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Bureau of Development Services
Land Use Services

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FINAL FINDINGS AND DECISION BY THE DESIGN
COMMISSION RENDERED ON May 20, 2010

CASE FILE NUMBER: LU 10-100261 DZM MS AD
PC # 09-157974

PSU College Station Housing

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GENERAL INFORMATION

Applicant: Kurt Schultz
SERA Architects
338 NW 5th Avenue
Portland, OR 97209

Representatives: Xavier Garcia
American Campus Communities
805 Las Cimas Pkwy, Suite 400
Austin, TX 78746

Oregon State Board Of Higher Education
PO Box 3175
Eugene, OR 97403

Jillian Detweiler
Tri-Met
710 NE Holladay St
Portland, OR 97232

Site Address: 1965 SW 5TH AVE

Legal Description: BLOCK 158 W 32' OF LOT 1, PORTLAND; BLOCK 158 E 68' OF LOT 1, PORTLAND; BLOCK 158 LOT 2, PORTLAND; BLOCK 158 LOT 4, PORTLAND; BLOCK 158 W 5.93' OF E 40' & N 25' OF W 60' OF LOT 5, PORTLAND; BLOCK 158 S 25' OF W 60' OF LOT 5, PORTLAND; BLOCK 158 LOT 3&6, PORTLAND; BLOCK 158 LOT 7&8, PORTLAND

Tax Account No.: R667715890, R667715910, R667715930, R667715980, R667716010, R667716030, R667716050, R667716070

State ID No.: 1S1E04DA 00800, 1S1E04DA 00900, 1S1E04DA 01000, 1S1E04DA 01500, 1S1E04DA 01200, 1S1E04DA 01300, 1S1E04DA 01100, 1S1E04DA 00700

Quarter Section: 3228

Neighborhood: Portland Downtown, contact Jennifer Geske at 503-750-9843.
Business District: Downtown Retail Council, contact Lisa Frisch at 503-552-6740.

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - University District

Zoning: RXd – High-Density Residential with Design overlay

Case Type: DZM MS AD – Design Review with Modifications, Central City Master Plan and Adjustments

Procedure: Type III - a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

The applicant seeks Design Review approval for a new 16-story, 167'-10" tall student apartment building for Portland State University. The building occupies the entire site, except for one lot along SW Jackson Street where an existing older house, used as an office, will remain. The proposed building is 368,725 SF in size and contains 283 residential units plus ground floor retail and classroom space all located within three wings of a U-shaped configuration surrounding an interior courtyard that is open to the Tri-Met South Terminus site. Exterior finishes include multiple colors of brick and metal panels, aluminum curtainwall and storefront systems, fiberglass windows, metal canopies, and a combination of brick and metal panel bases at the street level. No on-site vehicle parking is provided. Two loading spaces are provided on-site and will be accessed from SW Jackson Street.

Additional off-site improvements include an art installation at the NW corner of the SW Jackson turnaround, a landscaped stormwater moat along the curve of the light rail tracks, weathered steel plate dam walls in the existing South Terminus stormwater facility, and two wooden benches on the south side of SW Jackson Street. Design Review is required for new construction in the Central City Plan District University Subdistrict.

The Central City Master Plan request is necessary to enable floor area to transfer from Tri-Met's South Terminus [bounded by SW Jackson Street, SW 5th Avenue, SW Lincoln Street and SW 6th Avenue] to the project site [bounded by SW College Street, SW 5th Avenue, SW Jackson Street and SW 6th Avenue]. The maximum development capacity of each of the two blocks is 9:1 (6:1 base FAR + 3:1 bonus FAR). Total FAR requested by PSU's proposal is 10.19:1.

A Conditional Use Review will be required to allow Classroom use in the RX zone as part of PSU's on-site program. The Conditional Use Review is separate from the Design Review.

Bonuses being requested include:

1) FAR Bonuses – base zone FAR is 6:1 with additional 3:1 FAR bonuses available. The proposal is requesting total FAR of 10.19:1 through the following bonuses:

a. Eco-Roof Bonus Floor Area (33.510.210.C.10) – 72,468 SF or 2:1 additional FAR earned through eco-roof that is over 60% of the building footprint. *Note: the applicants are requesting Eco-Roof Bonus Floor Area (33.510.210.C.10) to attain bonus floor area above the code allowed 6:1 FAR. BES has responded with an approval of the Eco-roof as submitted for Design Review.*

b. Central City Master Plan Floor Area Transfer for PSU College Station site - The subject site (36,185 SF) can achieve 72,468 SF of bonus floor area or an additional 2:1 FAR through the "Eco-Roof" bonus option. This would result in 8:1 FAR (289,480 SF). The proposal is requesting an additional 79,245 SF of floor area for a total FAR of 10.19:1 (368,725 SF) through a Central City Master Plan review.

The South Terminus site has an area of 26,505 SF and a base FAR of 6:1, leaving 159,030 SF available to transfer that is not needed over the light rail tracks as development is not currently planned for the South Terminus site.

2) General bonus heights (33.510.210.D.2.c) – base zone height is 125' with available bonus height of 75'. For achieving a bonus floor area ratio of 2:1 through the eco-roof bonus option, a height bonus of 30 feet is automatically earned. The project is requesting an additional 42'-10" of height for a total building height of 167'-10".

3) Bonus height option for housing (33.510.210.E.4) – base zone height is 125' with available bonus height of 75'. Building heights may be allowed to be greater if the bonus height is for housing and the approval criteria are met. The project exceeds the 125' base height allowance and is requesting an additional 42'-10" of height for a total building height of 167'-10". The project may be allowed to reach the proposed height if the height bonus is approved through design review.

Modifications being requested with this proposal include:

1) Loading Standards (33.266.310.D) – reduce the size of one of the two required loading spaces from 35' L x 10' W x 13' T to 28' L x 10' W x 13' T.

Adjustments being requested with this proposal include:

1) Map 510-9 Parking Access Restricted Streets - allow loading zone access to the southern portion of the site from SW Jackson Street, a parking access restricted street.

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:

- 33.510.255 Central City Master Plan
- 33.825 Design Review
- 33.825.040 Modifications
- 33.805 Adjustments
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: The 36,185 SF site is an almost full block with frontage along SW 5th Ave (a City Designated Transit Street, Bikeway and Walkway), along SW College Street (a City Designated Transit-Access Street, and Pedestrian Street), along SW 6th Avenue (a City Designated Transit Street, Bikeway and Walkway), and along SW Jackson. The site is within the University District, a sub-district of the Central City Plan District. Portland State University owns a majority of the parcels. Retail businesses, student housing towers, offices, and classroom space exist in the immediate area. The NE corner of the subject block is developed with a one-story building, surrounded by surface parking.

The site itself is currently developed with a number of two to four story buildings, all of which would be demolished for this project with the exception of one house fronting SW Jackson that will remain. Tri-Met's MAX LRT South Terminus is located directly to the south of the site.

Zoning: The High-Density Multi-Dwelling Residential RX zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. The maximum size of buildings and intensity of use are regulated by floor area ratio limits and other site development standards. The major types of new housing development will be medium and high rise apartments and condominiums, often with

allowed retail, institutional, or other service-oriented uses. Apartments and retail are allowed uses in this zone while classroom space can be approved through a Conditional Use Review.

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

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

- VZ 113-64 (64-030610), Approval to reduce setbacks, lot coverage, and parking.
- VZ 134-67 (67-031270), Approval to waive loading requirements.
- DZ 13-85 (85-004329), Approval of storefront remodel.
- DZ 146-85 (85-004393), Approval of signage.
- CU 145-86 (86-003877), Approval of classroom, library and other physical plant additions for PSU
- DZ 1-88 (88-004115), Approval of new canopy with signage.
- DZ 023-90 (90-004028), Approval of signage.
- DZ 076-90 (90-004081), Approval of awning.
- 98-00393 CU (98-015699), Delete Condition 2 of Hearing Officer decision for SCU 145-86.
- 99-00186 DZ (99-016591), Approved exterior alterations to Metro Building.
- 00-00585 DZ (00-007140), Approved new ADA accessible door.
- 01-00432 CU PR (01-007830), Revise condition of approval of 98-00393 CU to change parking spaces to visitor parking and add two levels to Parking Garage 3.
- 02-143292 DZ, Approval for Walk of the Heroines.
- 08-131186 DZM, Approval of façade alterations to the Meader Building.
- 08-157391 AD, Approval of an adjustment to long-term bicycle parking.
- EA 08-173137 DA, Design Advice Request, Summary comments below from the November 23, 2009 Design Advice Request hearing.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **March 11, 2010**. The following Bureaus have responded with no issue or concerns:

- Life Safety Review Section of BDS
- Bureau of Parks – Urban Forestry (Exhibit E-1)
- Site Development Review Section of BDS (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Water Bureau (Exhibit E-4)
- Bureau of Environmental Services (Exhibit E-5 & E-6)
- Portland Bureau of Transportation (Exhibit E-7)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **March 11, 2010**.

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

[1] RX Base Zone Development Standards (33.120)

The RX zone is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards.

Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of new housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district; and

[2] Central City Plan District Development Standards (33.510)

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 Downtown Parking and Circulation Policy. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area.

Note: The proposal does not have to meet all development standards in order to be approved during this process, but will have to meet those standards (or appropriate adjustments/modifications be approved) before a building permit can be issued.

Central Residential Zone Primary Uses (Table 120-1 and 33.510)

Development Standard

- 33.510.117 Retail Sales and Service and Office uses in RX zone in the Central City Core are allowed if they are on the ground floor and less than 40% of the gross building area. If not on the ground floor, they are allowed if less than 20% of the gross building area. Residential uses are allowed with FAR restrictions only (see Maximum Floor Area Ratio below).

Proposal

- The ground floor retail and office space occupies 7,519 SF of the 279,374 SF net building area, or 2.6%, which is less than the 40% maximum allowed. The remaining use is for residential and classrooms. The classroom space will be reviewed as part of a future Conditional Use application. Therefore the commercial and residential uses are allowed. *This standard is met.*

Floor Area Ratios (33.510.200, Table 120, Map 510-2)

Development Standard

- Maximum FAR 6:1 allowed, Bonus FAR 3:1

Proposal

- The proposal has a floor area ratio of 10.19:1 based on a net site area of 36,185 SF and a building size of 368,725 SF.
- Bonus floor area in the amount of 116,947 SF is proposed using the following combination of on-site amenities and off-site transfers:

Floor Area Bonuses requested:

- A. Eco Roof Bonus [3 SF per 1 SF] of 24,156 SF provided = 72,468 SF achieved
 - B. Central City Master Plan floor area transfer = 79,245 SF requested
- Total 9:1 allowed / 10.19:1 requested

BES has certified the proposed ecoroof, therefore, the project is eligible for the requested additional 72,468 SF or 2:1 FAR. See Condition of Approval B.

Minimum Density [Table 120-3]

Development Standard

- A minimum of one residential unit per 500 square feet of site area or 72 units for this 36,185 SF site.

Proposal

- 283 residential units are proposed. *This standard is met.*

Maximum Height (Table 120-3 and Map 510-3)*Development Standard*

- Maximum height 125 feet. Bonus height 75 feet possible.

Proposal

- Height has been measured per Height Measurement of Base Point 1 in the PZC 33.930, Figure 930-7, at the highest abutting sidewalk elevation within a 5 foot horizontal difference to the top of the parapet.
- Bonus height in the amount of 42'-10" is requested using the following bonuses per 33.510.210.D.2 & 33.510.210.E.4.
 - A. General Bonus Height of 30 feet for 2:1 bonus FAR
 - B. Housing Bonus Height of 75 feet if 33.510.210.E.4 approval criteria are met

Exception to Height (33.120.215.C.2)*Development Standard*

- All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.

Proposal

- Rooftop access is set back more than 15 feet from all roof edges that are parallel to street lot lines and no equipment or enclosures extend above the height limit of 170 feet. *This standard is met.*

Minimum and Maximum Setbacks (Table 120-3 and 33.120.220)*Development Standard*

The maximum building setback is 10 feet for 100% of the ground-level street-facing facades along a Transit Street in a Pedestrian District (SW 5th Ave) and 10 feet for 50% of the ground-level street-facing façade along non-Transit Streets in a Pedestrian District (SW College Ave). In this case, the applicant may choose which of the 2 transit streets and which of the 2 intersecting streets to which they apply the standards.

Proposal

- Standard 2 is met on SW 5th Ave and Standard 1 is met on SW College Street. *This standard is met.*

Required Building Lines (33.510.215.D)*Development Standard*

Where a site with frontage on a required building line street also has a special building line, new development or additions of floor area to the site must be at the lot line for 75% of the street frontage or be within 12 feet of the street frontage for 75% of the frontage length and pave the space between the street and the building wall.

Proposal

- Proposed building lines meet the standard along all four street frontages. *This standard is met.*

Ground Floor Windows (33.130.230.B.2)*Development Standard*

All exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard in Paragraph 3.

General Standard. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade.

Proposal

- Proposed ground floor windows meet the standard.

Screening (33.120.250)

Development Standard

All exterior garbage and recycling areas must be screened from the street and any adjacent properties. Mechanical equipment on the roof must be screened if within 50 feet of an R zone.

Proposal

- The garbage/recycling area is located entirely within the building. Pickup will occur at the loading dock along SW Jackson Street.
- All rooftop mechanical equipment within 50 feet of an R zone is screened behind tall parapet walls or set back from the roof edge 3 feet for every foot of height of the equipment. *This standard is met.*

Pedestrian Standards (33.120.255)

Development Standard

These pedestrian standards implement the State Transportation Planning Rule. Under the pedestrian standards, the site must contain a pedestrian circulation system connecting all adjacent streets to the main entrance and provide connections to other areas of the site.

Proposal

The building contains direct access to all entrances via the public sidewalk and the interior courtyard walkways. *This standard is met.*

Parking (33.266, and 33.510.263)

Development Standard

There is no required parking in the RX zone.

Proposal

No parking will be provided.

Bicycle Parking (33.266.210 and Table 266-6)

Development Standard

The project consists of 283 individual single room apartments, 5,482 SF Retail space, 2,000 SF Office space which is accessory to the apartment use, and 9,627 SF College classroom space. Long-Term Bike Parking requirements are:

Proposal

▪ Residential Long-Term Spaces	71 req'd	326 provided in units
▪ Residential Short-Term Spaces	14 req'd	17 provided
▪ Retail Long-Term Spaces	2 req'd	2 provided
▪ Retail Short-Term Spaces	3 req'd	3 provided
▪ Colleges Long-Term Spaces	2 req'd	2 provided
▪ Colleges Short-Term Spaces	2 req'd	2 provided

This standard is met.

Loading Spaces (33.266.310)

Development Standard

Two loading spaces at least 35 feet long, 10 feet wide, and having a clearance of 13 feet are required for buildings with more than 50,000 SF of floor area.

Proposal

A modification is being requested to reduce the size of one of the two loading spaces.

Signs (33.120.310 and Title 32) A standard sign package has been proposed that allows for one blade sign per tenant. The signs are flat aluminum non-illuminated blades that would allow for logos to be attached to each side and the signs either hang below the canopies or project from the building corners.

Street Trees (33.120.315) Street Trees will be provided as approved by the City Forester.

[3] Design Review

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 and the River District 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 the River District as well as to the other seven 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.

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

Findings: The project design incorporates a large eco-roof garden as an environmentally sensitive Portland theme. The eco-roof developed occupies a majority of the roof area and is designed to earn an additional 72,468 SF of bonus floor area by utilizing this incentive in the Portland Planning and Zoning Code to reduce storm water run-off, both a concern and a commitment of the City to improving new developments' contribution to healthy rivers. The project also creates a weather-protected plaza at the northwestern corner of the site and provides a generous landscaped courtyard along the southern building edge which integrates with additional improvements on the South Terminus site, all of which contribute to the Portland themes of urban open space and large public gathering space. *With the application of Conditions of Approval B & C, this guideline is therefore 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 superblocks 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: This proposal sits on the University District block bounded by SW Fifth, SW Jackson, SW College, and SW Sixth and maintains the traditional 200-foot by 200-foot block pattern established in the Central City, preserving the ratio of open to built space in this area. There are no roads through the existing block, nor does the project cross over onto other blocks. *This guideline is therefore met.*

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

Findings: The project site is located within the University District. The proposed building will serve to reinforce and enhance the function and character of this District by providing new student housing to support the needs of Portland State University. The retail functions at street level will serve the commercial needs of the surrounding resident and worker population while the auditorium and office spaces will enhance the area by attracting a diverse population. The new sculptural and landscape elements being added to the South Terminus site and the NW corner of the Jackson turnaround integrate this project with the southern boundary of PSU, creating a unified design on the ground between both sites. This project will further increase the street level pedestrian activity along the new MAX Light rail line and will add vitality to the identity of the district. *With the application of Condition of Approval C, this guideline is therefore met.*

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

Findings: The location of the project is directly north of the Tri-Met MAX LRT South Terminus and is divided from that site by SW Jackson Street. The south terminus contains not only rail tracks and service buildings but a large sculptural

solar support frame, a series of poles that will support vertical wind mills, and landscaped stormwater plantings that define the edges of the site. SW Jackson is a dead-end street with low traffic usage that has been enhanced with a decorative paver oval turnaround and integrated seat walls. This allows for a more leisurely pedestrian experience on this street. The College Station Housing proposal will further enhance this area by providing two new wooden benches, a landscaped stormwater swale, and cor-ten steel weirs on the South Terminus site. A new art element will be installed at the NW edge of the oval turnaround, near the SW entry to the auditorium, and will identify this area as an important pedestrian zone linking the 5th and 6th Avenue MAX lines. *With the application of Condition of Approval C, this guideline is therefore met.*

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

Findings: There are no appropriate opportunities for re-use, rehabilitation or restoration of the existing buildings on the subject site for the proposed program given their relatively small sizes and conditions. *This guideline is therefore met.*

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

Findings: The proposed building maintains a sense of urban enclosure by extending to the property boundaries along most of SW College, most of SW 6th Avenue, all of SW 5th Avenue, and a majority of SW Jackson. The northwest entry plaza on SW 6th and College maintains the urban edge by overhanging the upper stories, providing a large glazed canopy above, and extending the paving to the building edge. The SW Jackson public right-of-way is defined by locating the corner building masses at the sidewalk edge and by delineating the loading and courtyard areas with different paving treatments and landscaping at the street edge. The proposal will contribute to a more vibrant pedestrian way along all four of its street frontages by placing retail, lobby, office and academic spaces along the ground floor frontages – all behind large glazed windows that allow views into and out of active spaces. *This guideline is therefore 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.

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 for A8 & C7: The building's ground level has multiple street-level entries and large areas of glazing that allow views into numerous and different active areas. Each corner of the building features either a large glazed area that also allows views into active areas or features a generous public entrance. *These guidelines are therefore met.*

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

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

C11. Integrate Roofs and Use Rooftops. Integrate roof functions, 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 for A9, C5 & C11: The primary intent of strengthening gateway locations, creating a coherent composition, and integrating roofs and using rooftops has been promoted in this design by the creation of multiple building masses that are defined by their heights and material treatment, extending and breaking the parapets at the top of the building, installing eco-roofs, and carving out the center portion that faces south. The proposal uses materials to better highlight the mass differences, creates a hierarchy of window and brick treatments, differentiates the courtyard facades from the building exterior, carves into the SW end of the building as well as creates distinctions between masses by interspersing vertical curtainwall elements, and distinguishes the two southern end elements from each other, creating visual gateways into the University District. Additional plantings along the edge of the Auditorium roof and the placement of a glass viewing room on top of the SW tower activates these rooftop elements for both residents *and passersby*. *These guidelines are therefore met.*

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

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

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 for B1, B2 & B3: Individual sidewalk zones are clearly delineated by the multiple canopies around the building which create a pedestrian pathway and multiple stopping places. The landscaping and street trees along street frontages create a protective buffer against vehicles and the pedestrian thru-zone around the site will match sidewalk scoring patterns in the area. All sidewalks will be repaired as necessary after construction and will connect to well-marked crossings. The mechanical exhaust system and exterior building equipment is located on the roof and will not detract from the pedestrian environment. The building has on-site night lighting below the canopies that will illuminate the sidewalk as well as a suspended lighting system hung above the landscaped courtyard that offers some diversity and interest to the area. *These guidelines are therefore met.*

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

other sidewalk uses.

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.

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

Findings for B4, B6 & C9: Canopies along three of the four street frontages provide weather protected stopping places for pedestrians adjacent to retail storefront where the building interiors will be visible from the street as well as at MAX LRT stops on SW 5th and SW 6th Avenues. A generous setback at the northwest entrance allows the installation of a large canopy for weather protection as well as an area outside of the public right-of-way for residents to meet and gather. The courtyard provides an even larger gathering place outside of the public right-of-way. The ground floor of the proposed building will include flexible retail and office spaces to accommodate a variety of active uses. The large glazed storefront facades at these spaces allow views into these active areas from the sidewalks. *These guidelines are therefore met.*

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

Findings: The project will meet this guideline. The project follows “Fair Housing” guidelines as well as Chapter 11 requirements of the UBC. Accessible routes of travel will be provided within the plaza and loading area. *This guideline is therefore met.*

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

Findings: The proposal will provide views from residential units of Downtown to the north, the West Hills to the west and south, and East Portland to the east. The SW tower is topped with a three-sided, glass-enclosed room offering views to the south, east and west to residents and their guests. The placement of the building does not impact any existing protected views or view corridors. While there are no adjacent public spaces the orientation of the main retail spaces and lobby entrances enhances visual connections to the main Portland State campus to the north and west. *This guideline is therefore met.*

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

Findings: This project has been designed with the surrounding architectural context in mind. The University District is a mix of old and new structures that are a blend of materials including brick, concrete, metal panel systems, and even wood. All of these buildings tend to be muted in color with ornamentation appropriate to their era. Recently constructed buildings in the area are finished with large areas of brick, smaller areas of metal panels, punched and curtainwall windows, exposed concrete columns and bases, glass canopies and glazed retail areas at the ground floor. The proposed structure compliments its surroundings by using similar materials in a similar manner – multiple areas of brick and metal panels that define larger building masses, punched window openings in some areas and glazed curtainwall in others, an exposed concrete column element, glass

canopies and aluminum storefront systems at the ground floor. The exterior materials are a varied palette of earth tones. All these elements assembled serve to recall but not mimic the predominant themes expressed in nearby structures. *This guideline is therefore met.*

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

Findings: The lower level retail and residential lobby spaces are defined and reinforced by the two-story round pilotis that off-set the aluminum and glass storefront system from the property line. A clear differentiation of the residential portion of the building is created by the change in plane and materials of the larger brick and metal skinned building body above. *This guideline is therefore met.*

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

Findings: The only encroachments to be located within the public rights-of-way will be canopies located a minimum of 12 feet above the sidewalks and two bay window elements placed a minimum of 46 feet above the ground that are arranged in a module that relates to the rhythm of the window and bay spacing. *This guideline is therefore met.*

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

Findings: Exterior lighting is limited to illumination of the sidewalks, below the canopies and inside the courtyard. The fixtures are appropriate in size and scale to the building elements to which they are attached and will have no impacts on the skyline at night. *This guideline is therefore met.*

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: A simple aluminum blade sign element suspended either below the canopies or projecting from building corners will provide a consistent sign module for building tenants. The aluminum sign materials and 1" diameter clear anodized aluminum hanging rods create the same simple, clean lines of the canopy and storefront system. The canopy signs will be 30" W x 24" H x 4" Thick and the projecting wall signs will be 24" W x 36" H x 4" Thick. *This guideline is therefore met.*

[4] MODIFICATION REQUESTS

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and

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

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

The following Modification is requested:

Modification #1: Loading Standards (33.266.310.D) – reduce the size of one of the two required loading spaces from 35' L x 10' W x 13' T to 28' L x 10' W x 13' T.

Standard: Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.

b. Two loading spaces are required for buildings with more than 50,000 square feet of floor area; and

33.266.310D. Size of loading spaces. Required loading spaces must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

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

Findings: The modification to reduce the size of one of the two required loading spaces from 35' L x 10' W x 13' T to 28' L x 10' W x 13' T better meets the following Central City Fundamental Design Guidelines: A7 Establish and Maintain a Sense of Urban Enclosure, A8 Contribute to a Vibrant Streetscape, and B1 Reinforce and Enhance the Pedestrian System by creating a comfortable urban living environment for residents while respecting and enhancing the surrounding neighborhood through a mix of uses and active sidewalks. The 'U' shaped footprint respects the 200'-block structure by building to the property line on three of the four street frontages. This 'U' shaped configuration also allows for a generous landscaped courtyard and loading area interior to the block. These stated intentions better meet the applicable design guidelines. Most of the loading requirements for tenants will be related to the move-in and move-out activities of residents and intermittent deliveries to the retail establishments. The proposed loading area will supply a full-sized space for large trucks and the smaller space for delivery vans and smaller moving trucks that are expected to serve the building tenants. Similarly the small retail spaces will have minimal loading needs that can be met by either the onsite space or a space on the street. The retail and office space is less than 7,500 square feet and if they were stand-alone uses, a loading space would not be required.

- 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 stated purpose of this standard is as follows:

- *To ensure adequate areas for loading for larger uses and developments.*
- *To ensure that the appearance of loading areas will be consistent with that of parking areas.*
- *To promote safe circulation.*

The Office of Transportation [Exhibit E.7] supports this modification request and offered the following comments: “PBOT staff has reviewed the traffic, parking, and loading analysis prepared by Kittleson & Associates and concurs with the findings that the transportation system will safely support the proposed project in addition to existing uses in the area.

The building will primarily house students who currently live off-campus, many of which commute to PSU and use nearby university garages. Ground floor pedestrian oriented retail space will also be provided in addition to some classroom and lecture halls. Because the students in the new building will no longer be commuting to the campus and there will be no parking in the new building, the building is not expected to result in new trips generated by the PSU campus and will therefore not degrade the operations of any intersection in the vicinity. In addition, PSU is projecting a surplus on parking on-campus and therefore the building will not impact typical weekday on-street parking demand. The two proposed delivery docks will be adequate to satisfy the delivery needs of the building. PBOT Engineering/Development Review supports the modifications to provide on 28-ft long loading dock in addition to a 35-ft dock that meets standards.”

On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested. The applicant is proposing a loading area that is smaller than what is required by Code, but one that is adequate to serve the needs of the building tenants, as stated above. The minimal impacts of smaller loading vehicles support the idea that the resulting development will not interfere with circulation around the site.

This Modification meets the approval criteria and therefore merits approval.

[5] ADJUSTMENT REQUESTS

33.805.010 Purpose

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

33.805.040 Approval Criteria

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

The following Adjustment is requested:

- 1. Map 510-9. Parking Access Restricted Streets** - allow loading zone access to the southern portion of the site from SW Jackson Street, a parking access restricted street.

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

Findings: The purpose of the standard is to implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City.

The Applicant's proposal meets the purpose of the Transportation Management Plan in several key areas. First, the proposed loading area parking configuration provides a single point of entry and exit to ensure that any local vehicle traffic flows smoothly in and around the project site. Second, the site is easily accessible by alternative modes of transportation including walking, biking, and public transit which is present on two sides of the site. Third, the development proposal limits the portion of the south façade of the building that must be designated for vehicle access and maximizes the amount of floor area devoted to residential and pedestrian activities. Lastly, all loading area parking associated with the project will be contained in one area on the site which serves as an extension of the south-facing courtyard whose size and location positively influences the urban form of the Central City. *This criterion is therefore met.*

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

Findings: The site is located in Portland's highest density residential zone, RX. By limiting the loading area parking entry/exit to a single access point off of the local dead-end SW Jackson Street, three of the four building façades will be able to maintain a pedestrian friendly environment through the use of various design elements including ground floor windows, canopies, street trees, night lighting and other streetscape improvements. These design elements will further enhance the livability of the University District. Additionally, the single point of entry and exit to the on-site loading area parking minimizes on-site area devoted to vehicles and maintains traffic flow in and out of SW Jackson which is a two-way dead-end street. *This criterion is therefore met.*

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

Findings: Only one Adjustment is being requested so there is no cumulative effect of multiple adjustments. *This criterion does not apply.*

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

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

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

Findings: As indicated above, the amount of traffic entering the site will be minimal due to the intermittent demand for loading and unloading activities on any given day. With the low loading/unloading traffic volume projected, allowing access to the loading parking area on SW Jackson Street should not have any

negative impacts on the local street network or MAX Light Rail operations. *This criterion is therefore met.*

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

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

[6] BONUS HEIGHT REQUESTS

Bonus height option for housing (PZC 33.510.210.E.4)

Maximum Height: 33.510.210: Height Bonus in the Central City Plan District. Additional height above the base height can be earned in conjunction with floor area ratio (FAR) bonuses that are earned. For an additional FAR of 1:1 that is earned, 15 feet of height is also earned, up to a maximum of 45 feet above the base height. If the bonus height option for housing is used, a maximum of 75 feet additional height can be earned, but no other bonuses may be used. In order to be approved, per 33.510.210.E Approval Criteria a thru f, the bonus height must be found to be necessary for the development of the maximum amount of floor area devoted to housing, and that the increased height will not violate an established view corridor. The review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in E.4, below.

Purpose Statement for Height: *The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City.*

- 4. Approval Criteria.** The approval of the bonus height is made as part of the design review of the project. The bonus height may be approved if the review body finds that the applicant has shown that all of the following criteria have been met:
- a. The increased height will not violate an established view corridor;
 - b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands;
 - c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.;
 - d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.;
 - e. The increased height will result in a project that better meets the applicable design guidelines; and
 - f. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.

This proposal exceeds the 125-foot base height allowed in this area. It can be allowed to reach the proposed 167'-10" height if the height bonus is approved through design review.

Findings for a, c & d: There is no established view corridor that applies to this property. Views towards the West Hills, Downtown, and the Willamette River are maintained along the dedicated rights-of-way in the area. Section 33.510.210.E begins “In the bonus height areas, building heights may be allowed to be greater than shown on the map if the bonus height is exclusively to accommodate housing.” This proposal has only housing floor area above the allowed base height of 125-feet. The first 35-feet of building height is a mix of ground floor uses and some 2nd floor classroom space; the remaining height above the 2nd floor level, 133-feet total, is housing. The non-housing ground level components occupy 12,913 square feet; the 2nd floor classroom space totals 4,233 square feet; both of which equal 4.6 % of the overall floor area (368,275 sf) of the project.

Read in isolation, the “maximum amount of housing” for any proposal would suggest one in which no floor area is devoted to any other use. Similarly, the required height could also be read to mean that the maximum floor area could not be fit into any shaped structure that observed the lower height limit of the base height, or the height allowed through other bonuses. However this bonus provision, unique among the bonuses, requires design review for approval. The intention is not that this be limited as a prescriptive requirement, but rather to be allowed through the discretionary design review process, reviewed against the applicable approval criteria. If the applicable guidelines are met, then the bonus may be approved. The code does not preclude other uses, but that the additional height is for housing. The use of most of the ground floor area for retail, office and classroom uses (rather than housing) better meets the guidelines A7 Establish and Maintain a Sense of Urban Enclosure, A8 Contribute to a Vibrant Streetscape, B1 Reinforce and Enhance the Pedestrian System, B4 Provide Stopping and Viewing Places, B5 Make Plazas, Parks, and Open Spaces Successful, C4 Compliment the Context of Existing Buildings, and C7 Design Corners that Build Active Intersections, and C9 Develop Flexible Sidewalk Level Spaces. Therefore, the maximum amount of this proposal is devoted to housing.

The site is not eligible for the Open Space (OS) standard so this criterion does not apply.

The site is not on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts so this criterion does not apply.

These approval criteria are therefore met.

Findings for b, e & f: The base zone height is 125’ with available bonus height of 75’. For achieving a bonus floor area ratio of 2:1 through the eco-roof bonus option, a height bonus of 30 feet is earned. The project is requesting an additional 12’-10” of height for a total building height of 167’-10”.

The height of the College Station Housing proposal is 167’-10” and is sited on the outer edge of the Central City, north of the sunken I-405 freeway, north of the undeveloped Tri-Met south terminus block but within 500 feet of residentially zoned blocks to the east, northeast, and west. The proposal has demonstrated through shadow studies that it will not significantly impact nearby residential units due to increased height.

The additional height allows for a more sculpted building with distinct elevations on each of its four sides as well as within the courtyard. This reduces the building’s overall bulk, reducing the impact of the increased height. For these reasons, the proposal has adequately met the Central City Master Plan Policy 12 -

Urban Design and the applicable design guidelines - A5 Enhance, Embellish and Identify Areas, A9 Strengthen Gateways, and C5 Design for Coherency.

These approval criteria are therefore met.

[7] CENTRAL CITY MASTER PLAN

33.510.255 A. Purpose

The Central City master plan adds development potential and flexibility for projects in specified areas. The additional development potential and flexibility is possible because the plan is used to demonstrate that the policy objectives of the Central City Plan and the public service needs of the area are addressed. The Central City master plan is an option; it is not a requirement. A Central City master plan may also be created through a legislative process initiated by the City.

33.510.255 E. Approval criteria

A Central City master plan application will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

The **Central City Master Plan** request is necessary to enable floor area (bonus floor area) to transfer from the Tri-Met's South Terminus [bounded by SW Jackson Street, SW 5th Avenue, SW Lincoln Street and SW 6th Avenue] to the project site [bounded by SW College Street, SW 5th Avenue, SW Jackson Street and SW 6th Avenue]. The maximum development capacity of each of the two blocks is 9:1 (6:1 base FAR + 3:1 FAR bonus FAR).

The subject site (36,185 SF) can achieve 72,468 SF of bonus floor area or 2:1 FAR through the "Eco-Roof" bonus option. This would result in 8:1 FAR (289,480 SF). The proposal is requesting an additional 79,245 SF of floor area for a total FAR of 10.19:1 (368,275 SF). If approved through a Central City Master Plan, the PSU College Station Housing site would receive FAR from the South Terminus site. The South Terminus site has an area of 26,505 SF and a base FAR of 6:1, leaving 159,030 SF available to transfer that is not needed as development over the light rail tracks is not currently planned for the South Terminus site.

CCMP 1. The proposed plan is consistent with the policy objectives of the Central City Plan;

Findings: Each policy is addressed separately.

Policy 1: Economic Development. Build upon the Central City as the economic heart of the Columbia Basin, and guide its growth to further the City's prosperity and livability.

Development of large-scale projects such as this proposal provides many opportunities to enrich the economic development of the Central City by academic, retail, and office jobs. Providing residential living in the city increases density within the city, which in turn supports businesses within the Central City area. Further retail development directly supports the objective by providing an ongoing daily contribution to the economic vitality of the Central City. *This policy is therefore met.*

Policy 2: The Willamette Riverfront. Enhance the Willamette River as the focal point for views, public activities, and development which knits the City together. *This policy does not apply.*

Policy 3: Housing. Maintain the Central City's status as Oregon's principal high-density housing area by keeping housing production in pace with new job creation.

The proposal seeks to carry out the objectives of this policy by providing high density housing in an area specifically designated for this type of housing by transferring FAR from other sites which are not utilizing their available FAR for housing. *This policy is met.*

Policy 4: Transportation. Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.

The proposal improves the Central City's accessibility to the rest of the region by providing new MAX LRT stops on NW 5th and NW 6th Avenues immediately in front of the new building. In addition, the proposed development reinforces the transit mall by increasing density and providing active retail uses along SW College Street, SW 5th and SW 6th Avenues. *This policy is met.*

Policy 5: Human Services. Provide social and health services for special needs populations and assist dependent individuals to become more independent. *This policy does not apply.*

Policy 6: Public Safety. Protect all citizens and their property and create an environment in which people feel safe.

The ground floor level retail and entryways of the proposal foster an active pedestrian space along the site's street frontages. By allowing the transfer of additional FAR under this proposal, the overall density of the neighborhood is increased, further activating the pedestrian spaces. Ample ground-level glazing, and the landscaped courtyard area add vitality to the pedestrian environment and provide opportunities for surveillance on the street. In addition, proposed exterior lighting at the building perimeter will create a safe night-time pedestrian environment. *This policy is met.*

Policy 7: Natural Environment. Improve the Central City's environment by reducing pollution, keeping the Central City clean and green, and providing opportunities to enjoy nature.

By allowing the increase in FAR, several benefits will be realized that are in alignment with this policy goal. Increased density directly adjacent to the light rail line encourages the use of public transportation and foot travel trips, resulting in the reduction of non-renewable resource use and of airborne and storm water pollution from vehicles. In addition, the proposed ecoroofs will help to reduce airborne pollution and building energy use, and provide stormwater management. The landscaped courtyard provides residents and passersby with opportunities to enjoy nature, reduces impervious surface area, provides shade, and reduces airborne pollution. *This policy is met.*

Policy 8: Parks and Open Spaces. Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community. *This policy does not apply.*

Policy 9: Culture and Entertainment. Provide and promote facilities, programs and public events and festivals that reinforce the Central City's role as a cultural and entertainment center for the metropolitan and northwest region.

Proximity of this large housing project to the Keller Auditorium, Portland State's University's on-campus cultural facilities, the Native American Center, the South Park Blocks, and Lovejoy Fountain will allow for residents to easily participate in the abundance of activities and cultural events offered in the area. The auditorium space inside the proposed building provides Portland State University with another cultural and entertainment space. In addition, the retail proposed at the ground floor level will contribute to the activities of the area. *This policy is met.*

Policy 10: Education. Expand education opportunities to meet the needs of Portland's growing population and businesses, and establish the Central City as a center of academic and cultural learning.

The proposed project directly supports the continued growth of Portland State University as a higher education facility that draws from the wider region by providing much needed student housing, support facilities, and academic spaces. *This policy is met.*

Policy 11: Historic Preservation. Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

There are no historically significant structures on this site. *This policy does not apply.*

Policy 12: Urban Design.

Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

- A. Create a rich and enjoyable environment for pedestrians throughout the Central City.
- B. Strive for excellence in the design of new buildings.
- C. Encourage designers of new developments to sensitively enhance Portland's human scale of buildings, streets and open space.
- D. Promote the formation of districts with distinct character and a diverse and rich mixture of uses (in non-industrial areas).
- E. Locate the highest densities in the Downtown and along potential and existing transit corridors, and step density down toward the Willamette River, residential neighborhoods, adjacent to the Central City and as the distance from the core increases.

The Central City Plan embodies the policies to create vibrant urban neighborhoods or "districts", linked by light rail, streetcar and other mass transit. The proposed development is an example of the intention of this vision, being on the MAX LRT line and within walking distance of many daily urban amenities from the Willamette River to the South Park Blocks. In addition, the retail spaces lining the ground floor level of the new building will enhance and enliven the pedestrian experience in the vicinity. By bringing retail and residential uses into the neighborhood, the overall mixture of area uses is further expanded. The building design, massing, materials, and improvements to the South Terminus site promote the distinct character of this PSU gateway site.

The off-site improvements provide a physical and visual public benefit beyond the development proposal itself. These improvements include a RACC-approved art element at the NW corner of the SW Jackson Street turnaround oval, two new wooden benches along the south edge of SW Jackson Street, a landscaped stormwater swale along the edge of the light rail tracks, and weathering steel

dam walls within the existing stormwater facility. The College Station Housing project will be the first building seen by visitors coming into the Central City from the south and therefore will command a front door presence to 1,000's of citizens and visitors daily and the design reflects this level of importance. *With the application of Condition of Approval C, this policy is met.*

Policy 13: Plan Review. *This policy does not apply.*

Policy 14: Downtown. Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

The proposal for new residential, retail, office and academic spaces allows the accomplishment of both goals, encouraging development at planned densities, providing additional urban open space needed to support such development, and expanding the Downtown's role in retailing, education, and housing activities. *This policy is met.*

CCMP 2. The plan ensures that there will be adequate and timely infrastructure capacity for the proposed developments;

Findings: BES and PBOT have confirmed that existing utility and road infrastructure around the site is adequate to meet the proposed development's needs. Therefore, this proposal does not require any additional infrastructure capacity to be built. Any required sidewalk improvements will be built to current City standards. Sidewalk construction will occur in conjunction with the building construction, ensuring that adequate and timely infrastructure is in place at the time of building completion. In addition, the project must meet all City regulations and standards, including those in Title 33 (Zoning), Title 17 (Street Improvements), Portland Stormwater Manual, and pertinent building and fire codes. *This criterion is therefore met.*

CCMP 3. The plan provides for a useful and pleasant circulation system and for adequate open space within the plan boundaries;

Findings: The proposal is if for development on 90% of a full-block site within the existing urban fabric of the University District. The existing sidewalks bounding the proposed project meet City standards and will remain and will be upgraded as required. The interior courtyard has multiple pathways and gathering areas within it and is connected to the public sidewalk system. These improvements provide a useful and pleasant pedestrian circulation system both around and within the site. *This criterion is therefore met.*

CCMP 4. Development will be placed and sized to protect significant public viewpoints and public view corridors; and

Findings: The site itself is not within a "scenic overlay zone" as indicated by the fact that there is no "s" overlay designation and there are no designated viewpoints around or through the site. *Therefore, this criterion does not apply.*

CCMP 5. There are adequate assurances that required housing that is deferred or proposed for another site will be built.

Findings: There is no required housing proposed to be deferred or proposed for another site. *Therefore, this criterion does 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 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. The College Station Housing mixed-use development is a comprehensive sixteen-story project with high-density housing and ground floor retail, office, and academic space that will be a significant contribution to the University District. The strong building massing highlighted by changes in materials, different window treatments, the generous landscaped courtyard, the art installation and the South Terminus site improvements create an exciting and cohesive building design with significant public benefits appropriate to this location.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the PSU College Station Housing project in the University Subdistrict of the Central City Plan District including:

Approval of:

1. Central City Master Plan floor area transfer of 79,245 square feet from the South Terminus site to the PSU College Station Housing site for total building square footage of 368,725 and total FAR of 10.19:1.

Approval of:

1. Bonus Height (33.510.210.D.2 & 33.510.210.E.4) for an additional height of 42'-10" for total building height of 167'-10".

Approval of:

1. Eco Roof Floor Area Bonus [PZC 33.510.210.C] of 72,468 SF for a minimum 24,156 SF eco roof.

Approval of the following Modification request:

1. Loading Standards (33.266.310.D) – reduce the size of one of the two required loading spaces from 35' L x 10' W x 13' T to 28' L x 10' W x 13' T.

Approval of the following Adjustment request:

1. Map 510-9 Parking Access Restricted Streets - allow loading zone access to the southern portion of the site from SW Jackson Street, a parking access restricted street.

Approval subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B-C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 10-100261 DZM MS AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Eco-Roof Floor Area Bonus (33.510.210.C.10): The property owner must execute a covenant with the City ensuring installation, preservation, maintenance, and replacement, if necessary, of the eco-roof. The covenant must comply with the requirements of 33.700.060.
- C. Non-standard art element installation in the sidewalk right-of-way near the NW corner of the SW Jackson Street turnaround: The proposed installation must be reviewed and approved through the Regional Arts and Culture Council's (RACC) public art review process. This review process must be initiated within 12 months of the final approval of this design review case, LU 10-100261 DZM MS AD. The building's Final Certificate of Occupancy will not be released until the art element is installed.

By: 
Jeffrey Stuhr, Design Commission Chair

Application Filed: January 5, 2010

Decision Rendered: May 20, 2010

Decision Mailed: May 28, 2010

Decision Filed: May 21, 2010

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

Procedural Information. The application for this land use review was submitted on January 5, 2010, and was determined to be complete on February 9, 2010.

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 January 5, 2010.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A-2.

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

Conditions of Approval. This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must

be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

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

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on June 11, 2010 at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor in the Development Services Center until 3 p.m. After 3 p.m. and on Monday, appeals must be submitted to the receptionist at the front desk on the fifth floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201.

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

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$27,147.00 will be charged (one-half of the application fee for this case).**

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

Recording the final decision.

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

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

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

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

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

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

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

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.

Christine Caruso
May 25, 2010

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

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Information
 - 1. Applicant's Statement
 - 2. 120-Day Waiver
 - 3. Memo dated April 20, 2010
 - 4. Request for Hearing Continuation dated April 1, 2010
 - 5. Request for Hearing Continuation dated April 29, 2010
 - 6. Memo dated May 5, 2010
- B. Zoning Map (attached)

C. Plan & Drawings

1. Cover Sheet
2. Table of Contents
3. SW Corner from Above
4. NW Entry
5. NE Corner Perspective
6. SW Corner Perspective
7. Court Opening Perspective
8. South Perspective
9. SE Corner Perspective
10. Site Image: View from NE on SW 5th Ave
11. Site Image SW 5th Ave at Turnaround Site
12. Site Image: View from South of Turnaround
13. Site Image: View from South on SW 6th Ave
14. Site Image: View from North on 6th Ave
15. Site Context
16. Vicinity Map
17. Concept Diagram: Connect Light Rail Stations
18. Concept Diagram: Main Entry
19. Concept Diagrams: Community of Wings
20. Concept Diagram: Turnaround Movement
21. Concept Diagram: Curve of SW 6th
22. Concept Diagram: South Facing Courtyard
23. Concept Diagram: Outdoor Spaces
24. Concept Diagram: Main Entry at College Ave
25. Central City Master Plan
26. FAR Diagrams
27. Site Plan (attached)
28. Landscape: Courtyard
29. Landscape: Courtyard
30. Landscape: Courtyard
31. Landscape: Entry Plaza
32. Landscape: Eco-Roof
33. Landscape: Planting Plan
34. Landscape: Wall Details
35. Landscape: Bridge Details
36. Landscape: Eco-Roof Level 2
37. Landscape: Eco-Roof Level 3
38. Landscape: Eco-Roof Level 17
39. Landscape: Irrigation Level 2
40. Landscape: Irrigation Level 3
41. Landscape: Irrigation Level 17
42. Landscape: Operation + Maintenance
43. Stormwater Management Plan
44. Site Utility Plan
45. Ground Floor Plan
46. Second Floor Plan
47. Level 3,4,6,7,9,10,12,13,15,15
48. Level 5,8,11,14
49. Level 16
50. Roof Plan
51. North Elevation (attached)
52. East Elevation (attached)
53. West Elevation (attached)
54. South Elevation (attached)

55. Section: East/West with South Facing Court Elevation
 56. Section: North/South with West Facing Court Elevation
 57. Section: North/South with East Facing Court Elevation
 58. Enlarged Elevation/Wall Section
 59. Enlarged Elevation/Wall Section
 60. Enlarged Elevation/Wall Section
 61. Enlarged Elevation/Wall Section
 62. Enlarged Elevation/Wall Section
 63. Enlarged Elevation/Wall Section
 64. Enlarged Elevation/Wall Section
 65. Enlarged Elevation/Wall Section
 66. Enlarged Elevation/Wall Section
 67. Enlarged Elevation/Wall Section
 68. Enlarged Elevation/Wall Section
 69. Exterior Details – Window
 70. Exterior Details – Window
 71. Exterior Details – Window
 72. Exterior Details – Louvers
 73. Exterior Details – Louvers
 74. Exterior Details – Louvers
 75. Exterior Details – Louvers
 76. Exterior Details – Curtain Wall
 77. Exterior Details – Curtain Wall
 78. Exterior Details – Curtain Wall
 79. Exterior Details – Curtain Wall
 80. Exterior Details – Joints
 81. Exterior Details – Joints
 82. Exterior Details – Canopies
 83. Exterior Details – Eco-Roof Assembly
 84. Exterior Lighting Plan
 85. Light Fixture Cut Sheets
 86. Rooftop Equipment Cut Sheets
 87. Rooftop Equipment Cut Sheets
 88. Rooftop Equipment Cut Sheets
 89. Rooftop Equipment Cut Sheets
 90. Rooftop Equipment Cut Sheets
 91. Shadow Study
 92. Skin System Images
 93. Terminus Plan
 94. Eco Roof Bonus Certification Package
- 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 Parks – Urban Forestry
 2. Site Development Section, BDS
 3. Fire Bureau
 4. Water Bureau
 5. Bureau of Environmental Services
 6. Ecoroof Letter of Certification
 7. Bureau of Transportation Engineering and Development Review

F. Letters: none received

G. Other

1. Original LUR Application
2. Site History Research
3. Incomplete Letter
4. Design Advice Request Packet
5. Design Advice Request Summary memo
6. Pre-Application Conference Summary Packet
7. Request for Completeness Review
8. April 1, 2010 Staff PowerPoint
9. March 25, 2010 Memo to Commission
10. Original Staff Report dated March 24, 2010

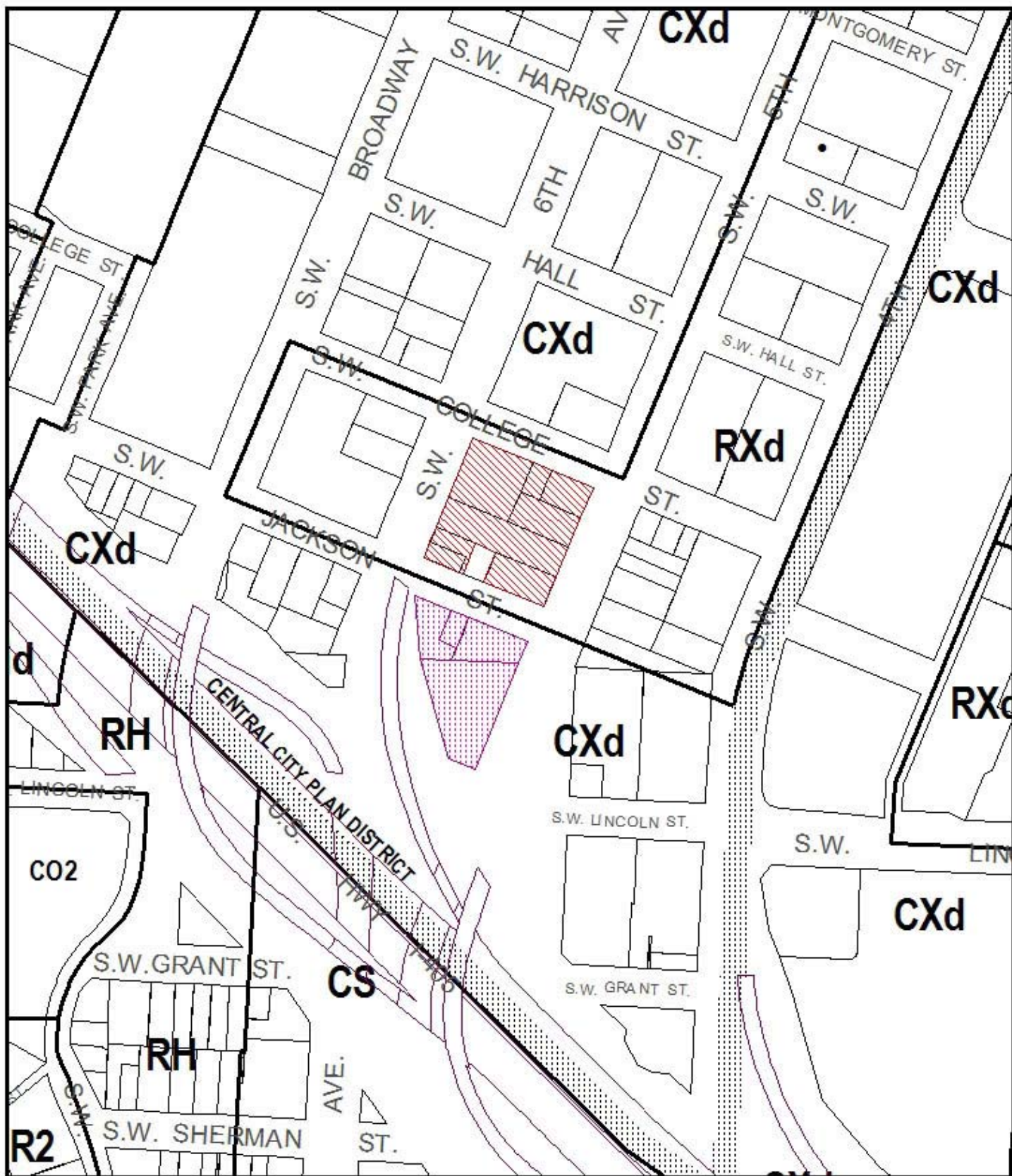
H. [received at the April 1, 2010 hearing]

1. Tri-Met letter dated April 1, 2010
2. Architectural Heritage Center letter dated March 26, 2010
3. Materials board photos

I. [received after the April 1, 2010 hearing]

1. Acker + Associates letter dated April 2, 2010
2. Tri-Met letter dated April 16, 2010
3. May 13, 2010 Memo to Commission

cc: Applicants and Representatives
Neighborhood Associations
Those who testified, orally or in writing
City Auditor's Office
Development Services Center
BDS Staff for Bureau of Buildings
BDS Staff for Commission Book



ZONING

 Site
 Also Owned

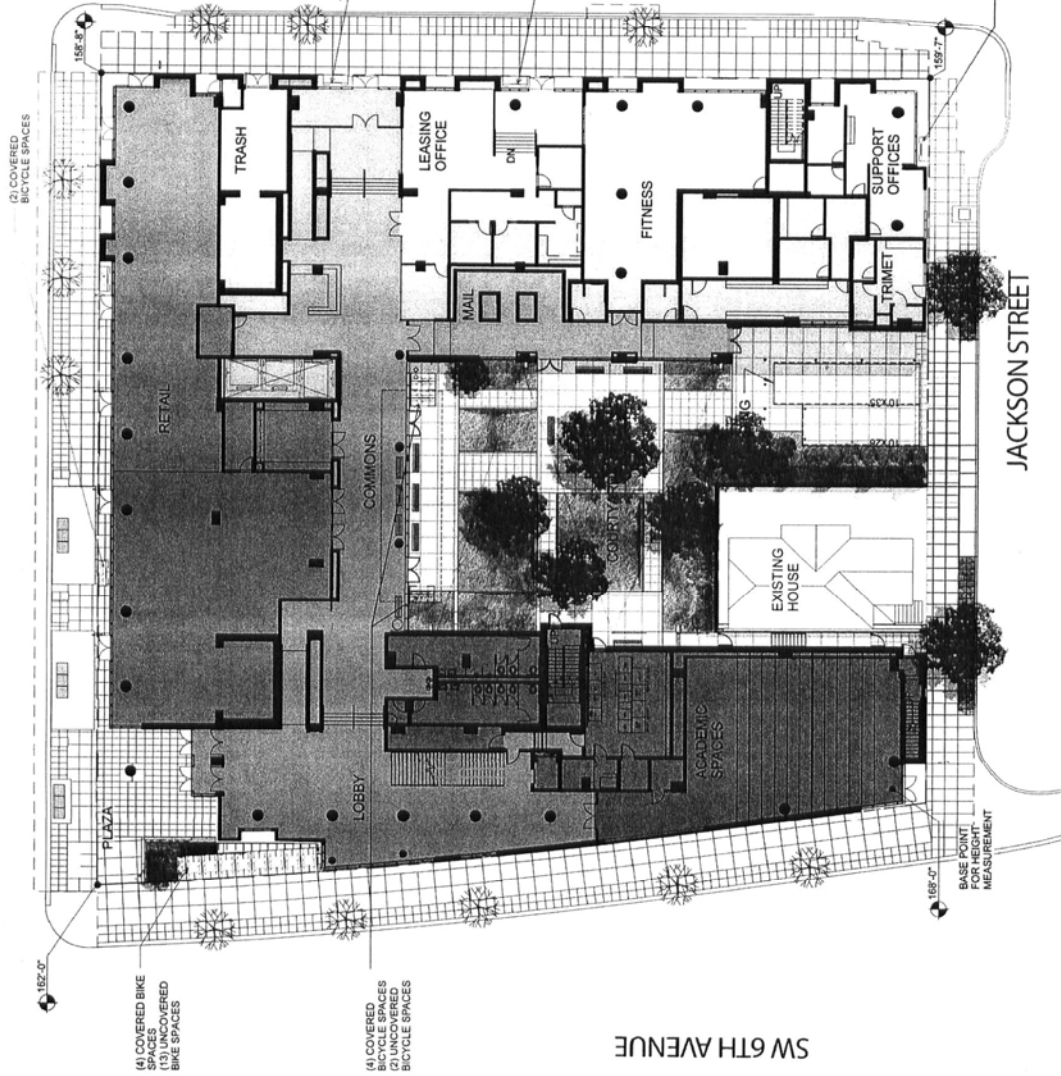


This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 10-100261 DZM MS AD
 1/4 Section 3228
 Scale 1 inch = 200 feet
 State_Id 1S1E04DA 1100
 Exhibit B (Jan 12, 2010)

COLLEGE STREET

Approved
City of Portland
Bureau of Development Services
Planner
Date 5/25/10
This approval is subject to all
rules, regulations and conditions of approval.
Additional zoning requirements may apply.



SITE PLAN EXHIBIT C.27

Brick Color 2 - Forest Blend, Mission texture
Preformed metal cornice

Brick Color 1 - Modified Granite, Mission texture

Metal Wall Panel - Grey

Brick Color 2 - Forest Blend, Mission texture

Metal Wall Panel - Silver

Fiberglass window unit

Aluminum Curtain Wall

Metal Canopy

Metal Canopy

Approved
City of Portland
Bureau of Development Services
Planner *Chris Coe*
Date *5/25/10*
This approval is only to the
review of the site plan and
conditions of approval may apply
Additional zoning requirements may apply

SW 6TH AVE

SW 5TH AVE

PSU COLLEGE STATION HOUSING | PORTLAND STATE UNIVERSITY | AMERICAN CAMPUS COMMUNITIES
DESIGN REVIEW DRAWINGS MAY 20, 2010
LU 10-100261 DZM MS AD

0 8 16 32 48
NORTH ELEVATION EXHIBIT C.51

Preformed metal cornice

Brick Color 2 - Forest Blend,
Mission texture

Metal Wall Panel-Silver

Metal Wall Panel-Silver

Fiberglass Window Unit

Fiberglass window unit

Metal Canopy

Aluminum Curtain Wall

Metal Canopy

Approved
City of Portland
Bureau of Development Services
Planner *Chris Carr*
Date *5/25/10*
This approval is valid only to the
project, structure and is subject to all
conditions of approval.
Additional building requirements may apply.

SW JACKSON

SW COLLEGE

PSU COLLEGE STATION HOUSING | PORTLAND STATE UNIVERSITY | AMERICAN CAMPUS COMMUNITIES
DESIGN REVIEW DRAWINGS MAY 20, 2010 LU 10-100261 DZM MS AD



EAST ELEVATION EXHIBIT C.52

Performed metal cornice

Brick Color 1 - Modified Granite, Mission texture

Metal Wall Panel, Grey

Brick Color 2 - Forest Blend, Mission texture

Metal Wall Panel, Silver

Aluminum Curtain Wall

Fiberglass window unit

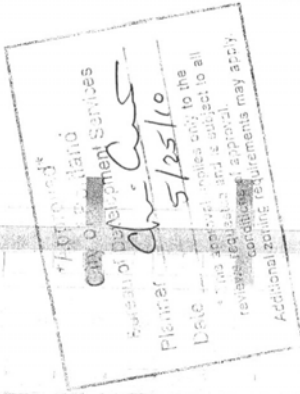
Metal Canopy

Translucent Frit on Glazing

Brick Color 1 - Modified Granite, Mission texture

Metal Eyebrow

Metal Canopy



167'-10"

0'-168'-0"

SWY COLLEGE

SWY JACKSON

