge pedestrian obstacles in the following ways:

- The distance to cross SW 9<sup>th</sup> Ave at SW Washington and SW Alder Streets will be reduced since the parking lanes will be removed at either end of the street.

Some aspects of the proposal do not yet successfully meet this guideline, however:

- Although a unique and non-standard paving is proposed on SW 9<sup>th</sup> Ave, the crosswalks are not yet well marked or defined. The proposed paving material is shown as being applied somewhat haphazardly across the northern crosswalk ramp (Exhibit C.95). If the street is indeed curbsless, which is suggested on C.95 and shown more clearly on C.97, the ramps themselves would not be necessary anyway. The special, non-standard paving pattern, which is intended to define the street as a pedestrian area that is shared with cars, rather than a standard street, should extend into the crosswalk areas to further delineate this pedestrian-focused street.

Therefore, this guideline is met in part and not met in part.

**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.

**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 elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings for B4 & C6:** Portions of the proposal successfully provide stopping and viewing places and develop transitions between the building and public spaces in

the following ways:

- Setback areas are provided along the sidewalk along portions of the building frontage. In addition to allowing for door to swing out without impeding the sidewalk, these setbacks provide space for people to stop without conflicting with movement or other uses on the sidewalk.
- Along SW 9<sup>th</sup> Ave, larger seating areas and other loosely-defined stopping places are provided in the widened sidewalk. These spaces are placed in an enlarged frontage zone, which is near large, glazed operable windows that provide views to the activities happening inside the retail “food hall” space.

Some aspects of the proposal do not yet successfully meet the guideline, however:

- The setback area at the northwest corner of the site is a fairly large space adjacent to active ground-level uses. One planter is proposed along the plaza’s southern edge, in front of storefront windows that look into the hotel lounge. A sculptural art piece is proposed to anchor the corner; however, this is more conceptual in nature, rather than a specific proposal. A solitary revolving door provides ingress into the interior spaces from this plaza. While this plaza may provide a stopping place off the sidewalk, its design could be improved to be more comfortable and amenable to users. Transitions into the interior space could also be more gracious, with additional doors and or operable windows to better connect to and transition from the exterior to the interior.

*Therefore, these guidelines are met in part and not met in part.*

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

**Findings:** Portions of the proposal help to make plazas, parks, and open space successful in the following ways:

- An entry into the retail “food hall” space is located at the northeast corner of the building, kitty-corner from O’Bryant Square. Clear glazing and an operable overhead door are also located at this corner. Together, these elements help open the ground level to the square.
- Landscaped and occupiable roof terraces on the east half of the block face north and descend toward O’Bryant Square. Both landscaping and views of people on the terraces will help to activate and visually extend the square.
- The retail “food hall” space along SW 9<sup>th</sup> Ave includes glazed, operable overhead doors which open the interior space, and its activities, sights, smells, and sounds within, directly to the sidewalk along that street, which forms a segment of the new Green Loop.

Some aspects of this proposal do not yet successfully meet the guideline, however:

- One of the main entries to the hotel lobby and lounge space faces the setback, semi-public plaza area at the northwest corner of the site. Even though the interior spaces are highly glazed and oriented towards the plaza space, additional physical connections between the interior and exterior could be provided to further support this plaza. Additionally, a planter lines the south side of the space, further separating the lounge

space from the exterior plaza area. A sculptural component is also proposed, though the proposal is very conceptual. The scale of the proposed art seems much too small for the scale of the space.

*Therefore, this guideline is met in part and not met in part.*

**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:** Portions of the proposal successfully integrate weather projection systems at the sidewalk-level in the following ways:

- A painted steel and glass canopy system is proposed around much of the building’s exterior. The design is simple and straightforward and, essentially, stays out of the way of the stronger architectural expression of the podium. A white color is indicated on the drawings, which will match the color of the precast concrete pilasters of the podium.
- A different, all-composite metal canopy system is proposed and is used at lobby entries on the west and north elevations. These canopies are set higher on the façade than the typical metal and glass canopies, helping to distinguish both the canopies and the entries. These are also shown as being white in color, which matches the color of the precast concrete pilasters of the podium.

Some aspects of the proposal do not yet successfully meet the guideline, however:

- A similar canopy system is used on the northwest corner of the building, where the podium expression is not used, and the glass tower instead extends to the ground. The white color of the canopy here appears to be less well-integrated on this portion of the building. A dark color, matching the spandrel panel color, should be used instead, which should be added through a condition of approval.

*With the condition of approval that the canopy system that is attached to the glass tower expression of the building at the northwest corner shall be painted to match the spandrel panel color, this guideline will be met.*

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

**Findings:** The proposal provides entries into the various ground floor spaces at grade around all four frontages of the building.

However, two aspects of the proposal could better meet this guideline:

- The glazed, fold-up overhead doors do not appear to provide a clear pedestrian passage into or out of the retail “food hall” space; curbs are shown beneath each of these doors on Exhibits C.50 & C.51. Ideally, at least a large portion of each bay would allow for accessible movement at grade into and out of these spaces, as indicated on the ground floor plan (Exhibit C.10).
- A solitary revolving door is proposed as an entry off the northwest corner plaza into the hotel lobby and lounge space. An additional entry door(s) should be provided at this location to allow for accessible ingress and egress.

*Therefore, this guideline is met in part and not met in part.*

**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 proposal successfully designs corners that build active intersections in the following ways:

- Flexible sidewalk-level retail spaces are provided at the northeast, southeast, and southwest corners of the proposed building. A hotel lounge, which is essentially a flexible-use retail space, is located at the northwest corner of the building.
- All but one stair and all elevators are located away from the edge of the building. All stairs and elevators are located away from the corners and towards the middle of each block face.
- The podium expression, which predominates the lower seven to eight stories of the building, is pulled away at the northwest corner of the building. The glass tower expression instead touches the ground here, which gives extra emphasis to that corner.

*Therefore, 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.

**Findings:** The proposal successfully differentiates the sidewalk-level of the building in the following ways:

- The lowest seven to eight floors of the building, comprising the podium, are generally defined by a solid, white pre-cast concrete pilaster system. This system is distinct from the architectural vocabulary of the rest of the building, which is comprised almost-solely of a glass curtainwall system.
- Two types of awnings, as described in Findings for B6, also help to differentiate the sidewalk-level of the building from the tower and the remainder of the podium.
- Large, glazed, fold-up overhead doors help to differentiate the sidewalk level along the east elevation.
- Large expanses of clear storefront glazing predominate along the sidewalk-level frontage, helping to differentiate the sidewalk level of the building.

*Therefore, this guideline is met.*

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

**Findings:** Portions of the proposal successfully develop flexible sidewalk-level spaces in the following ways:

- A retail space is proposed at the southwest corner of the building. This

space has large clear-glazed windows and three separate entries, which provides flexibility for demising into smaller spaces.

- Building back-of-house spaces are located towards the middle of the block (or on floors above ground level) to allow spaces along the street frontages to remain flexible.

Some aspects of the proposal do not yet successfully meet this guideline, however:

- The hotel lounge area at the northwest corner of the building provides what is essentially a flexible retail space; however, there is only one entry to the space, through a revolving door, off the small plaza area at the northwest corner of the building. An additional entry(s) should be provided from this plaza area into the space.
- A long retail “food hall” space lines SW 9<sup>th</sup> Ave and anchors the northeast and southeast corners of the building. This space is inherently flexible in nature; however, two aspects of its design compromise that flexibility to some extent:

- The glazed, fold-up overhead doors do not appear to allow pedestrian passage into or out of this retail “food hall” space; curbs are shown beneath each of these doors on Exhibits C.50 & C.51. Instead, passage into the retail space should be allowed, as indicated on the ground floor plan (Exhibit C.10).
- The applicants should demonstrate how this space could be converted to a non-food hall use in the future. A plan showing demising potential demising walls should be provided. Additionally, there are some features that appear to be platforms next to (or under?) some of the fold-up overhead doors that may not function successfully in a different use scenario.

Therefore, this guideline is met in part and not met in part.

**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 proposal successfully integrates encroachments into the public right-of-way in the following ways:

- Proposed canopies are well-integrated into the building’s overall composition, as described in Findings for B6. Though, as noted in the same findings, the same canopy systems are used on the northwest corner of the building, where the podium expression is not used, and the glass tower instead extends to the ground. The white color of both canopies appears to be less well-integrated on this portion of the building. A dark color, matching the spandrel panel color, should be used instead, which should be added through a condition of approval.

However, some aspects of the proposal do not yet meet this guideline:

- The canopy over the hotel lobby entry is shown protruding 11’-0” into the right-of-way in plan, which exceeds what PBOT’s “Encroachments into Public Right-of-Way” guide and OSSC Section 3202.3.1 allows. A different canopy is shown in plan. The same canopy, shown on Exhibit C.62 also

has a different dimension than what is indicated for either canopy on Exhibit C.47. Coordination is needed to evaluate this system. Furthermore, this canopy may not be able to extend as far over the sidewalk as proposed, per the PBOT Encroachments in the Public Right-of-Way guide.

- Sculptural art pieces are also shown apparently protruding into the right-of-way along SW Washington St and SW 10<sup>th</sup> Ave, as seen on Exhibit C.131 (marked as sheet 1 in the middle of the drawing set). These encroachments would require approval of an encroachment permit from PBOT, which has not been granted or applied for.

*Therefore, this guideline is met in part and not met in part.*

**QUALITY & PERMANENCE**

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

**Findings:** Portions of the proposal use design principles and building materials that promote quality and permanence in the following ways:

- The proposed precast concrete used at the podium levels of the building are a very solid, durable, high-quality material. This material is particularly suited to its placement at the ground level, where materials will be in frequent contact with pedestrians.
- The proposed aluminum-framed curtainwall system will be structurally glazed with integrated insulated, back-painted spandrel glass. Curtainwall systems are of very high-quality and wholly appropriate for use on a 35-story tower.
- The proposed Alucobond metal panel system is a very high-quality and durable aluminum composite panel system. Because it is a fully-bonded composite panel system, it is very rigid and resistant to pillowing or oil-canning. Furthermore, it is capable of producing crisp lines and joints whether cut or folded.
- The proposed glass and metal canopies are a high-quality system, with a painted structural steel framing system.

Some aspects of the proposal do not yet successfully meet this guideline, or additional material is needed to demonstrate how this guideline is met:

- The applicant’s written narrative states that the ground level will use an aluminum storefront system; however, no information about the system has yet been provided. Details and product cut sheets will help determine if this system satisfies this guideline.
- Glazed, fold-up overhead doors are proposed at the ground level of the east elevation; however, no information about the system has yet been provided. Details and product cut sheets will help determine if this system satisfies this guideline.
- Glazed, roll-up overhead doors are proposed at the loading dock (and possibly at the structured parking entry. No information about the system has yet been provided. Details and product cut sheets will help determine if this system satisfies this guideline. Clarification about whether this system is to be used at the north elevation is needed, as well.

- Large vertical louvers are shown on all four elevations; however, no information about the system has yet been provided. Details and product cut sheets will help determine if this system satisfies this guideline.
- The light box assembly at the top of the tower appears to be composed of channel glass; however, it is not exactly clear that this is the primary material proposed. Clarification about which material is proposed, as well as additional details are needed to determine if the system will satisfy this guideline.
- The proposed SW 9<sup>th</sup> Ave paving material is identified as pavers in the applicants’ written narrative and as decorative concrete paving in the drawing set submitted to the Design Commission on November 1, 2018. Coordination is needed, and additional information about the system should be provided. Details and product cut sheets will help determine if this system satisfies this guideline.
- Fixed furnishings are shown on the landscape plan for SW 9<sup>th</sup> Ave; however, no information the exact nature of this system has yet been provided. Details, enlarged plans, sections, and product cut sheets will help determine if these furnishings satisfy this guideline.
- Proposed roof terraces on the east half of the site also have built-in planters and furnishings and hardscaping; however additional information is needed to determine if these components meet this guideline.

*Therefore, this guideline is met in part and not met in part.*

**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:** Portions of the proposal successfully integrate the different building and design elements to achieve a coherent composition:

- Overall, the proposed palette of materials to be used on the building is concise and well-coordinated, in addition to being of high-quality, as described in Findings for C2, above. This palette may allow for a coherent composition to be achieved; however, as explained below, there are components of the design that do not yet fully meet this guideline.
- Taken on its own, the proposed podium design vocabulary achieves a coherent, modern take on a historic façade pattern found on the Galleria building across SW Alder St. The proposed use of faceted, precast concrete pilasters, beams, and mullions creates a unified design with a strong street presence.

Some aspects of the proposal do not yet successfully meet this guideline, however:

- Unification of the podium and the tower:
  - For the most part, these two components of the building appear to be too distinct and separate from each other, except for, perhaps, at the northwest corner of the building, where the podium steps back to expose the tower as it touches the ground; and, to some extent, at the south elevation, where the tower again appears to keystone into the podium. However, the integration of these two major massing components may be better expressed on the south elevation if the tower again touched the ground, as it does on the

north.

The “keystoning” described above, is an attempt at striking a balance between having a completely separate podium and tower vocabulary. This latter idea would likely be very unsuccessful and would most likely not achieve a well-integrated, coherent composition.

- o Another alternative to maintaining distinct building articulation strategies between the tower and the base is to divide the two vertically, creating a separate tower mass and podium-level mass on each half of the block. This strategy, too, would have the same issue of how to knit (or not) the two masses together at their intersection as the applicants’ preferred proposal does.
- o One consideration which may allow for distinction between the tower and the podium, but which could also help to unify them, would be to provide greater horizontal relief between the tower and podium planes. Currently, both are essentially pushed out to the street lot lines on the north, south, and west elevations. Despite the reveals in the tower which help to separate the two, a greater planar difference would allow for more distinction between the two major masses.

- While the podium design vocabulary, as described above, is a successful strategy on its own for articulating the base of the building, the overall coherency of this strategy is not as successful on several levels:

- o The podium design loses its overall coherency on the east elevation. Here, the terrace steps complicate the otherwise simple mass and straightforward articulation strategy with numerous steps, some of which are clad with the precast concrete pilasters, beams, and mullions, and some which are fully glazed like the tower. A more refined solution is possible and is demonstrated on Exhibit C.160. Here, the podium has a reduced number of steps—only three with the precast concrete cladding system. The other podium steps are pushed farther back, allowing them to recede from the stronger precast concrete street elevation.
- o The podium also lacks in coherency on the south elevation. Here the podium’s “cornice line”, for lack of a better word, lies at different floor levels on either side of the tower. Lowering the eastern cornice down to the height of the western cornice, as shown on Exhibit C.160, creates a much stronger top to the podium mass and helps the two separate pieces to read more coherently as one. This greater unification of the podium also improves the podium’s relationship with the tower, which in this same design study protrudes all the way to the ground level.
- o From the north elevation, the podium terraces also lack in coherency. The precast concrete pilasters and mullions are not used on the north elevation terrace faces. Integration of the terraces with the tower is also lacking. The same massing study shown on Exhibit C.160 also achieves greater coherency between the tower and the terraces, and the terracing itself reads more logically. Though difficult to see on the two perspectives shown, when viewed from a SketchUp model submitted by the applicants, the terrace

components appear to be interlocking fingers—some from the tower and some from the podium.

The following aspects of the proposal also do not yet successfully meet this guideline. Additional findings relating to these aspects of the proposal will be provided in a revised staff report, issued before the first Design Commission hearing on November 1, 2018:

- Tower protrusion at floors 19 & 20
- Balcony edges should be dark to match the glazing and spandrels rather than white.
- Balconies at level 34 on north and south elevations
- Channel glass top

*Therefore, this guideline is met in part and not met in part.*

**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:** Portions of the proposal successfully integrate roofs and use rooftops in the following ways:

- A building maintenance unit crane is proposed on the roof of the tower. Little information is provided in the drawing set or written narrative; however, the applicants have stated that the BMU crane is a telescoping system that will rest below the height of the mechanical screen parapet when not in use. To ensure that this BMU crane is fully integrated with the roof and, therefore, only visible when in use, a condition of approval requiring the crane to be fully below the height of the mechanical screen parapet when not in use should be added to satisfy this guideline.

Some aspects of the proposal do not yet successfully meet this guideline, or additional material is needed to demonstrate how this guideline is met:

- The tower roof accommodates a mechanical penthouse, large mechanical units, and a retractable maintenance crane all behind a large screening system. However, more information is needed to describe the light box wall assembly, as noted in Findings for C12, below, which comprises part of this screening system. Additionally, the channel glass itself is a material not used anywhere else on the building and may read as a foreign element. Rather than introducing this new material at the top of the building, the development team should explore extending the glass curtain wall material up to screen the mechanical systems on the tower roof and to create the proposed light box.
- Landscaped and occupiable roof terraces are proposed on the east half of the site, stepping down from level 8 to level 3. While the occupiable terrace patios and associated landscaping conceptually meet this guideline, additional information is needed about the materiality and detailing of

proposed hardscape and landscape installations, such as those shown on Exhibits C.72 through C.75, to determine if they are fully-integrated with the rest of the building

Additionally, the massing of the proposed terraces could be better integrated within the overall podium massing and in their relationship to the tower massing, as described in Findings for C5, above.

- The proposed ecoroofs and stormwater planters shown atop the roof terraces could be well-integrated components of the rooftop; however, additional detail is needed to demonstrate how they integrate with the overall landscape proposal on the roof.

*Therefore, this guideline is met in part and is not met in part.*

**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:** Portions of the proposal successfully integrate lighting in the following ways:

- Integrated LED lighting is proposed in the all-composite metal canopies at the lobby entries. This fixture is narrow and long and recessed into the canopy structure and is therefore well-integrated.

Some aspects of the proposal do not yet successfully meet this guideline, or additional material is needed to demonstrate how this guideline is met:

- Lighting is shown at the top of the tower on Exhibit C.45. Though called-out as only a “light box wall assembly”, the intent appears to be to use a channel glass system. Additional information and details should be provided to substantiate that this system will be well-integrated into the overall composition of the building and to demonstrate that the tower top will not negatively impact the skyline at night.

- The channel glass itself is a material not used anywhere else on the building and may read as a foreign element. Rather than introducing this new material at the top of the building, the development team should explore extending the glass curtain wall material up to screen the mechanical systems on the tower roof and to create the proposed light box.

- The written narrative also describes additional lighting at retail entries and the amenity decks which are not shown in the drawing set. Either information about these lighting systems should be included in the proposal, or they may be considered under a follow-up design review.

*Therefore, this guideline is met in part and not met in part.*

**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:** No signs are yet proposed. Signs over 32 square feet in area are required to receive design review approval.

*Therefore, this guideline does not yet apply.*

## **(2) MODIFICATION REQUESTS (33.825)**

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

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

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

**Modification #1: 33.266.100.F – Stacked Parking.** The applicants request the Modification to allow some, unspecified number, of stacked parking spaces to function without an attendant. The standard requires an attendant to be present when the lot is in operation, except in cases where the spaces are used as tandem parking for individual dwelling units.

*Purpose Statement:* (From zoning code section 33.266.130) The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users.
- Create a strong relationship between buildings and the sidewalk; and
- Create a sense of enclosure on transit and pedestrian street frontages.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

*Standard:* 33.266.100.F, Stacked Parking. Stacked or valet parking is allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. Automated stacked parking and tandem parking for individual dwelling units are exempt from the attendant and guarantee requirements. The requirements for minimum or maximum spaces and all parking area development standards continue to apply for stacked parking. See also 33.266.140.

- A. *Better meets design guidelines.*** *The resulting development will better meet the applicable design guidelines; and*

**Findings:** The proposed modification would allow for some stacked (tandem) parking spaces to be leased to individual residents of the building. Providing additional parking spaces for these residents in the subterranean structured parking levels allows for a greater number of vehicles to be parked in a smaller amount of the developed footprint.

This allows all desired parking to be accommodated underground, rather than at grade or above ground. This request also leads to the creation of a better pedestrian realm, better meeting guidelines *B2 – Protect the Pedestrian* and *C9 – Develop Flexible Sidewalk-Level Spaces*, and leads to a better contextual response to the Midtown Park Blocks, better meeting guidelines *A5 – Enhance, Embellish, and Identify Areas*, *C4 – Complement the Context of Existing Buildings*, and *D1 – Park Blocks*.

- 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:** The purpose of the parking standards, including standards related to stacked parking, includes ensuring that proposed parking promotes the safe circulation of vehicles within the parking area. The purpose also works to create an environment that is inviting to pedestrians and transit users, create a strong relationship between buildings and the sidewalk, and create a sense of enclosure on transit and pedestrian street frontages.

Since all proposed parking spaces are underground, they have no negative effect on the pedestrian realm at grade level and allow for the creation of a strong relationship between the building and the sidewalk and the creation of a sense of enclosure on the sidewalks adjacent to the building. Additionally, all proposed tandem parking spaces are set rather deeply into the parking garage circulation areas, giving other motorists sufficient sightlines and time to respond to vehicles maneuvering in these spaces. This helps to ensure the safe circulation of vehicles within the garage.

For these reasons, the purpose is met, on balance.

*Therefore, this Modification merits approval.*

**Modification #2: 33.266.220.C.3.b – Standards for all bicycle parking, Bicycle racks.** The applicants request the Modification to allow wall-mounted, vertically-staggered long-term bicycle parking racks to provide spaces which are 6' tall by 1'-6" in width, rather than the required 2' width.

*Purpose Statement:* These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

*Standard:* 33.266.220.C.3.b, A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11.

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

**Findings:** The Modification request addresses the long-term bicycle parking spaces in bike rooms on levels P2 and P3—a total of 208 long-term bike parking spaces. The racks are proposed to be mounted vertically with a high-density rack system. Each rack is proposed to be staggered vertically, as well, but the stagger is not specified.

The narrower spacing of the racks on these subterranean levels will allow a greater number of bikes to be stored underground, ensuring that there remains plenty of room for active uses on the ground floor along all four streets—a development pattern which also fits in well with other nearby development—better meeting guidelines A5 – Enhance, Embellish, and Identify Areas, A8 – Contribute to a Vibrant Streetscape, C4 – Complement the Context of Existing Buildings, and C9 – Develop Flexible Sidewalk-Level Spaces.

**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:** As stated above, the proposed racks will be mounted vertically and will be staggered, which will provide room for handlebars and peddles to overlap without snagging or interfering with one another. However, the amount of vertical stagger is not identified; previous land use decisions have found that a 6” vertical stagger is a good minimum amount to achieve successful overlap of handlebars and peddles, and this should be required through a condition of approval.

Thus, the purpose statement of the standard, which states that the standards ensure that bikes can be locked without undue inconvenience and are reasonably safeguarded from damage, will be met, on balance

*With the condition of approval that the vertically-mounted long-term bicycle racks shall be staggered vertically by at least 6”, this modification will merit approval.*

**Modification #3: 33.510.215.B.5 – Required Building Lines, Standards for the Park Blocks.** The applicants request the Modification to allow the building to extend to the street lot line for its full length along SW 9<sup>th</sup> Ave, instead of setting back at least 12 feet from the lot line for at least 75% of the lot line’s length. Instead, the applicants propose to create a retail “food hall” space along SW 9<sup>th</sup> Ave that will be open to the street and to redesign and rebuild SW 9<sup>th</sup> Ave with non-standard right-of-way improvements, such as traffic calming measures, curbless transitions between active and vehicular travel modes, visual and textural material changes of ground lane, bollards, special overhead lighting, street furnishings, and shifting the planting zone out into the street.

*Purpose Statement:* The required building line standards ensure that buildings in certain parts of the Central City are built to the sidewalk’s edge unless landscaping or an extension of the sidewalk is provided. The standards support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. Extensions of the sidewalk may incorporate trees, landscape planters, groundcover, and areas for stormwater management between the building and the sidewalk.

*Standard:* 33.510.215.B.5, Standards for the Park Blocks. On sites with frontage on a street shown on Map 510- 22, and on sites that are adjacent to an open area shown on Map 510-22, buildings must be set back at least 12 feet from the street or adjacent lot line along at least 75 percent of the length of the lot line. At least 50 percent of the space between the building and the street or adjacent lot line must be landscaped with ground cover plants and shrubs, and contain one tree per 400 square feet. All plants must be selected from the Portland Tree and Landscaping Manual. This standard applies to new development. Exterior walls of buildings designed to meet the requirements of this Paragraph must be at least 15 feet high measured from the finished sidewalk at the building’s edge

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

**Findings:** The subject site lies in the Midtown Park Blocks, between Director Park and O’Bryant Square. The right-of-way along SW 9<sup>th</sup> Ave through the Midtown Park Blocks is only 50-foot wide, as compared to 60- to 80-foot right-of-way widths for other streets downtown. This narrower width gives the Midtown Park Blocks a unique development character in the Central City. Additionally, the applicants point out in their written narrative that only three of the 54 Green Loop block edges on the west side of the river currently have setbacks of any kind, and all are located in the South Park Blocks area.

The proposal sets development at the street lot line edge of SW 9<sup>th</sup> Ave, rather than setting back by 12 feet. Setting development at the street lot line helps to maintain the unique development character of the Midtown Park Blocks, better meeting *Guidelines A5 – Enhance, Embellish, and Identify Areas* and *C4 – Complement the Context of Existing Buildings*.

That being said, one of the objectives of the standard is to create “opportunities for stopping and gathering”. This is accomplished by requiring 12-foot deep setbacks along at least 75% of the length of the lot line. For the 200-foot long lot, this would result in 1,800 square feet of stopping and gathering areas. The applicants propose to mitigate the loss of this stopping and gathering area by creating a woonerf-type street, with additional space for pedestrian movement and stopping. The proposed street design on Exhibit C.92 begins to show these stopping places and planters that are moved out into the street; however, specific materials, fixtures, and/or built-in furnishings, with substantiating product information, plans, sections, and details, should be proposed. Therefore, at this time, the proposal does not better meet *Guideline B4 – Provide Stopping and Viewing Places* than meeting the standard outright would.

The standard also requires additional planting areas and trees within the required setbacks. The proposal begins to provide some of this planting area in

the street. The Green Loop volume (Volume 5B) of the Central City 2035 Plan describes a “connected canopy” as one of the design principles of the Green Loop. Central City 2035 Policy 5.12 also describes the Green Loop as providing “tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections.” The proposed plantings currently consist of only columnar trees and low, ground-covering shrubs, together comprising only two species. Larger canopy trees and plantings that work to create a more park- or garden-like pedestrian environment would provide better mitigation for the lack of additional plantings on-site adjacent to the street, supporting the goals of the Central City 2035 Plan and better meeting *Guidelines A1 – Integrate the River* (by providing additional habitat), *A2 – Emphasize Portland Themes*, *A4 – Use Unifying Elements*, *A7 – Establish and Maintain a Sense of Urban Enclosure* (with larger tree canopy), and *D1 – Park Blocks*.

The applicants also propose to mitigate the standard by providing a very porous edge at the ground floor along SW 9<sup>th</sup> Ave. This is accomplished with a combination of clear-glazed, folding overhead doors and regular storefront doors that open into the ground level retail “food hall” space. These doors and the interior space also follow the slope of SW 9<sup>th</sup> Ave so that interior activity generally remains at the same level as the street. Additionally, three walk-up windows appear to be proposed, which will allow for passing pedestrians to interact with interior tenants. Taken all together, these moves help to activate the street, better meeting *Guidelines A8 – Contribute to a Vibrant Streetscape*, *B5 – Make Plazas, Parks, and Open Space Successful*, and *C9 – Develop Flexible Sidewalk-Level Spaces*.

However, the glazed, fold-up overhead doors do not appear to provide a pedestrian passage into or out of the retail “food hall” space; curbs are shown beneath each of these doors on Exhibits C.50 & C.51. Ideally, at least a large portion of each bay would allow for accessible movement at grade into and out of these spaces, as indicated on the ground floor plan (Exhibit C.10). This would better meet *Guideline B7 – Integrate Barrier-Free Design*. Furthermore, to enhance the connection between the street and the interior, the same paving material/floor material and/or pattern should extend from outside to inside the retail “food hall” space. This would better meet *Guidelines B1 – Reinforce and Enhance the Pedestrian System* and *C6 – Develop Transitions Between Buildings and Public Space* and provide better mitigation for the standard by signifying that the retail space is intended to function as an extension of the public pedestrian realm, much like the building setback and landscaped area would have.

Finally, since this segment of SW 9<sup>th</sup> Ave will be redesigned as mitigation for the standard, and since this segment of the Green Loop is the first in the city to be designed and, likely, the first to be built, the applicants should propose in some detail how elements of the streetscape design may be replicated on other blocks along the Green Loop. The applicants should identify proposed elements that are unique to the subject site, as well as those that should be replicated on other blocks in the Midtown Park Blocks and those that should be replicated for the length of the Green Loop. This would better meet *Guidelines A2 – Emphasize Portland Themes*, *A4 – Use Unifying Elements*, *A5 – Enhance, Embellish, and Identify Areas*, *B1 – Reinforce and Enhance the Pedestrian System*, and *D1 – Park Blocks*.

**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:** The purpose statement for the Required Building Lines standard states that the standard is intended to support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. As described in the Findings for this Modification above, the proposal begins to meet this purpose through a variety of interventions, and, with refinements recommended above, will likely be consistent with the purpose of the standard, on balance.

*Therefore, this Modification does not yet merit approval.*

**Modification #4: 33.510.243.B. – Ecoroofs.** The applicants request the Modification to allow ecoroof to cover only 31% of the total building roof area, rather than 100% of the building roof area (minus allowed exceptions, such as mechanical equipment and uncovered common outdoor areas).

*Purpose Statement:* Ecoroofs provide multiple complementary benefits in urban areas, including stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. The standards are intended to:

- Maximize the coverage of ecoroofs;
- Allow for the placement of structures and other items that need to be located on roofs; and
- Support the architectural variability of rooftops in the Central City.

*Standard:* 33.510.243.B, Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of 20,000 square feet or more must have an ecoroof that meets the following standards:

1. The ecoroofs, including required firebreaks between ecoroofs areas, must cover 100 percent of the building roof area, except that up to 40 percent of the building roof area can be covered with a combination of the following. Roof top parking does not count as roof area. Roof area that has a slope greater than 25% does not count as roof area:
  - a. Mechanical equipment, housing for mechanical equipment, and required access to, or clearance from, mechanical equipment;
  - b. Areas used for fire evacuation routes;
  - c. Stairwell and elevator enclosures;
  - d. Skylights;
  - e. Solar panels;
  - f. Wind turbines;
  - g. Equipment, such as pipes and pre-filtering equipment, used for capturing or directing rainwater to a rainwater harvesting system; or
  - h. Uncovered common outdoor areas. Common outdoor areas must be accessible through a shared entrance.
2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual’s Ecoroof Facility Design Criteria.

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

**Findings:** Rooftop spaces on the tower and podium terrace levels of the building are proposed to accommodate large mechanical equipment, uncovered common outdoor areas, landscape planters, and stormwater-based water features. The aggregation and placement of these large mechanical uses on the roof of the tower, and subsequent screening of these mechanical uses, helps to lift these otherwise unsightly building services off the ground level and away from the exterior elevations, better meeting Guidelines C5 – Design for Coherency and C11 – Integrate Roofs and Use Rooftops.

However, the applicants state that industry experts do not recommend putting a planted area on a roof as high as the tower's, but no substantiating information is provided. There is enough space to accommodate at least some ecoroof on the tower, and without further substantiation, the modification request does not meet Guideline C11 as well as providing the ecoroof would.

Furthermore, BES has not found that the proposed stormwater management solution can be successfully accommodated in the remaining ecoroof area. Without BES approval, it cannot be found that Guideline C11 is better met by providing less ecoroof coverage.

**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:** The purpose of the standard is to provide for stormwater management, mitigation of the urban heat island effect, and allowing for architectural “variability” of rooftops within the Central City.

- Since BES has not found that the proposed stormwater management solution can be successfully accommodated in the remaining ecoroof area, this proposal is not consistent with this part of the purpose of the standard, on balance.
- No information is provided about the modification's request as to the proposal's effect on, or reduction of, the urban heat island effect; therefore, the proposal is not consistent with this part of the purpose, on balance.
- Finally, while the terraced, landscaped rooftops of the podium level provide “variability” over half the site, the proposed tower rooftop is essentially flat and does not provide the same architectural “variability”. Therefore, the proposal is not consistent with this part of the purpose, on balance.

*Therefore, this modification does not yet merit approval.*

### **(3) 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 citywide, 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.

**The following adjustment is requested:**

1. 33.510.263.B.2 – Parking and loading access standards. The applicants request the Adjustment to allow parking access from SW Washington St, which is classified as a Major City Bikeway, and to allow loading access from SW Alder St, which is also classified as a Major City Bikeway. Motor vehicle access to any parking area, loading area, or parking structure is not allowed from streets classified as a Major City Bikeway

**33.805.040 Approval Criteria**

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A through F have been met:

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

**Findings:** The purpose statement for 33.510.263, Parking and Loading Access is: “The purpose of the parking and loading access regulations is to ensure the safety of pedestrians, bicyclists, and motorists, to avoid significant adverse impact on transit operations, and to ensure that the transportation system functions efficiently. The regulations require that the access to parking and loading areas be designed so that motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail or streetcar alignment. Parking access shall be designed to avoid adverse impacts on operation and safety of pedestrian, bicycle, or motor vehicle circulation, and shall not preclude the future construction of facilities such as protected bikeways. A driveway is not automatically considered such an impact. On blocks where transit stations are located, the pedestrian environment on both sides of the streets will be considered and protected.”

In relation to the requested Adjustment and in order to adequately address the above referenced approval criterion, the applicant had a Transportation Impact Study (TIS) prepared by a professional traffic consultant. The TIS included standard information utilizing acceptable industry assumptions, references, calculations and conclusions – addressing the above referenced issues related to safety and operations related to pedestrian, bicycle and motor vehicle modes of travel. It should be noted that there was really no option for the applicant to consider vehicle access (associated with either the parking garage or loading spaces) from either SW 9th or 10th Avenues. The Zoning Code prohibits access to SW 10th Ave and SW 9th Ave is also identified as the “Green Loop” designated street through the city core area. The Green Loop is intended to minimize vehicle travel and focus on moving bicycles and pedestrians – hence the applicant’s proposed concept of a woonerf along this site frontage. Accordingly, the only options for the applicant to explore included either combining the parking and loading functions along either SW Washington or SW Alder, or, providing one of these functions along one site frontage, and the other function on the opposing street. In this regard, the analyses performed identified a recommendation for the proposed parking access along SW Washington and loading access along SW Alder. PBOT is supportive of this recommendation and is also supportive of the requested Adjustment.

*For these stated reasons, the approval 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 an OS C, E, or I zone, the proposal will be consistent with the desired character of the area.

**Findings:** The subject site is located within the CX – Central Commercial zone. This zone “is intended to provide for commercial and mixed-use development within Portland’s most urban and intense areas, specifically the Central City and the Gateway Regional Center. A broad range of uses are allowed to reflect Portland’s role as a commercial, cultural, residential, 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 proposed development is of a very high intensity, at 35-stories, 460 feet, and over 1 million SF of development area (including the subterranean structured parking), and it accommodates a broad range of uses within that space, including multi-family residential, hotel, retail, and commercial office uses. The development is pedestrian-oriented on all four sides of the building and has a safe and attractive streetscape, particularly along SW 9<sup>th</sup> Ave.

*For these stated reasons, the approval 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.

**Findings:** Only one adjustment is being requested.

*This criterion does not apply.*

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

**Findings:** No city-designated historic resources or scenic resources are located on the subject site.

*This criterion does not apply.*

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

**Findings:** All four street frontages have restrictions on parking and loading access, and access is prohibited off SW 10<sup>th</sup> Ave. Locating access to either the parking or loading areas on SW 9<sup>th</sup> Ave would severely negatively affect the success and safety of the Green Loop on that block, leaving only SW Alder St and SW Washington St as acceptable alternatives.

Separating the two functions—parking and loading—to different streets helps to reduce the number of conflicts that would be experienced both by motorists and loading vehicles, but also by pedestrians. Locating both on one side essentially leave over 100 feet of frontage in vehicle and service area, which would detract from the pedestrian environment. Due to the number of uses and large program of the proposed building, conflicts between motor vehicles entering and exiting the parking garage and loading vehicles accessing or leaving the four loading

bays provided would undoubtedly arise. Therefore, locating each on a separate street frontage will reduce potential conflicts in both cases.

The placement of the loading access off SW Alder also continues the pattern established across that street at the Galleria building, which has two mid-block loading spaces that also open onto SW Alder. The placement of the parking access off SW Washington St also takes advantage of the natural grade of the site to place the parking garage entry at a lower point, reducing the need for ramping inside.

*For these stated reasons, the approval 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:** The subject site is not in an environmental zone.

*This criterion does not apply.*

*For the reasons stated above, this Adjustment merits approval.*

**(4) OREGON STATEWIDE PLANNING GOALS**

**Oregon Statewide Planning Goals findings for site in the Central City plan district**

Goal 1: Citizen Involvement

Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

**Findings:** The City of Portland maintains an extensive citizen involvement program which complies with all relevant aspects of Goal 1, including specific requirements in Zoning Code Chapter 33.730 for public notice of land use review applications that seek public comment on proposals. There are opportunities for the public to testify at a local hearing on land use proposals for Type III land use review applications, and for Type II and Type IIX land use decisions if appealed. For this application, a written notice seeking comments on the proposal and notifying of the public hearing was mailed to property-owners and tenants within 400 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 1,000 of the site. Additionally, the site was posted with a notice describing the proposal and announcing the public hearing.

The public notice requirements for this application have been and will continue to be met, and nothing about this proposal affects the City’s ongoing compliance with Goal 1.

*Therefore, the proposal is consistent with this goal.*

Goal 2: Land Use Planning

Goal 2 outlines the basic procedures of Oregon’s statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan’s policies into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that

plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

**Findings:** Compliance with Goal 2 is achieved, in part, through the City’s comprehensive planning process and land use regulations. For quasi-judicial proposals, Goal 2 requires that the decision be supported by an adequate factual base, which means it must be supported by substantial evidence in the record. As discussed earlier in the findings that respond to the relevant approval criteria contained in the Portland Zoning Code, the proposal complies with the applicable regulations, as supported by substantial evidence in the record.

*As a result, the proposal meets Goal 2.*

### Goal 3: Agricultural Lands

Goal 3 defines “agricultural lands,” and requires counties to inventory such lands and to “preserve and maintain” them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

### Goal 4: Forest Lands

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will “conserve forest lands for forest uses.”

**Findings for Goals 3 and 4:** In 1991, as part of Ordinance No. 164517, the City of Portland took an exception to the agriculture and forestry goals in the manner authorized by state law and Goal 2. Since this review does not change any of the facts or analyses upon which the exception was based, the exception is still valid and *Goals 3 and 4 do not apply.*

### Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 5 relates to the protection of natural and cultural resources. It establishes a process for inventorying the quality, quantity, and location of 12 categories of natural resources. Additionally, Goal 5 encourages but does not require local governments to maintain inventories of historic resources, open spaces, and scenic views and sites.

**Findings:** The City complies with Goal 5 by identifying and protecting natural, scenic, and historic resources in the City’s Zoning Map and Zoning Code.

The only Goal 5 natural resources in the Central City plan district are located near the Willamette River. Therefore, natural resource protection in the Central City is carried out by the River overlay zones discussed below in the findings for Statewide Planning Goal 15. Per OAR 660-023-0240(2), Goal 15 supersedes Goal 5 for natural resources that are also subject to Goal 15.

Protection of scenic resources is implemented through the Scenic (“s”) overlay zone on the Zoning Map or by establishing building height limits within view corridors as shown on Map 510-3 and 510-4.

Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts.

The Zoning Code imposes special restrictions on development activities within the River overlay zones, the Scenic overlay zone, view corridors, and designated historic resources.

This site is not within any River overlay zone, Scenic overlay zone, or designated view corridor, and is not part of any designated historic resource. *Therefore, Goal 5 is not applicable.*

Goal 6: Air, Water and Land Resources Quality

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

**Findings:** Compliance with Goal 6 is achieved through the implementation of development regulations such as the City’s Stormwater Management Manual at the time of building permit review, and through the City’s continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities.

The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed objections to approval of the application, as mentioned earlier in this report. *Therefore, the proposal is not consistent with Goal 6.*

Goal 7: Areas Subject to Natural Disasters and Hazards

Goal 7 requires that jurisdictions adopt development restrictions or safeguards to protect people and property from natural hazards. Under Goal 7, natural hazards include floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. Goal 7 requires that local governments adopt inventories, policies, and implementing measures to reduce risks from natural hazards to people and property.

**Findings:** The City complies with Goal 7 by mapping natural hazard areas such as floodplains and potential landslide areas, which can be found in the City’s MapWorks geographic information system. The City imposes additional requirements for development in those areas through a variety of regulations in the Zoning Code, such as through special plan districts or land division regulations. The subject site is not within any mapped floodplain or landslide hazard area, *so Goal 7 does not apply.*

Goal 8: Recreation Needs

Goal 8 calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expediting siting of destination resorts.

**Findings:** The City maintains compliance with Goal 8 through its comprehensive planning process, which includes long-range planning for parks and recreational facilities. Staff finds the current proposal will not affect existing or proposed parks or recreation facilities in any way that is not anticipated by the zoning for the site, or by the parks and recreation system development charges that are assessed at time of building permit. Furthermore, nothing about the proposal will undermine planning for future facilities.

*Therefore, the proposal is consistent with Goal 8.*

Goal 9: Economy of the State

Goal 9 calls for diversification and improvement of the economy. Goal 9 requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

**Findings:** Land needs for a variety of industrial and commercial uses are identified in the adopted and acknowledged Economic Opportunity Analysis (EOA) (Ordinance 187831). The EOA analyzed adequate growth capacity for a diverse range of employment uses by distinguishing several geographies and conducting a buildable land inventory and capacity analysis in each. In response to the EOA, the City adopted policies and regulations to ensure an adequate supply of sites of suitable size, type, location and service levels in compliance with Goal 9. The City must consider the EOA and Buildable Lands Inventory when updating the City’s Zoning Map and Zoning Code. Because this proposal does not change the supply of industrial or commercial land in the City, *the proposal is consistent with Goal 9.*

#### Goal 10: Housing

Goal 10 requires local governments to plan for and accommodate needed housing types. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

**Findings:** The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards. Since approval of this application will enable an increase in the City’s housing supply, *the proposal is consistent with Goal 10.*

#### Goal 11: Public Facilities and Services

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal’s central concept is that public services should be planned in accordance with a community’s needs and capacities rather than be forced to respond to development as it occurs.

**Findings:** The City of Portland maintains an adopted and acknowledged public facilities plan to comply with Goal 11. See Citywide Systems Plan adopted by Ordinance 187831. The public facilities plan is implemented by the City’s public services bureaus, and these bureaus review development applications for adequacy of public services. Where existing public services are not adequate for a proposed development, the applicant is required to extend public services at their own expense in a way that conforms to the public facilities plan. In this case, the City’s public services bureaus found that existing public services are adequate to serve the proposal, as discussed earlier in this report.

*Therefore, the proposal is consistent with Goal 11.*

#### Goal 12: Transportation

Goal 12 seeks to provide and encourage “safe, convenient and economic transportation system.” Among other things, Goal 12 requires that transportation plans consider all modes of transportation and be based on an inventory of transportation needs.

**Findings:** The City of Portland maintains a Transportation System Plan (TSP) to comply with Goal 12, adopted by Ordinances 187832, 188177 and 188957. The City’s TSP aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.”

Under the Oregon Transportation Planning Rule (TPR), which helps to implement Goal 12, the Central City is designated as a Multi-Modal Mixed-Use Area (MMA). The MMA designation is intended to foster a mixed-use, pedestrian-friendly center

that allows a high intensity of uses. Development proposals are evaluated for their anticipated impacts to the safety of the transportation system.

The extent to which a proposal affects the City’s transportation system is evaluated by the Portland Bureau of Transportation (PBOT). As discussed earlier in this report, PBOT evaluated this proposal and found that it could not recommend approval due to lack of a Public Works Permitting approval for the proposed woonerf design on SW 9<sup>th</sup> Ave, lack of Driveway Design Exception approval for the proposed dedicated drop-off area off SW Washington St, lack of required UVE request approval for proposed vaults in the public right-of-way, and lack of Encroachment Permit approval for proposed subterranean encroachments into the public right-of-way.

*Therefore, the proposal is not consistent with Goal 12.*

### Goal 13: Energy

Goal 13 seeks to conserve energy and declares that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.”

**Findings:** With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current building code.

*For these reasons, staff finds the proposal is consistent with Goal 13.*

### Goal 14: Urbanization

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an “urban growth boundary” (UGB) to “identify and separate urbanizable land from rural land.” It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

**Findings:** In the Portland region, most of the functions required by Goal 14 are administered by the Metro regional government rather than by individual cities. The desired development pattern for the region is articulated in Metro’s Regional 2040 Growth Concept, which emphasizes denser development in designated centers and corridors. The Regional 2040 Growth Concept is carried out by Metro’s Urban Growth Management Functional Plan, and the City of Portland is required to conform its zoning regulations to this functional plan. This land use review proposal does not change the UGB surrounding the Portland region and does not affect the Portland Zoning Code’s compliance with Metro’s Urban Growth Management Functional Plan.

*Therefore, Goal 14 is not applicable.*

### Goal 15: Willamette Greenway

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

**Findings:** The City of Portland complies with Goal 15 in the Central City by applying River overlay zones to areas near the Willamette River. These overlay zones impose special requirements on development activities.

The subject site for this review is not within a River overlay zone near the Willamette River, so *Goal 15 does not apply*.

#### Goal 16: Estuarine Resources

This goal requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”

#### Goal 17: Coastal Shorelands

This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for “water-dependent” or “water-related” uses.

#### Goal 18: Beaches and Dunes

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

#### Goal 19: Ocean Resources

Goal 19 aims “to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19’s main requirements are for state agencies rather than cities and counties.

**Findings:** Since Portland is not within Oregon’s coastal zone, *Goals 16-19 do not apply*.

## **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 requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

## **CONCLUSIONS**

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. While there are many aspects of the proposal that meet the applicable design guidelines and modification criteria staff has identified several areas of concern with the proposed development that need resolution before staff can recommend approval for the proposal.

**Issue 1: Context**

- The building needs greater unification between the podium and the tower of the building.
- Proposed terracing is overly complicated.
- Illuminated top of the tower stands out among Portland’s tallest buildings.
- Green Loop tree species, paving material and pattern, light fixtures, built-in furnishings.
- Connections between SW 9<sup>th</sup> & retail space.
- Need clear, unobstructed entry through overhead doors off SW 9<sup>th</sup> Ave.
- *A4 – use Unifying Elements*
- *A5 – Enhance, Embellish, and Identify Areas*
- *C4 – Complement the Context of Existing Buildings*
- *D1 – Park Blocks*

**Issue 2: Public Realm**

- Northwest corner plaza and pull-back of the building suggests this area should have a major entry sequence and should be a special stopping place, with greater connectivity to the hotel lobby and lounge.
- Parking garage entry is unusually wide at 30’-0”.
- Canopy over the northwest plaza and SW Washington St sidewalk.
- Demonstrate how the retail “food hall” can be successfully converted to other retail uses.
- Encroachment issues with canopy and proposed sculptural art.
- *A8 – Contribute to a Vibrant Streetscape*
- *B2 – Protect the Pedestrian*
- *B3 – Bridge Pedestrian Obstacles*
- *B4 – Provide Stopping and Viewing Places*
- *B5 – Make Plazas, Parks, and Open Space Successful*
- *C6 – Develop Transitions between Buildings and Public Spaces*
- *C9 – Develop Flexible Sidewalk-Level Spaces*
- *C10 – Integrate Encroachments*

**Issue 3: Quality & Permanence**

- Additional info needed for several important building systems.
- The building needs greater unification between the podium and the tower of the building.
- Coherency of the podium could also be increased.
- Coherency of the tower could be increased.
- *C2 – Promote Quality & Permanence*
- *C5 – Design for Coherency*
- *C11 – Integrate Roofs and Use Rooftops*
- *C12 – Integrate Exterior Lighting*
- 

**Issue 4: Modifications**

- Modification #3 – 33.510.215.B.5 – Required Building Lines, Standards for the Park Blocks
- Modification #4 – 33.510.243.B - Ecoroofs

**TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends denial of the proposed 35-story, 460-foot tall mixed-use building comprising approximately 853,641 SF in the West End Subdistrict of the Central City Plan District and denial of proposed non-standard improvements in the right-of-way for the entire length of SW 9<sup>th</sup> Ave.

Staff recommends denial of two Modification requests:

- 3) 33.510.215.B.5 – Required Building Lines, Standards for the Park Blocks. The applicants request the Modification to allow the building to extend to the street lot line for its full length along SW 9<sup>th</sup> Ave, instead of setting back at least 12 feet from the lot line for at least 75% of the lot line’s length. Instead, the applicants propose to create a retail “food hall” space along SW 9<sup>th</sup> Ave that will be open to the street and to redesign and rebuild SW 9<sup>th</sup> Ave with non-standard right-of-way improvements, such as traffic calming measures, curbless transitions between active and vehicular travel modes, visual and textural material changes of ground lane, bollards, special overhead lighting, street furnishings, and shifting the planting zone out into the street
- 4) 33.510.243 – Ecoroofs. The applicants request the Modification to allow ecoroof to cover only 31% of the total building roof area, rather than 100% of the building roof area (minus allowed exceptions, such as mechanical equipment and uncovered common outdoor areas).

Were staff to recommend approval for the Design Review, staff would recommend approval for the requested Adjustment and two Modification requests:

One Adjustment to use-related zoning code development standards:

- 1) 33.510.263.B.2 – Parking and loading access standards. The applicants request the Adjustment to allow parking access from SW Washington St, which is classified as a Major City Bikeway, and to allow loading access from SW Alder St, which is also classified as a Major City Bikeway. Motor vehicle access to any parking area, loading area, or parking structure is not allowed from streets classified as a Major City Bikeway.

Two Modification requests:

- 1) 33.266.100.F – Stacked Parking. The applicants request the Modification to allow some, unspecified number, of stacked parking spaces to function without an attendant. The standard requires an attendant to be present when the lot is in operation, except in cases where the spaces are used as tandem parking for individual dwelling units.
- 2) 33.266.220.C.3.b – Standards for all bicycle parking, Bicycle racks. The applicants request the Modification to allow wall-mounted, vertically-staggered long-term bicycle parking racks to provide spaces which are 6’ tall by 1’-6” in width, rather than the required 2’ width.

=====

**Procedural Information.** The application for this land use review was submitted on July 27, 2018, and was determined to be complete on September 24, 2018.

*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 July 27, 2018.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G-6. Unless further extended by the applicant, **the 120 days will expire on September 24, 2019.**

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case, up to a maximum of \$5,000.00).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

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

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

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

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

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

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

Benjamin Nielsen  
 October 22, 2018

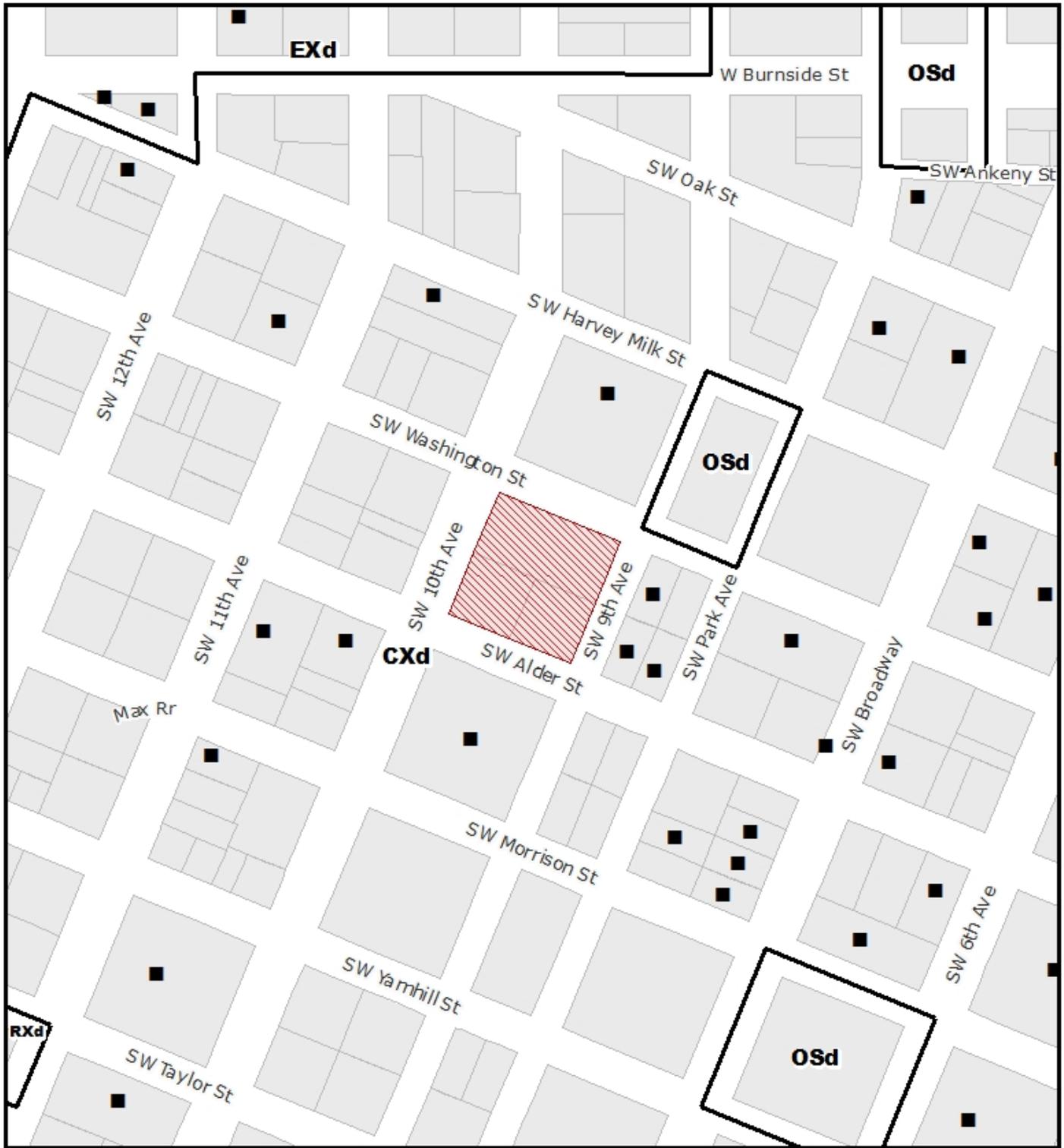
**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant’s Submittals
  1. Original Drawing Package, dated 10/18/2018 and received 07/27/2018
  2. Original Written Narrative, dated 10/18/2018 and received 07/27/2018
  3. Application for Adjustment Review, dated and received 09/24/2018
  4. Response to Incomplete Application letter, dated 08/16/2018 and received 09/24/2018
  5. Revised Drawing Set, dated and received 09/24/2018
  6. Revised Written Narrative & Stormwater Report, dated and received 09/24/2018
  7. SW 9<sup>th</sup> Ave and Podium Studies, received 10/03/2018
  8. PBOT Concept Plans, received 10/09/2018
  9. Applicants’ Statewide Planning Goals Narrative, received 10/10/2018
  10. Revised Drawing Set for Design Commission, received 10/12/2018
  11. Revised Written Narrative, received 10/12/2018
  12. Bird-safe Glass Product and Specifications, received 10/19/2018
- B. Zoning Map (attached)
- C. Plan & Drawings

- 1-5. Not used.
- 6. Architectural Site Plan
- 7. Floor Plan | Level P4/P4.5
- 8. Floor Plan | Level P2-3
- 9. Floor Plan | Level P1
- 10. Floor Plan | Level 01 (attached)
- 11. Floor Plan | Level 1.5
- 12. Floor Plan | Level 02
- 13. Floor Plan | Level 2.5
- 14. Floor Plan | Level 03
- 15. Floor Plan | Level 04
- 16. Floor Plan | Level 05
- 17. Floor Plan | Level 06
- 18. Floor Plan | Level 07
- 19. Floor Plan | Level 08
- 20. Floor Plan | Level 09
- 21. Floor Plan | Level 10-17
- 22. Floor Plan | Level 18
- 23. Floor Plan | Level 19
- 24. Floor Plan | Level 20
- 25. Floor Plan | Level 21
- 26. Floor Plan | Level 22-33
- 27. Floor Plan | Level 34
- 28. Floor Plan | Level 35
- 29. Floor Plan | Mechanical Penthouse
- 30. Not used.
- 31. Floor Plan | Roof Plan
- 32. Loading Composite
- 33. Drop-off Composite
- 34. Building Section | E-W (attached)
- 35. Building Section | N-S
- 36. North Elevation & East Elevation (attached)
- 37. West Elevation & South Elevation (attached)
- 38. B/W | North Elevation & B/W | East Elevation
- 39. B/W | West Elevation & B/W | South Elevation
- 40. W-1 | Enlarged West Elevation
- 41. W-2 | Enlarged West Elevation
- 42. A-1 | Enlarged West Elevation
- 43. C-2 | Enlarged West Elevation
- 44. Not used.
- 45. B-2 | Enlarged West Elevation
- 46. N-1 | Enlarged North Elevation
- 47. N-2 | Enlarged North Elevation
- 48. G-1 | Enlarged North Elevation
- 49. D-1 | Enlarged North Elevation
- 50. E-1 | Enlarged East Elevation
- 51. E-2 | Enlarged East Elevation
- 52. G-2 | Enlarged East Elevation
- 53. F-1 | Enlarged East Elevation
- 54. C-1 | Enlarged East Elevation
- 55. B-1 | Enlarged East Elevation
- 56. S-1 | Enlarged South Elevation
- 57. S-2 | Enlarged South Elevation
- 58. F-2 | Enlarged South Elevation
- 59. A-2 | Enlarged South Elevation

60. Façade | Precast Pilaster
61. Precast Composition Language
62. Canopy | Garage Entry, Retail, Typical Canopies
63. Canopy | Lobby Entries
64. Not used.
65. Not used.
66. Landscape Site Plan
67. Site Zone Diagram
68. Not used.
69. Terrace Landscape Plan
70. Design Elements
71. [Rendering]
72. Terrace Materials
73. Terrace Planting
74. Terrace Sections
75. Terrace Sections
76. Terrace Precedents
77. Not used.
78. Block 216 & Green Loop Plan
79. Block 216 & Green Loop Plan
80. Block 216 & Green loop Plan
81. Block 216 Context Axon
82. Block 216 + Green loop Context Axon
83. Green Network Expansion
84. District Park Standards
85. Paving Expansion
86. Urban Furniture Expansion
87. Lights/Hanging Features Expansion
88. District Composite
89. Not used.
90. Streetscape Precedents
91. Streetscape Precedents
92. Landscape Site Plan (attached)
93. Streetscape Elements
94. 9<sup>th</sup> Aerial Perspective
95. Streetscape Materials & Planting
96. Streetscape North South Section
97. Streetscape East West Section
98. Streetscape East West Section
99. SW 9<sup>th</sup> Ave Activation Precedents – Shared Street
100. SW 9<sup>th</sup> Ave Activation Diagram – with Parked Cars
101. SW 9<sup>th</sup> Ave Activation Precedents – Parklets
102. SW 9<sup>th</sup> Ave Activation Diagram – With Parked Cars + Parklets
103. SW 9<sup>th</sup> Ave Activation Diagram – Vendors & Parklets
104. SW 9<sup>th</sup> Ave Activation Diagram – Vendors & Parklets
105. SW 9<sup>th</sup> Ave Activation Precedents – Street Festival
106. Not used.
107. SW 9<sup>th</sup> Ave Activation Diagram – Street Festival
108. Material Palette
109. Exterior Features
- 110-130. Not used.
131. [Northwest Corner Site Plan]
- 132-159. Not used.
160. Option 7\_Lower Podium SE
- 161-175. Not used.

- 176. Proposed Building Maintenance Unit | Retracted
  - 177. Proposed Building Maintenance Unit | Extended
  - 178. Proposed Building Maintenance Unit | General Info
  - 179. Proposed Building Maintenance Unit | Photos
  - 180. Not used.
  - 181. Proposed Building Maintenance Unit | Typical Section
  - 182-188. Not used.
  - 189. Utility Site Plan
  - 190. Bird-Safe Glazing Analysis
  - 191. Bird-Safe Glazing Analysis
  - 192-258. Not used.
  - 259. Eco-Roof Diagram
- D. Notification information:
- 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant’s statement certifying posting
  - 5. Mailed notice
  - 6. Mailing list
- E. Agency Responses:
- 1. Bureau of Environmental Services
  - 2. Bureau of Transportation Engineering and Development Review
  - 3. Water Bureau
  - 4. Fire Bureau
  - 5. Site Development Review Section of BDS
  - 6. Life Safety Review Section of BDS
- F. Letters
- No correspondence was received.*
- G. Other
- 1. Original LUR Application
  - 2. Pre-Application Summary Memo for EA 18-159281 PC
  - 3. Request for Completeness Review, sent 08/01/2018
  - 4. Letter from Allison Rouse, Portland Parks & Recreation, in comment to EA 18-159309 DA for Block 216 but during completeness check for LU 18-210124 DZM AD, received 08/14/2018
  - 5. Incomplete Application Letter, sent 08/16/2018
  - 6. Signed Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 Days, received 08/17/2018
  - 7. PBOT Completeness Check comments, received 08/21/2018
  - 8. Block 216 Transportation Access Report, dated 08/23/2018 and received 08/24/2018
  - 9. Email from staff to applicants, re notes from Portland Parks & Recreation on “Enhanced Streets at Director Park”, sent 09/17/2018
  - 10. Email from applicant re: 09/24/2018 submittals
  - 11. Staff comments to applicants, sent 10/09/2018
  - 12. Staff email to applicants, re: Oregon Statewide Planning Goals, sent 10/10/2018
  - 13.
- H.



# ZONING



THIS SITE LIES WITHIN THE:  
CENTRAL CITY PLAN DISTRICT  
WEST END SUBDISTRICT

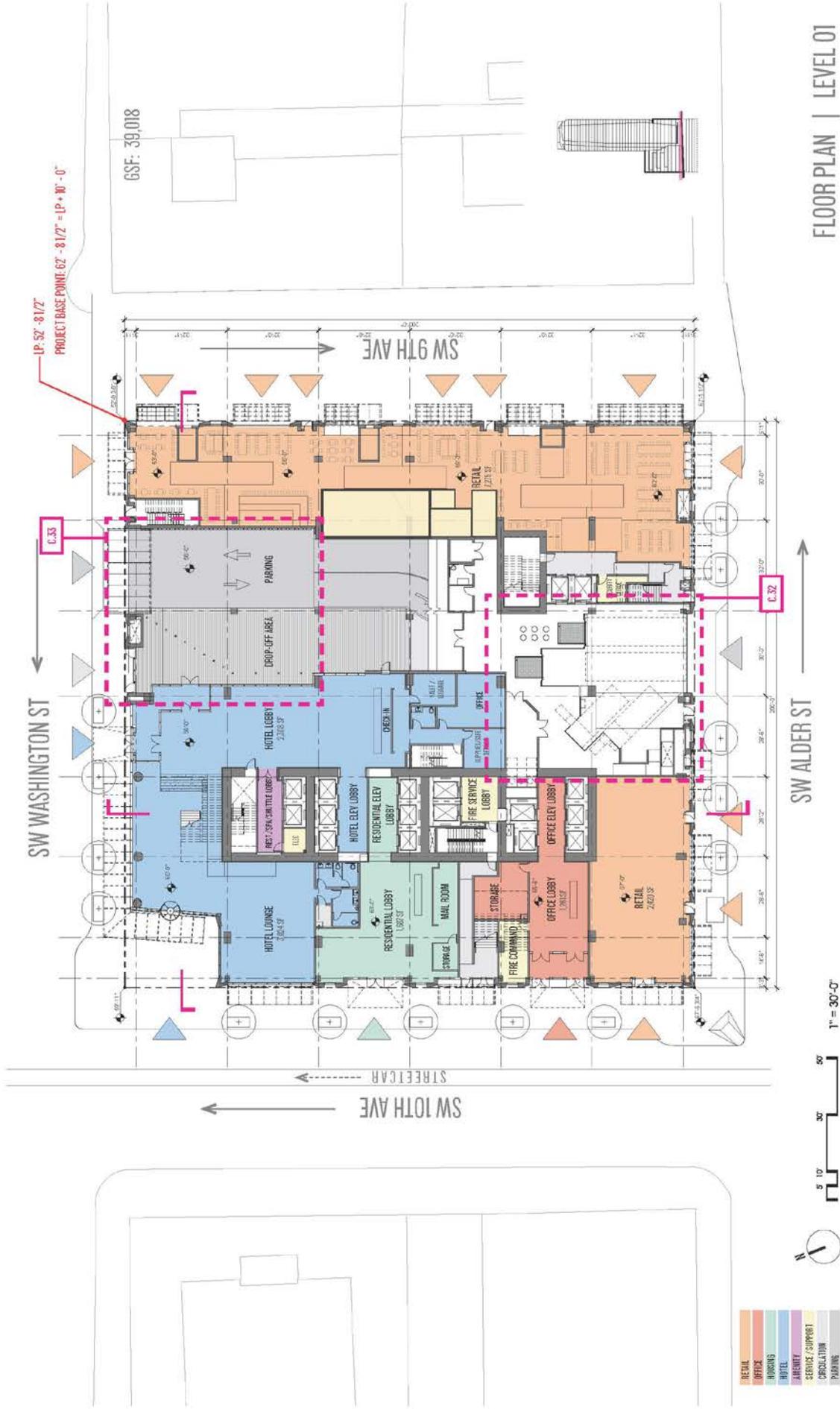


Site

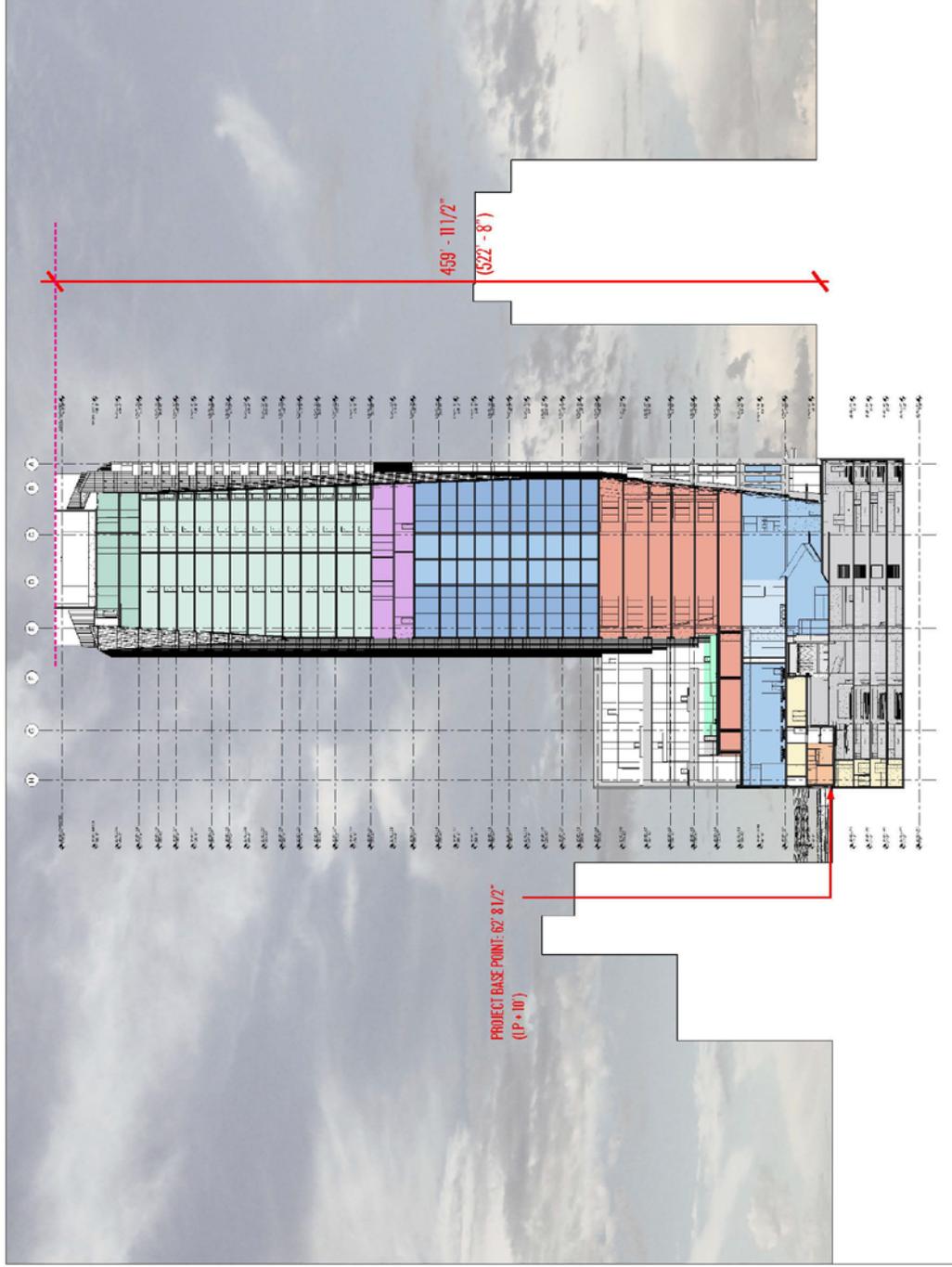


Historic Landmark

File No.	LU 18-210124 DZM AD
1/4 Section	3029
Scale	1 inch = 200 feet
State ID	1N1E34CC 5900
Exhibit	B Sep 25, 2018



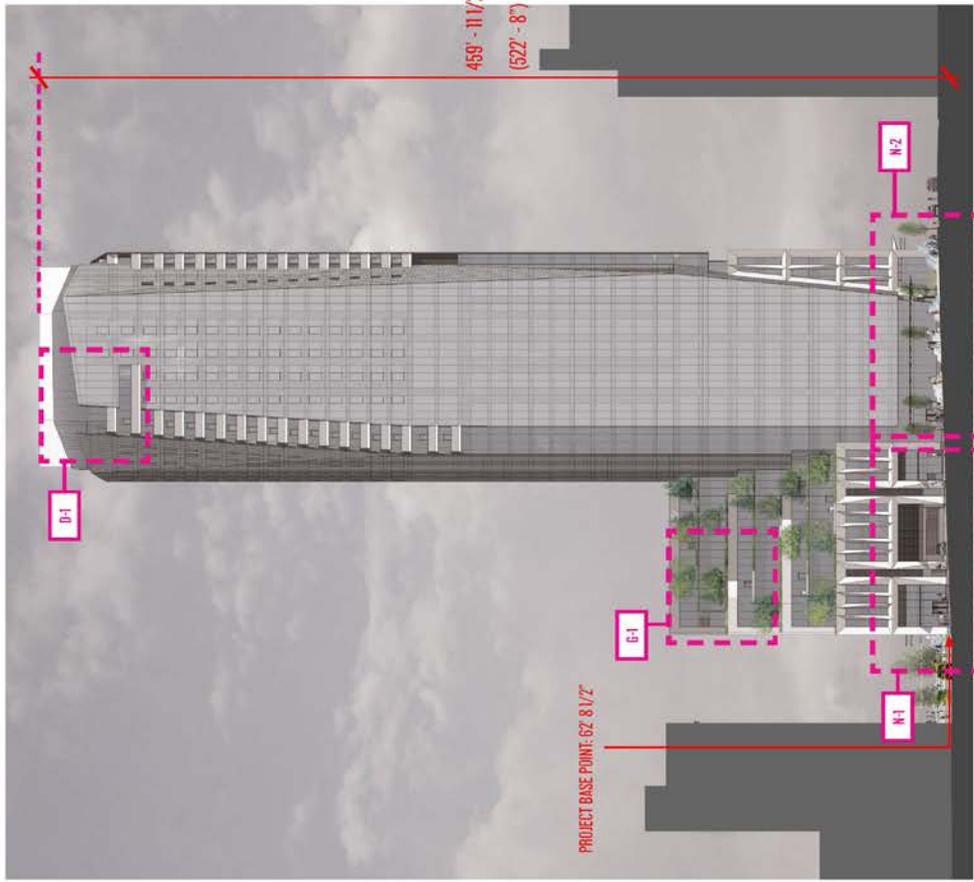
FLOOR PLAN | LEVEL 01



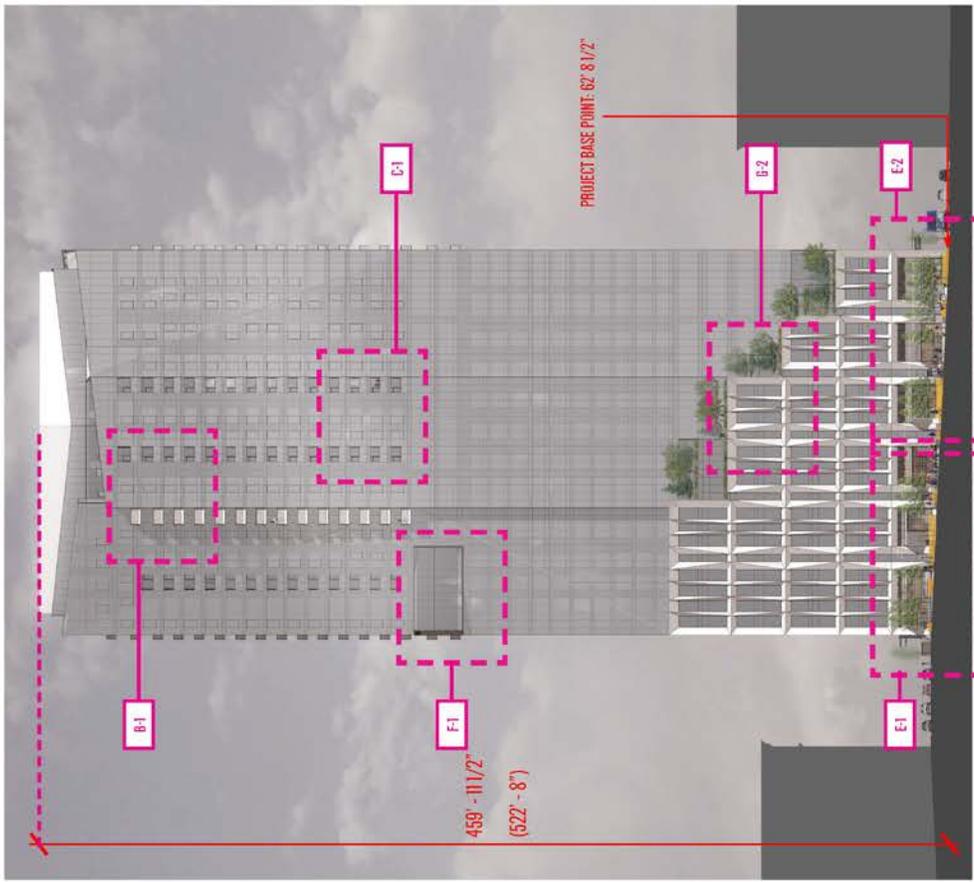
- RETAIL
- OFFICE
- HOUSING
- HOTEL
- AMENITY
- SERVICE/SUPPORT
- CALCULATION
- PARKING



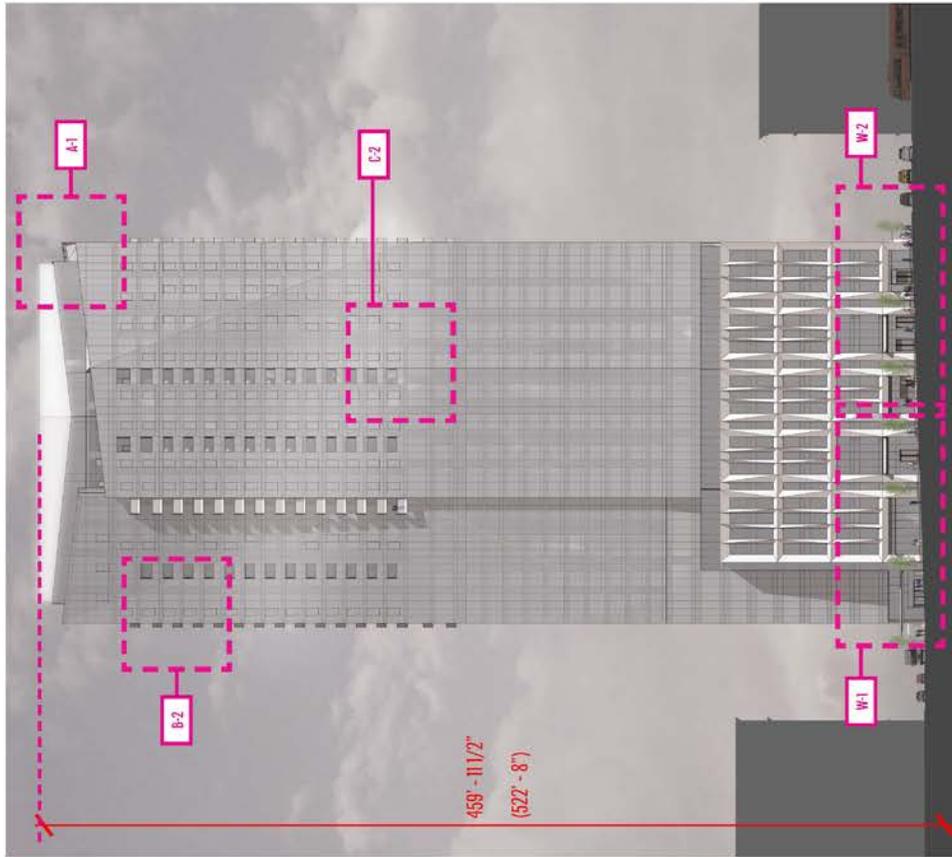
BUILDING SECTION | E-W



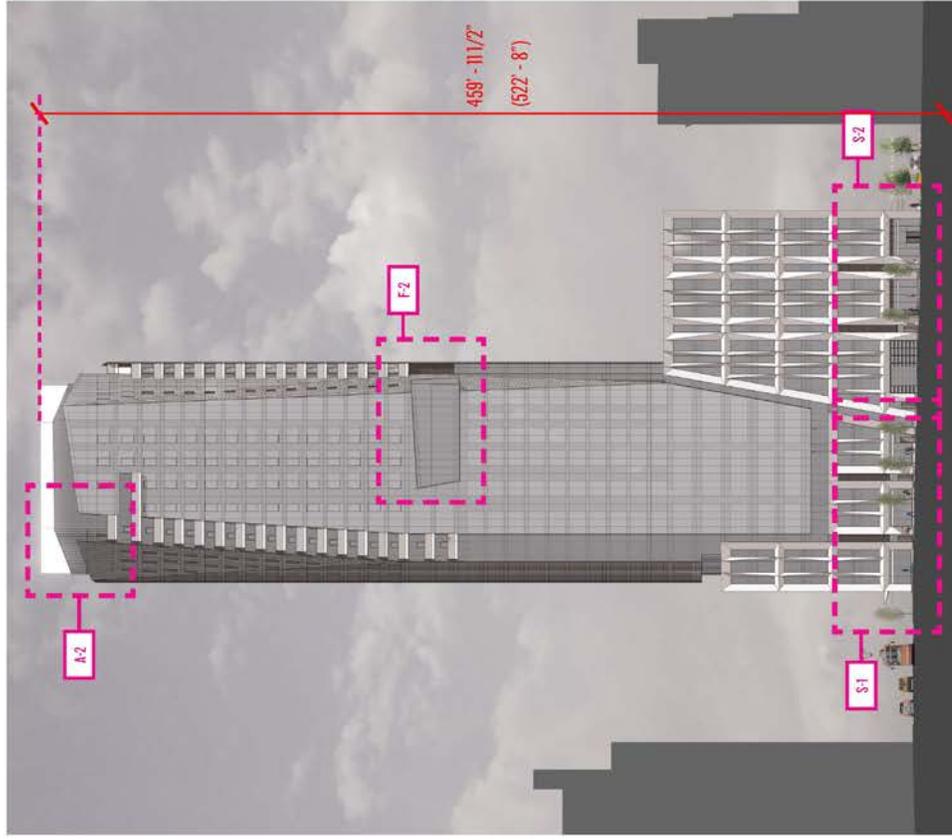
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



LANDSCAPE SITE PLAN