

December 15, 2015

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VIA EMAIL

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Proposed Campus Institutional Zoning Project; Comments by Providence Health & Services - Oregon on Proposed CI-2 Zoning District Land Use Regulations

Dear Chair Baugh and Members of the Planning and Sustainability Commission (“PSC”):

1. Introduction.

This office represents Providence Health & Services-Oregon (“Providence”). I am writing on behalf of Providence to comment on the proposed CI-2 land use regulations. I have asked Mr. Cole to place this letter and its exhibits before you at the initial evidentiary hearing on December 15, 2015 and to place them in the official file and record for this application. I have also attached four (4) letters that represents the cumulative comments Providence has provided to the PSC and staff over the last thirteen months regarding the CI land use regulations (**Exhibit 1**).

Providence operates the Portland Providence Medical Center (“PPMC”) located around the intersection of NE 47th Avenue and NE Glisan Street (**Exhibit 2**, Map 11 to November 2, 2015 Campus Institutional Zoning - proposed draft; “CI-2 Draft”) PPMC is subject to a 2012 Conditional Use Master Plan (“CUMP”) that is valid until 2022. (**Exhibit 3**, decision of the City of Portland Land Use Hearings Officer approving the CUMP for a ten (10) year period, effective July 16, 2012).

Providence appreciates the City’s acknowledgement of the importance of institutions to the City and its regional economy. Providence also appreciates the time spent on this matter and the professionalism of your staff, including John Cole and Tom Armstrong. Providence has previously provided the comments in this letter to Mr. John Cole and Mr. Tom Armstrong.

2. Summary of Testimony.

Providence has the following comments as explained in more detail in the remainder of this letter:

- The PPMC CUMP is “vested” and valid through 2022, another seven (7) years. The draft land use regulations proposes that the CUMP be terminated in 2020 prior to its approved expiration date. No party will know until at least 2016 if the CI-2 land use regulations are effective and “acknowledged”. Until the CI-2 land use regulations are effective and acknowledged, Providence will not be able to fully rely on the CI-2 land use regulations. Additionally, the vested CUMP is a property right. Terminating the CUMP early unlawfully takes this property right.
- The PPMC CUMP includes a successful Transportation Demand Management (“TDM”) plan that has reduced single occupancy vehicle (“SOV”) trips to PPMC every year since its inception. Providence has created a position of a PPMC Bicycle/Pedestrian Coordinator. Providence has prepared a Comprehensive Transportation Management Plan (“CTMP”) in order for PPMC to maintain its emphasis on TDM strategies. **(Exhibit 4)**.
- The CI-2 land use regulations should not require a new TDM based on unknown and unadopted Portland Bureau of Transportation (“PBOT”) rules. If the current TDM is effective, as is PPMC’s TDM, it should be allowed to continue. Even if a new TDM is ultimately required, the CI-2 land use regulation should not require a new TDM until the PBOT rules are reviewed by the public, including the institutions, and approved in a public process.

3. The PPMC CUMP is vested and may not be terminated early without the taking of a property right.

The CI-2 land use regulations propose to terminate the PPMC CUMP no later than December 31, 2020. PCC 33.700.110.B.2.b.(1) (CI-2 draft, page 85). *See also* PCC 33.820.060. The commentary to PCC 33.700.110.B.2.b(1) recognizes that the PPMC CUMP is valid until 2022 (CI-2 draft, commentary on PCC 33.700.110, page 84). The commentary assumes that this five year period will be a sufficient amount of time to transition from the CUMP to the CI-2 land use regulations. However, even assuming that the CI-2 land use regulations and the Portland Institution Comprehensive Plan policies are approved in 2016, if they are appealed, their effective date and acknowledgement will be far less than five years. The City’s argument that PPMC and other institutions will have roughly five years to implement the CI-2 land use regulations fails to consider the impact of an appeal.

Additionally, Providence has always operated under the expectation that it could extend or amend the existing PPMC CUMP. PCC 33.700.110.2.b(1) effectively prohibits an extension of the PPMC CUMP and explicitly prohibits an amendment to the PPMC CUMP. Providence requests that the PSC recommend the amendment of this section to allow for extensions and amendments to the PPMC CUMP.

The PPMC CUMP is approved through 2022. This time period is consistent with current PCC 33.820.03.060, “Duration and the Master Plan”, which provides that “an approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded” (**Exhibit 5**). Early termination of a vested land use permit such as the CUMP takes a property right. Providence has expended significant time and money in developing the CUMP and is entitled to the full 10-year life of the CUMP in which to implement it.

4. Transportation Demand Management.

Providence has an approved and effective TDM. However, PCC 33.266.420 proposes that a new TDM be required for institutions. Nothing in the commentary for the proposed land use regulations in PCC 33.266.420 explains how the TDM rules will be adopted, what they will require, the review standards for a new TDM, how often the TDM will have to be updated or revised and how institutions and the public can comment on the draft regulations. *See also* PCC 33.852.105.G. Until the new TDM provisions are available for public review, Providence opposes PCC 33.266.420.

Providence also opposes PCC 33.150.300. The commentary to this section provides that the TDM will supersede the clear and objective parking and loading standards in PCC Table 266-2 (CI-2 draft, page 68). Parking and loading standards should be clear and objective so that adequate off-street parking and loading is provided.

5. Providence Cannot Support the CI Comprehensive Plan Policies.

Providence testified as early as 2014 that the land use regulations should be finalized before the Comprehensive Plan policies are adopted. Until the issues identified in this letter are addressed, Providence cannot support the Comprehensive Plan policies.

6. Conclusion.

Providence respectfully requests that if the PSC recommends approval of the CI-2 land use regulations to the Portland City Council, that it recommend the deletion of PCC 33.700.110.B.2.b(1), 33.820.060 and 33.266.410 and .420, and 33.852.105.G and that the PSC recommend the amendment of PCC 33.700.110.B.2.b(1) to allow for CUMP extensions and amendments.

Mr. André Baugh, Chair
December 15, 2015
Page 4

Very truly yours,



Michael C. Robinson

MCR:rsr

Enclosures

cc: Mr. John Cole (via email) (w/ encls.)
Mr. Tom Armstrong (via email) (w/encls.)
Ms. Dana White (via email) (w/encls.)
Ms. Karen Weylandt (via email) (w/encls.)
Ms. Michelle Bernard (via email) (w/encls.)
Mr. Jeff West (via email) (w/encls.)
Ms. Krista Farnham (via email) (w/encls.)
Ms. Marty Stiven (via email) (w/encls.)
Mr. Trent Thielen (via email) (w/encls.)
Mr. Dave Ellis (via email) (w/encls.)



Real Estate and Construction

November 3, 2014

Mr. Andre Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Proposed Comprehensive Plan ("Plan") Amendments; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

I am writing this letter on behalf of Providence Health & Services - Oregon to comment on the proposed Plan policies. The purpose of the proposed Plan policies is to recognize and support campus institutional uses, including medical centers. Providence appreciates the City's recognition of the importance of campus institutions in supporting the region's economy.

There are several issues Providence would like the Commission to consider before making a recommendation to the Portland City Council.

- 1. The Plan policies should expressly state that existing Conditional Use Master Plan ("CUMP") decisions remain valid pursuant to the terms of a CUMP approval.**

In the case of the Providence Portland Medical Center CUMP, Providence spent a considerable amount of time seeking approval for this 10 year master plan. Providence's capital plan is based upon the CUMP approval. CUMP approvals should remain valid and unaffected by land use regulation changes. Providence does not want the Providence Portland Medical Center uses and development to become nonconforming. The proposed Plan policies should include specific implementation direction that existing CUMP decisions shall remain valid.

- 2. Medical institutions should have the option of retaining and using the CUMP process or seeking a quasi-judicial zoning map amendment.**

The CUMP process has a number of benefits, including not constituting a post-acknowledgment amendment to the City's acknowledged land use regulations. Unless the City's Transportation System Plan ("TSP") is amended to reflect the proposed Plan policies supporting campus institutions, an applicant for a quasi-judicial map amendment will be

Mr. Andre Baugh, Chair

November 3, 2014

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required to address the Transportation Planning Rule ("TPR"). This places a substantial burden on a quasi-judicial applicant to solve what are, in many cases, region-wide transportation issues.

The proposed Plan policies should include specific direction that they may be implemented either through the CUMP process, or a quasi-judicial map amendment, at the Applicant's choice.

3. The City should adopt the proposed Plan policies and the land use regulations concurrently.

While Providence supports the proposed Plan policies acknowledging the importance of campus institutions to the region's economy, once the Plan policies are adopted and acknowledged, the City will implement those policies with land use regulations. These land use regulations as adopted may not be satisfactory to campus institutions. Therefore, because implementation is so important, the City should act on the proposed Plan policies and the implementing land use regulations concurrently so that all of the affected parties, including neighbors, have an opportunity to review and comment on the entire amendment package.

Please place this letter in the official file for this legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Dana White

Cc: Ms. Karen Weylandt (via email)
Ms. Marty Stiven (via email)
Mr. Michael C. Robinson (via email)

March 13, 2015

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Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Portland Comprehensive Plan (“Plan”) Update; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

This office represents Providence Health & Services—Oregon (“Providence”). I am writing on behalf of Providence to comment on proposed Plan policies 6.53-6.58 concerning Campus institutions and to offer additional comments on the Plan update concerning Campus institutions. I have attached Providence’s previous letter dated November 3, 2014.

Providence continues to support the concepts found in proposed Plan policies 6.53-6.58 for recognition of the importance of Campus institutions to the Portland economy. Providence believes, as it said in its November 3, 2014 letter, that the Plan policies should expressly provide for the following:

- The proposed Plan policies should provide for the implementing land use regulations to allow use of approved Conditional Use Master Plans (“CUMPs”) by Campus institutions, such as Portland Providence Medical Center, for existing CUMPs to be modified, and for new CUMPs to be adopted as an alternative to development under a new zoning district.
- The proposed Plan policies should expressly provide that the Campus institution Plan map designation may be achieved through either legislative, or quasi-judicial implementation. Providence believes that a legislative implementation by the City is preferable to quasi-judicial implementation for a number of reasons. However, if the City proceeds with a legislative amendment, a major institution should be able to “opt out” of the legislative amendment, or if it “opts in” to the legislative amendment, that it be allowed to continue to rely upon an approved, modified or new CUMP.
- The proposed Plan policies and mapping should be adopted concurrently with the implementing Campus institution land use regulations. The City will implement the Plan policies through land use regulations. The land use regulations as adopted may not be satisfactory to major institutions. Concurrent implementation allows major institutions the opportunity to review the land use regulations before the Plan policies are adopted.

Mr. André Baugh, Chair
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Thank you for your consideration of these comments. Please place this letter in the official file for the legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

May 12, 2015

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VIA EMAIL

John Cole, Senior Planner
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Proposed Urban Campus ("CI-1") Land Use Regulations; Comments by Providence Health & Services-Oregon

Dear Mr. Cole:

This office represents Providence Health & Services-Oregon ("Providence"). I am writing on behalf of Providence to thank you for the time that you took on Wednesday, April 29, 2015 to meet with Jeff West, Michelle Bernard, Marty Stiven and me to discuss the proposed CI-1 land use regulations and how they will affect the Portland Providence Medical Center ("PPMC"). Providence very much appreciated the information you provided to us regarding the proposed land use regulations.

We understand that the proposed CI-1 land use regulations are not available for public review now but will be available for public review about June 15, 2015 following an internal review. In advance of our review of the draft land use regulations, Providence has asked me to send you this letter that describes land use regulations that Providence would like the City to consider adopting in the CI-1 zone.

Providence has also reviewed the proposed Campus Institution Comprehensive Plan map designation for PPMC. (**Exhibit 1**) Providence agrees with the proposed mapping because it includes all of the PPMC property now owned by Providence and subject to the 2012 PPMC Conditional Use Master Plan ("CUMP").

Providence would appreciate the City including the following provisions in the CI-1 land use regulations.

1. A "Safe Harbor" Provision for Nonconforming Development, and Uses.

Providence will rely on the 2012 CUMP for its capital improvement planning for the 10-year life of the CUMP. The CUMP includes adjustments to Portland Land Use Regulations. We understand that the City Attorney's office has concluded that the adjustments run with the land.

Notwithstanding that the proposed uses and dimensional standards for CI-1 zoning district might encompass the extent of the allowed CUMP development, Providence requests that the land use regulations include a provision providing that uses and development that are consistent with the approved CUMP but not with the CI-1 land use regulations will not become nonconforming situations. Providence's suggested language is as follows:

“33. __, Nonconforming Development. Existing and proposed development and uses in conformance with an approved CUMP shall not be subject to the regulations of Chapter 33.258, Nonconforming Situations.”

Exhibit 2 is a comparison of the proposed CI-1 land use regulations with the CUMP approval. As you can see, most of the proposed CI-1 land use regulations match or exceed what is allowed by the CUMP. However, maximum building setbacks, minimum first floor glazing and direct pedestrian access in the proposed CI-1 land use regulations are more restrictive than the CUMP. The above-suggested language provides that the CUMP regulations will control development on the PPMC campus so as not to create nonconforming situations.

2. CUMP Amendment and Extension.

Because Providence relies upon the 2012 CUMP for its capital planning, Providence wants assurance that the CUMP will remain effective notwithstanding the adoption of the CI-1 zone and that Providence, if it chooses to do so, may apply for either an extension of the 2012 CUMP or apply for another CUMP approval upon expiration of the current CUMP in 2022. Accordingly, Providence suggests that the CI-1 land use regulations include the following language:

“33. __, Existing CUMP. A CUMP approved by the City prior to ____, 2016 will continue to be in effect until its expiration date. An approved CUMP may be amended until its expiration date, and an approved CUMP may be extended for one (1) ten-year period pursuant to the regulations in Chapter 33.820 in effect as of ____, 2016.”

3. CUMP Amendment Does Not Allow Additional Review.

Providence requests that the CUMP regulations in PCC Chapter 33.820 be amended to specify that existing CUMPs for areas planned and zoned for Campus Institutional uses may be amended without meeting the requirements of the CI-1 zoning district. Providence requests that the City consider the following language:

“PCC 33.820.090 (after existing language):

C. Amendments to CUMPs in Campus Institution zones. An amendment to an existing CUMP does not allow reconsideration of the entire CUMP and shall consider only the specific amendment requested.”

Additionally, you said in our April 29, 2015 meeting that CUMPs may be addressed either in the CUMP section, or in the enacting ordinance for the CI-1 land use regulations. Either method can achieve Providence’s goal but the virtue of placing the CUMP provisions in the CI-1 land use regulations is that the provisions will be readily apparent to the reader, whereas including them only in the enacting ordinance will make it more difficult to find the provisions.

4. Setback and Building Envelope Where Campus Perimeter is Across Street From or Adjacent to Different Zones.

Page 11 of the public draft “Campus Institution Zoning Update Project Concept Report” dated April 2015 (the “April Concept Report”) (**Exhibit 3**) describes how setbacks and building envelopes in the CI-1 zoning district will be achieved. Providence asked how the setback and building envelopes will be regulated if a building is across a public right of way from two (2) zones, both a residential zone and a commercial zone, in which case setbacks and building envelopes are proposed to be treated differently. To avoid confusion, Providence suggests that the City consider language similar to the following:

“33.____, Setback and Building Envelope. In those situations where a structure in the CI-1 or CI-2 zoning district is across the public right-of-way or adjacent to a property line where both a residential zone and a non-residential zone are located, the setback and building envelope for the proposed building shall comply with the requirement for the zone with the greatest percentage of frontage on the building. In those situations where an existing CUMP is in effect, the CUMP shall control the setback and building envelope.”

5. Add Example of Guest Housing.

Page 9, Table 1 of the April Concept Report (**Exhibit 4**) lists residential uses as allowed in the CI-1 zone if the residential use is accessory to the institutional use. Page 10 of the April Concept Report lists examples of such uses (**Exhibit 4**). Providence would like “guest housing” to be included as an example of such accessory uses. Providence’s guest housing development at NE

John Cole, Senior Planner
May 12, 2015
Page 4

Glisan Street and NE 44th Avenue is under construction. Providence wants to be assured that guest housing is included as an allowed use in the CI-1 zone.

6. Conclusion.

Providence appreciates your consideration of the suggested land use regulations contained in this letter. Please feel free to contact us if you would like to discuss this language further. We look forward to reviewing the public draft of the proposed CI-1 zoning district when it is available.

On behalf of Providence, thanks again for your courtesy and assistance in discussing this matter.

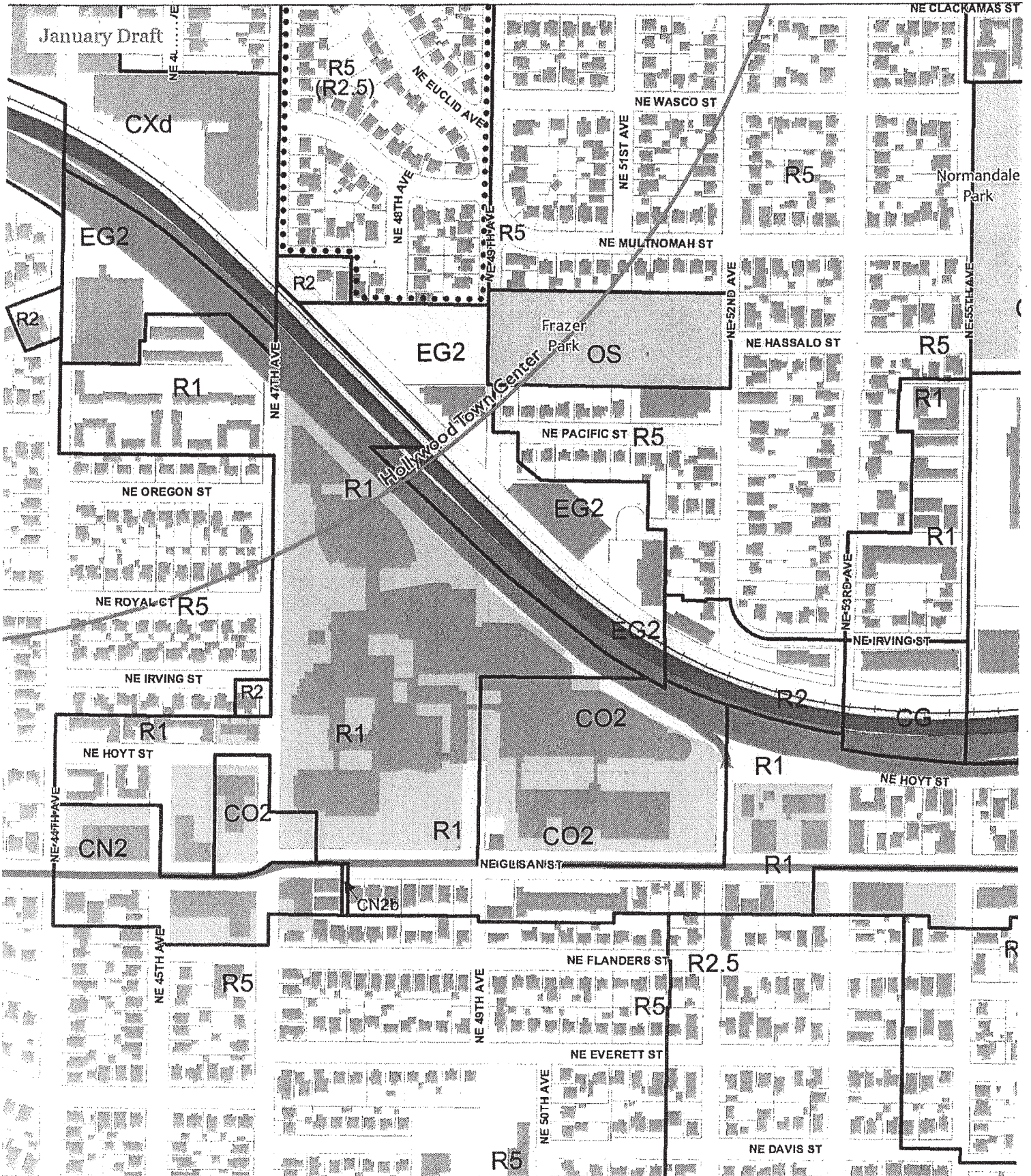
Very truly yours,



Michael C. Robinson

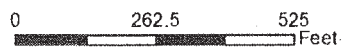
MCR:rsr
Enclosures

cc: Ms. Michelle Bernard (via email) (w/ encls.)
Mr. Jeff West (via email) (w/ encls.)
Ms. Marty Stiven (via email) (w/ encls.)



Providence Portland Medical Center

- Campus Institution
- Adopted Town Center
- Building Footprint
- Park
- Zoning Line
- Comp Plan Line
- Neighborhood Corridor
- Frequent Service Transit



Bureau of Planning and Sustainability
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Exhibit 1

Comparison of Proposed CI-1 Land Use Regulations and CUMP

(ZGF Architects, May 4, 2015)

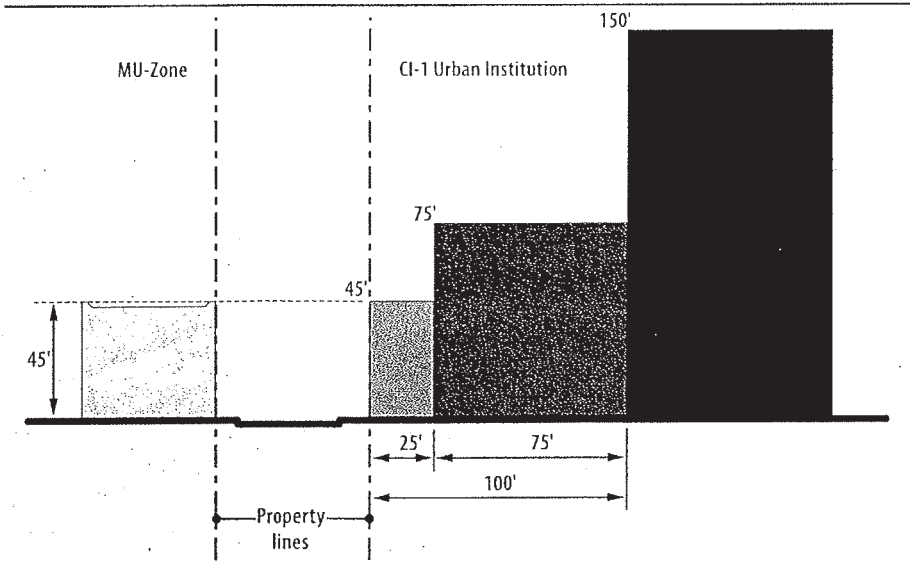
	CI-1 Urban Campus	PPMC CUMP
Building Height	Up to 150	Up to 150
Minimum Set Back	Similar to perimeter zones.	8' to 11' (R1), 0' (CO2)
Floor Area Ratio	3 to 1	2.75
Maximum Building Coverage	85%	78%
Required Landscape adj. Res.	5 ft. at L3	5 ft. at L3
Required Landscape adj. Street.	5 ft. at L1	5 ft. at L1
Maximum Building Setback	10 ft. at CO2 &CN2 20 ft. at R1	340' (R1 at East Inpatient Building), 30' (CO2) East Professional Plaza Building.
Minimum first floor glazing	30-60% TBD	None (R1), Ground Level Window Area standard (CO2) 25% glazing of the ground level
Direct Pedestrian Access	50' – 100' along transit streets (NE Glisan)	One main entrance to each separate building along NE Glisan will provide direct access to and from the street

Setback and Building Envelope

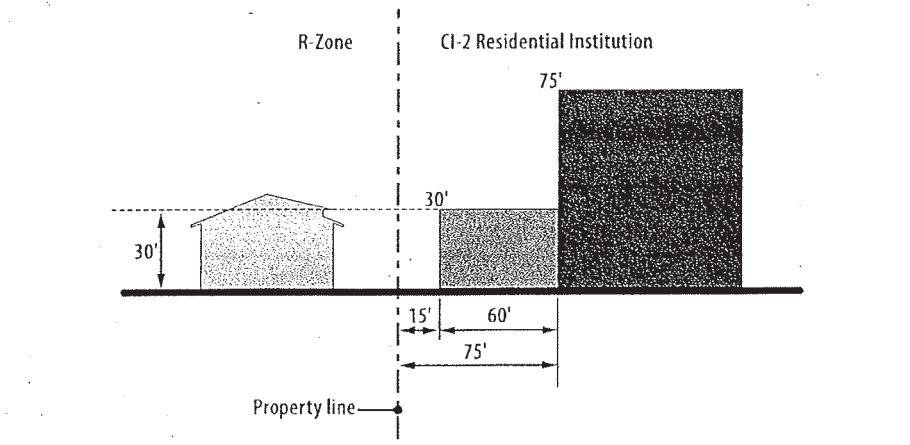
– Building setback requirements for both zones are designed to match their surrounding neighborhoods. Taller buildings in both districts are pushed towards the interior of the campus (or towards freeways) limiting building height along the perimeter of the campus to that of the adjoining zone. Maximum building setbacks are incorporated into the CI-1 Urban Campus zone where campuses abut identified neighborhood commercial streets.

Floor Area Ratio (FAR) – A maximum 3:1 Floor Area Ratio assigned to the CI-1 Urban Campus zone combined with the available building heights allows for significant development potential on all of the urban campuses. The 0.5:1 FAR allowed for CI-2 residential campus zones is a reduction from existing development allowed in the IR zone but still results in significant development potential beyond what is currently built on these residential campuses. Together the proposed zones will meet the City’s Goal 9 obligation to provide for additional campus institution development capacity.

Commercial Edge Standards – Minimum ground floor window requirements, maximum setbacks, pedestrian access requirements and required articulation of building walls for the CI-1 Urban Campus zone will coordinate with the mixed use zoning update standards. These edge standards, in combination with an expanded list of allowed commercial uses in the CI-1 zone, will promote hospitals’ and colleges’ participation in the development of active neighborhood commercial districts. Final standards will be coordinated with the mixed use zoning project.



CI-1 Urban Institution, mixed use zone abutting right-of-way



CI-2 Residential Institution, single-dwelling residential abutting property line

New Land Use and Development Standards Proposed for Institutions

The tables on the following pages highlight allowed use and development standards associated with the two proposed zones. The use allowances, height, FAR, and other code features are conceptual and require additional refinement, testing and development that will take place during the code development phase of this project.

Allowed Use Highlights

The CI-1 Urban Campus zone allows a range of retail and office uses in addition to institutional uses. The CI-2 Residential Campus zone allows for the full range of institutional uses and limited neighborhood commercial activity as a conditional use. Language describing accessory uses will clarify that an expanded list of group living, research and development and manufacturing uses can occur on institutional campuses supporting their role as centers of innovation.



Reed College, coffee shop on campus

Table 1: Allowed Use

	CI-1 Urban Campus	CI-2 Residential Campus
Scale and Character	Urban healthcare and higher education	Residential academic and open space
Commercial Uses	Retail, service and office uses allowed	Limited retail, service use allowed as conditional use
Residential Uses	Accessory to institutional use only	Accessory to institutional use only
Employment / Industrial Uses	Limited manufacturing, research and development allowed over and above accessory use	Limited manufacturing, research and development allowed over and above accessory use
Institutional Uses	Allow	Allow

Commercial Uses – Retail sales and services are allowed uses in the CI-1 Urban Campus zone. Buildings fronting civic or neighborhood corridors will be designed for active ground floor uses facing the street. Retail sales and service in the CI-2 Residential Campus zone are considered accessory uses if they are to serve the on-campus population and not oriented to the perimeter of the campus such as a cafeteria or bookstore. In the CI-2 zone limited retail sales and service up to 5,000 square feet in size that is oriented towards the perimeter of the campus (total) can be allowed. Retail activity of this size is unlikely to generate additional traffic into a residential neighborhood but may provide a neighborhood serving commercial amenity such as a coffee shop. Additional externally focused retail and service uses may be permitted as a conditional use.

Office uses that are not accessory to the primary institutional mission are permitted in the CI-1 Urban Campus zone while all office uses in the CI-2 Residential campus zone must be accessory to the institutional use.

Exhibit 4

Residential Uses – Dormitories and similar student, patient or employee housing are considered accessory uses to institutions. Additional residential uses such as assisted living facilities may also be permitted as accessory uses but other multifamily residential uses are prohibited in order to preserve development capacity on campuses for institutional uses.

Employment and Industrial Uses – Limited light manufacturing and production facilities are permitted in both the CI-1 and CI-2 zones to accommodate commercial research and business incubator activities that may be associated with but not strictly accessory to colleges and hospitals. Such facilities are limited to 10,000 square feet as an allowed use (by right) with an option to increase the size of such facilities in the CI-1 Urban Campus zone through a conditional use review. This is similar to size limitations placed on manufacturing and production facilities located within existing urban and general commercial zones.

Major Entertainment Uses – Uses that draw large numbers of the public to specific events such as performance halls and organized athletic facilities will remain a conditional use in both zones.



Student housing and recreation courts at Reed College, SE Portland

Development Standard Highlights

The distinction in character between the urban and residential campus zones is reflected in their allowed development standards while both attempt to provide incentives for the institutions to build up not out into their surrounding neighborhoods. Specific standards are subject to change.

Table 2: Development Standards

	CI-1 Urban Campus	CI-2 Residential Campus
Maximum Building Height (Campus Interior)	Up to 150' within prescribed building envelope or as allowed by CUMP/IMP	Up to 75' within prescribed building envelope or as allowed by CUMP/IMP
Minimum Setback and Building Height Transition	Match adjoining district setback and height at perimeter	Match adjoining district setback and height at perimeter
Floor Area Ratio (FAR)	3 to1	0.5 to1
Maximum Building Coverage	85%	50%
Required Landscaping adjoining Res Zone	5 ft. at L3	15 ft. at L3
Required Landscaping Across ROW from Res Zone	5 ft. at L1	15 ft. at L1
Maximum building Setback	Yes, along transit streets	No
Minimum first floor glazing	30-60% TBD	No
Direct Pedestrian access	Required 50-100' along transit streets	No
Building Wall Articulation	Yes	No

Building Height – Building heights of up to 150' towards the interior of campuses or adjacent to freeways are allowed in the CI-1 Urban Campus zone to support modern in-patient nursing tower design. Educational campus buildings are less likely to exceed four stories in height but a maximum building height of 75' (based on the existing IR zone allowance) in the CI-2 Residential Campus zone will allow for signature buildings at the interior of these campuses.

September 14, 2015

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VIA EMAIL

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
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**Re: Proposed Campus Institutional (“CI-2”) Land Use Regulations; Additional
Comments by Providence Health & Services-Oregon (“Providence”)**

Dear Chair Baugh and Members of the Planning and Sustainability Commission (“PSC”):

This office represents Providence Health & Services-Oregon (“Providence”). I am writing on behalf of Providence to comment on the public review draft of the proposed CI-2 land use regulations.

Providence sent a letter to Mr. John Cole dated May 12, 2015 containing five (5) requests for language to be included in the proposed land use regulations (**Exhibit 1**). The public review draft of the proposed land use regulations addressed some but not all of these requests. This letter provides additional comments by Providence regarding the proposed CI-2 land use regulations.

**1. Provide a “Safe Harbor” Provision for Development Consistent with the Providence
Portland Medical Center Conditional Use Master Plan.**

Proposed PCC 33.150.295 provides that development in the CI-2 zone may be subject to PCC Chapter 33.258, “Nonconforming Situations”.

Providence understands that adjustments granted in conjunction with the Providence Portland Medical Center Conditional Use Master Plan (“CUMP”) run with the land. Nevertheless, not all of the proposed development standards in the CI-2 zone reflect current or allowed development under the CUMP.

Approved development standards in the CUMP should be recognized in the CI-2 zone. Proposed CI-2 development standards, such as building entrance requirements, may make the Providence Portland Medical Center Campus a nonconforming development.

Providence requests that the proposed land use regulations include a standard providing a “safe harbor” so that as long as the Providence Portland Medical Center complies with CUMP standards, it need not comply with the CI-2 zone development standards.

The PSC should add the standard recommended on page 2 of its May 12, 2015 letter, which is as follows:

“33.____, Nonconforming Development. Existing and proposed development and uses in conformance with an approved CUMP shall not be subject to the regulations of Chapter 33.258, Nonconforming Situations.”

2. Allow Existing CUMPs to be modified and new CUMPs to be submitted.

The public review draft, Section IV, “Analysis”, at page 16, refers to a “required quasi-judicial zone change application on institutions own time schedule”. This statement says nothing about whether an amendment to an existing CUMP, or adoption of a new CUMP, will be allowed. Providence understands that the proposed land use regulations do not prohibit amendments to existing CUMPs, or adoption of new CUMPs.

Providence requests that the PSC make this clear by adding new section 33.150.320 as follows:

“33.150.320. Conditional Use Master Plans. Nothing in this Chapter prohibits the modification of an existing Conditional Use Master Plan nor a submittal of a new Conditional Use Master Plan.”

3. Guest Housing as an Accessory Use in PCC 33.150.110.

Providence requested in its May 12, 2015 letter that the proposed land use regulations include guest housing as an example of a residential use accessory to the institutional use. The Providence Portland Medical Center CUMP provides for guest housing and the guest housing building for the campus has been constructed.

Providence understands that the absence of guest housing in the proposed land use regulations was an oversight and that guest housing will be listed as an accessory use.

4. Height of Buildings Adjacent to I-84 Should Be Addressed.

Proposed PCC 33.150.210 addresses building heights in the CI zoning districts. The maximum building heights for the Providence Portland Medical Center are shown in Map 150-1. I-84 is not a "street" because interstate highways are excluded from the definition of “street” in PCC Chapter 33.910. The proposed maximum building height standards relative to streets do not apply to building heights adjacent to I-84.

Providence requests that the proposed land use regulations include a provision expressly addressing heights for buildings adjacent to I-84, and allowing the maximum height provided for in the existing CUMP as shown on Map 150-1.

John Cole, Senior Planner
September 14, 2015
Page 3

Further, the proposed land use regulations should provide that when the CI-2 zone is applied to the Providence Portland Medical Center, the height regulations in proposed PCC 33.150.210 shall supersede those in Map 150-1.

5. TDM and TDMP Measures Do Not Apply until the CI-2 Zone is Applied to the Providence Portland Medical Center Campus.

Section IV, "Analysis", at page 16, discusses transportation issues. This section explains that the proposed land use regulations will require an updated Traffic Impact Analysis ("TIA") and Transportation Demand Management Plan ("TDMP") as part of a complete rezoning application.

Providence wants to confirm that until the Providence Portland Medical Center is zoned CI-2, the new TDM strategies and TDMP requirements do not apply, even in the event of a modification to the existing CUMP, or approval of a new CUMP. Because the Providence Portland Medical Center is subject to an existing CUMP, which includes a requirement for a "Good Neighbor Plan" and a TDMP, there should be no requirement for new TDM strategies or a new TDMP. Proposed PCC 33.266.420 appears to provide that a Transportation Impact Review ("TIR") will not be required until the CI-2 zone is in place.

6. Conclusion.

Providence asks that the PSC incorporate the requested amendments into the proposed land use regulations.

Very truly yours,



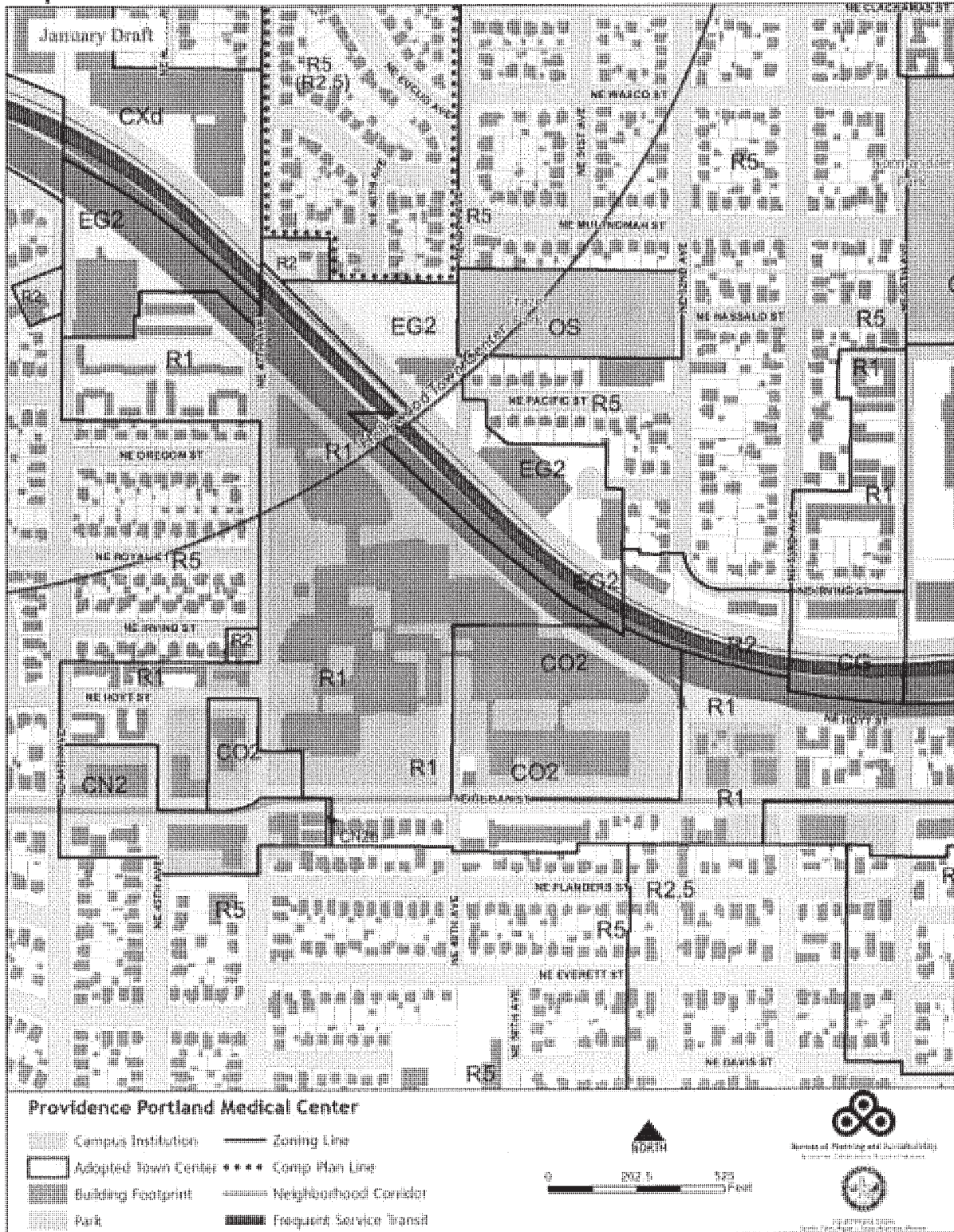
Michael C. Robinson

MCR:rsr

Enclosure

cc: Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Mr. Jeff West (via email) (w/ encl.)
Mr. Trent Thelen (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)
Mr. John Cole (via email) (w/ encl.)
Mr. Tom Armstrong (via email) (w/ encl.)
Mr. Dave Ellis (via email) (w/ encl.)

Map 11: Providence Portland Medical Center





CITY OF PORTLAND

Office of City Auditor LaVonne Griffin-Valade

Hearings Office

1900 SW 4th Avenue, Room 3100

Portland, OR 97201

phone: (503) 823-7307 - fax: (503) 823-4347

web: www.portlandoregon.gov/auditor/hearings



DECISION OF THE HEARINGS OFFICER

I. GENERAL INFORMATION

File No. LU 11-183413 CU MS AD (HO 4120006)

Applicant: Dana White, Chief Executive
Regional Real Estate/Property Management
Providence Health and Services - Oregon
4400 NE Halsey Street, Building 1 #160
Portland, OR 97213

**Applicant's
Representatives:** Martha Stiven, Planning Consultant
Stiven Planning and Development Services
8 North State Street #200
Lake Oswego, OR 97034

Michael Robinson, Attorney
Perkins Coie
1120 NW Couch Street, 10th Floor
Portland, OR 97209

Karl Sonnenberg, Architect
Zimmer Gunsul Frasca Architects
1223 SW Washington, Suite 200
Portland, OR 97205

Julia Kuhn, Transportation Consultant
Kittelson & Associates
610 SW Alder Street, Suite 700
Portland, OR 97034

Matt Dolan, Engineer
KPF Consulting Engineers
111 SW Fifth Avenue, Suite 2500
Portland, OR 97204

Hearings Officer: Gregory J. Frank

Bureau of Development Services (BDS) Staff Representative: Douglas Hardy

Site Address: 4805 NE Glisan Street

Legal Description: BLOCK 1 INC PT VAC ST LOT 5&6 EXC PT IN HWY, CENTER ADD; BLOCK 1 LOT 2&3&4 TL 3400, CENTER ADD; BLOCK 1 LOT 2-6 TL 3200, CENTER ADD; BLOCK 3 LOT 1-7 INC PT VAC ST LOT 20-26 EXC PT IN ST, CENTER ADD; BLOCK 3 LOT 8-13 INC PT VAC ST LOT 15-19, CENTER ADD; BLOCK 5 LOT 1 EXC PT IN STS E 1/2 OF LOT 2 EXC PT IN ST, CENTER ADD; BLOCK 5 W 1/2 OF LOT 2 EXC PT IN ST, CENTER ADD; BLOCK 5 LOT 3 EXC PT IN ST, CENTER ADD; BLOCK 6 LOT 1&2 EXC PT IN ST, CENTER ADD; BLOCK 6 LOT 3-5 EXC PT IN ST LOT 6 EXC PT IN STS, CENTER ADD; BLOCK 6 N 34' OF E 30' OF LOT 11 N 34' OF LOT 12, CENTER ADD; BLOCK 2 LOT 1 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 2, CENTER ADD ANX; BLOCK 2 LOT 3, CENTER ADD ANX; BLOCK 2 LOT 5&6, CENTER ADD ANX; BLOCK 2 LOT 7-9 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 10 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 11 EXC PT IN ST LOT 12 EXC PT IN STS, CENTER ADD ANX; LOT 1 EXC PT IN ST LOT 2, FOSTER; BLOCK 1 LOT 1-5 NLY 19' OF LOT 9&10, MAPLE HILL PL; BLOCK 1 LOT 6-8, MAPLE HILL PL; BLOCK 1 S 81' OF LOT 9&10, MAPLE HILL PL; BLOCK 2 LOT 5-10 LAND & IMPS, MAPLE HILL PL; BLOCK 4 LOT 1-5, MAPLE HILL PL; BLOCK 4 LOT 6, MAPLE HILL PL; BLOCK 4, CANCEL INTO R212348 / MAPLE HILL PL, BLOCK 4, LOT 5; BLOCK 3 LOT 17&18, NORTH LAURELHURST; TL 4200 1.80 ACRES, SECTION 31 1N 2E; TL 4100 9.54 ACRES, SECTION 31 1N 2E; TL 4000 0.23 ACRES, SECTION 31 1N 2E; TL 3600 0.41 ACRES, SECTION 31 1N 2E; TL 4300 0.27 ACRES, SECTION 31 1N 2E; LOT 21, FOSTER

Tax Account Nos.: R145800010, R145800030, R145800090, R145800270, R145800340, R145800700, R145800720, R145800730, R145800830, R145800850, R145800960, R146000290, R146000310, R146000330, R146000390, R146000410, R146000470, R146000490, R293500010, R533200020, R533200090, R533200100, R533200190, R533200340, R533200380, R533200420, R612100910, R942312630, R942310140, R942311020, R942312620, R942310090, R293500410

State ID Nos.: 1N2E31BD 03300, 1N2E31BD 03400, 1N2E31BD 03200, 1N2E31BD 03800, 1N2E31BD 03700, 1N2E31DB 21400, 1N2E31DB 21500, 1N2E31DB 21600, 1N2E31DB 11200, 1N2E31DB 11300, 1N2E31DB 11900, 1N2E31AC 06300, 1N2E31AC 06200, 1N2E31AC 05900, 1N2E31AC 05600, 1N2E31AC 05700, 1N2E31AC 06000, 1N2E31AC 06100, 1N2E31CA 17900, 1N2E31BC 06300, 1N2E31BC 06200, 1N2E31BC 06100, 1N2E31BC 06500, 1N2E31CB 00100,

1N2E31CB 00200, 1N2E31CB 01800, 1N2E31BC 06000, 1N2E31BD 04200,
1N2E31BD 04100, 1N2E31BD 04000, 1N2E31BD 03600, 1N2E31BD 04300,
1N2E31CA 15900

Quarter Section: 2935, 2936, 3035, 3036

Neighborhood: North Tabor

Business District: None

District Neighborhood Coalition: Southeast Uplift

Zoning: CO2 Office Commercial 2
CN2 Neighborhood Commercial 2
R1 Multi-Dwelling Residential 1,000
R5 Single-Dwelling Residential 5,000

Plan District: None

Land Use Review: Type III, Conditional Use Master Plan (CU MS), Adjustment (AD)

BDS Staff Recommendation to Hearings Officer: Approval with conditions

Public Hearing: The hearing was opened at 9:01 a.m. on April 25, 2012, in Room 2500A, 1900 SW 4th Avenue, Portland, Oregon, and was closed at 2:00 p.m. At the conclusion of the hearing the Hearings Officer kept the record open for submission of written documents/testimony for specified times. Rose City Park Neighborhood Association requested that the open-record period be extended (Exhibits H.40/H.40a and H.46/H.46a). The Applicant objected to the open-record extension (Exhibits H.52 and H.54). The Hearings Officer agreed to extend the open-record period (Exhibit H.63). The record was closed at 4:30 p.m. on June 13, 2012.

Testified at the Hearing:

Douglas Hardy, BDS Staff Representative, 1900 SW 4th Avenue, Portland, OR 97201
Michael Robinson, Perkins Coie, 1120 NW Couch Street, 10th Floor, Portland, OR 97209
James Arp, Providence, 4805 NE Glisan Street, Portland, OR 97213
Karl Sonnenberg, 1223 SW Washington Suite 200, Portland, OR 97205
Gary Naylor, 3527 NE Couch, Portland, OR 97232
Jim Edelson, 415 NE Miramar, Portland, OR 97237
Lisa Hersch, 5325 NE Flanders, Portland, OR 97213
James Parker, 4327 NE Glisan Street, Portland, OR
Ryan Sexton, 4246 NE Hoyt Street, Portland, OR
Susan Gustavson, 211 NE 43rd Avenue, Portland, OR
Shawna Gore, 5212 NE Flanders St., Portland, OR
Oliver Cartmel, 4621 NE Royal Court, Portland, OR 97213
Julia Kuhn, Kittelson and Associates, 610 SW Alder, Suite 700, Portland, OR 97205

III. CONCLUSIONS

The Applicant is requesting approval of a ten-year Conditional Use Master Plan for the PPMC campus. Development proposed under the Master Plan will result in a net increase in 256,000 square feet of new floor area over what was previously approved for development on the site, with on-site parking to be provided at the rate of 1.77 spaces per 1,000 square feet of floor area. Table 5 of the Applicant's Master Plan document (Exhibit A.1, page 22) details existing development on the campus, development that was previously approved but not yet built, floor area to be demolished, and new projects to be approved under the proposed Master Plan. As was the case in the 2003 Master Plan, the Proposed Master Plan seeks to concentrate the tallest, highest density buildings and activity within the interior of the Main Campus. Lower density development will be located closer to the street, including new development proposed for the West Campus. The Applicant has generally demonstrated that the approval criteria have been met, but several conditions of approval are recommended to ensure that the criteria are fully met.

The current Master Plan also includes a request for a variety of Adjustments, several of which are being carried forward in whole or part from the 2003 Master Plan. These include requests to increase the maximum allowed FAR for portions of the campus in the CO2 and R1 zones; increase the maximum allowed building height within the core of the Main Campus and for the new West Medical Office building; and increase the maximum allowed transit street setback along NE Glisan for three buildings.

Opponents expressed many concerns with the proposals in this application. A significant number of opponents indicated that the Applicant's traffic/parking analysis was based upon incomplete data resulting in inaccurate/incorrect conclusions. The Hearings Officer reviewed the opponents' comments with care. The Hearings Officer also carefully reviewed the Applicant's traffic evidence. In this case the Applicant submitted extremely detailed data in response to opponents' perceived traffic and parking issues. The Hearings Officer found that the Applicant's traffic and parking analysis was credible and correct.

Opponents also expressed concerns with the Applicant's requested height adjustment for the West Medical Office building. The Hearings Officer found that the Applicant's requested height adjustment request met all relevant approval criteria.

The Hearings Officer concluded that with conditions of approval, the Applicant's proposal (with the exception of the Applicant's request for a pedestrian bridge – Project #11, Exhibit C.1) met all relevant approval criteria. Any impacts associated with these requests have been mitigated to the extent practical.

IV. DECISION

Approval of a 10-year Conditional Use Master Plan for Portland Providence Medical Center, which will allow up to 2,138,230 square feet of (existing and proposed) floor area on the Main and West Campuses. Development approved under this Master Plan will be limited to the projects identified on the Applicant's site plan (Exhibit C.1 as modified by Exhibit H.55s), and as described in Section 4 of the Master Plan document (Exhibit A.1) excepting that the proposed pedestrian bridge (project #11, Exhibit C.1) is denied.

Approval of an Adjustment to increase the maximum allowed floor area ratio for R1-zoned portions of the site from 2:1 to 2.75:1.

Approval of an Adjustment to increase the maximum allowed floor area ratio for CO2-zoned portions of the site from 2:1 to 2.75:1.

Approval of an Adjustment to increase the maximum allowed building height for R1-zoned portions of the site between NE Glisan Street, NE 47th Avenue, I-84, and NE 53rd Avenues (Main Campus) from 75 feet to 150 feet, beginning at a point 60 feet from the street lot line, continuing upwards at a rate of one foot for every two feet of additional setback, reaching 150 feet at 210 feet from the street lot line. The 150-foot height is allowed along I-84 if setback 25 feet from the property line.

Approval of an Adjustment to increase the maximum allowed building height for CO2-zoned portions of the site between NE Glisan Street, NE 47th Avenue, I-84, and NE 53rd Avenues (Main Campus) from 45 feet to 50 feet at 10 feet from the street lot line, continuing upwards at a rate of one foot for every two feet of additional setback, reaching 150 feet at 210 feet from the street lot line. The 150-foot height is allowed along I-84 if setback 25 feet from the property line.

Approval of an Adjustment to increase the maximum allowed building height from 45 feet to 55 feet for the West Medical Office Building (Building 10).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the R1 zone from 20 feet to 30 feet for the East Medical Office Building (Building 3).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the CO2 zone from 10 feet to 30 feet for the East Medical Office Building (Building 3).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the R1 zone from 20 feet to 340 feet for the East Inpatient Building (Building 6).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the CO2 zone from 10 feet to 340 feet for the East Inpatient Building (Building 6).

Approval of an Adjustment to decrease the minimum required building setback from 15 feet to 11 feet along NE Glisan Street for the Ambulatory Services Building Expansion (Building 12).

Approval of an Adjustment to decrease the minimum required building setback from 20 feet to 8 feet along NE Glisan Street for the West Medical Office Building (Building 10).

The above approvals being subject to the following conditions:

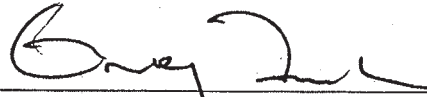
- A. As part of the building permit application submittal, the following development-related conditions (B through T) must be noted on each of the four required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 11-183413 CU MS AD." All requirements must be

graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

- B. Buildings must remain substantially in the location as proposed on the site plan (Exhibit C.1). Buildings may not move more than 10 feet closer to any perimeter street lot line beyond the locations indicated in Exhibit C.1.
- C. The PPMC Design Standards (Exhibit A.4) shall apply to development in the areas of the campus identified in Exhibit C.3.
- D. PPMC shall seek approval from the City Traffic Engineer to modify the NE 49th Avenue/NE Glisan Street traffic signal to include protected/permissive phasing for the eastbound left-turn movement. The Applicant must apply to PBOT for this modification prior to the development of the East Medical Office Building (Building 3) on the Main Campus.
- E. The potential for a right-in-right-out access on NE 47th Avenue into the West Medical Office Building shall be evaluated at the time of building permit application to ensure that the proposed access operations will not conflict with potential queues from the nearby traffic signal.
- F. PPMC shall coordinate work with the City of Portland as part of the 50s Bikeway project to identify striping modifications that can enhance the sight distance at the NE 53rd Avenue/NE Hoyt Street intersections.
- G. Based on existing parking demand, a parking ratio of 1.77 parking spaces per 1,000 square feet of total building space on-campus shall be established. Additional floor area cannot be added unless parking meeting the ratio is provided prior to construction or is constructed concurrently with the additional floor area. This ratio results in a total campus need of 464 new parking spaces in addition to the 31 planned for the Guest Housing facility.
- H. PPMC shall continue to operate a 24-hour telephone hotline that neighbors can call to report parking problems. PPMC shall investigate any reported parking problems and respond to the person reporting the problem within eight hours of the time the citizen reports the incident. The intent of this condition is to reduce PPMC's employee parking on neighborhood streets by providing a process that neighbors can use to report situations to PPMC directly. This condition requires that PPMC investigate the reported incident, and if it is determined that an employee is involved, PPMC will attempt to contact the employee and direct the employee to move their vehicle into the appropriate off-street parking facility in a timely way. This condition shall not be implied to prohibit PPMC employees from parking on neighborhood streets. Rather this condition is intended to encourage PPMC and its employees to park on-site in PPMC supplied parking facilities within the approved Master Plan Growth Boundary.
- I. PPMC shall continue to operate and consider expansions to the on-campus valet parking program to ensure efficient utilization of parking on-campus.

- J. PPMC shall continue to utilize the TDM measures described in Section 5 (pages 50-51) of the Transportation Impact Analysis (Appendix H of the Master Plan), and consider opportunities to enhance the TDM measures to ensure employees, patients and visitors are provided with multimodal options to access the campus. PPMC shall consult with the PBOT Transportation Options section to identify potential additional TDM measures on a biennial basis.
- K. As part of the building permit review for projects approved in this Master Plan, PPMC shall coordinate with PBOT to ensure appropriate sight lines are maintained. This shall include analyzing sight triangles, and locating landscape improvements, above-ground signs and utilities, and on-street parking accordingly.
- L. The pedestrian connections and easements through the PPMC campus (between NE 47th and NE 52nd Avenues) which were required by Condition F of LU 02-120615 CU MS AD must be maintained.
- M. Main entrances to all new buildings shall be located no farther than 300 feet from a surface parking lot or a pedestrian entrance to a parking structure.
- N. PPMC shall continue to actively pursue a goal of neighborhood involvement and cooperation which is generally described in the existing Good Neighbor Agreement (Exhibit A.3), and through mutual agreement between PPMC and the involved neighborhood associations make revisions to that agreement.
- O. At the time of building permit review and/or public works permit review related to any new structures proposed to be located over a BES sewer – such as the proposed East Inpatient Building – the Applicant will be required to demonstrate that adequate clearance and accessibility is in place for the needs of BES to inspect and maintain the sewer, to the satisfaction of BES. Agreements between PPMC and BES, such as a public easement or an Agreement to Encroach, may be required by BES at that time.
- P. The conditions of approval associated with the previously approved Guest Housing facility (LU 10-201861 CU MS) shall continue to apply to this facility.
- Q. On the Main Campus, construction staging, equipment storage, and stockpiling areas must remain at least 25 feet from any perimeter property line abutting a street or adjacent parcel in non-PPMC ownership, and must be located within 80 feet of each specific building construction area.
- R. On the West Campus, construction staging, equipment storage and stockpiling areas shall be limited to development projects occurring on the West Campus. These areas shall be located no more than 80 feet from the specific building construction area.
- S. This Master Plan will expire 10 years from the date of final decision. Permits for development approved under this Master Plan will not be issued after the 10-year period without a Type II Conditional Use Master Plan amendment to extend the term of the plan.

- T. Within three months of the date of final decision, the Applicant shall submit to BDS Land Use Services three bound copies of the Master Plan that includes any changes and all conditions of approval included in the final decision.



Gregory J. Frank, Hearings Officer

June 29, 2012

Date

Application Determined Complete:	March 1, 2012	
Report to Hearings Officer:	April 13, 2012	
Decision Mailed:	June 29, 2012	
Last Date to Appeal:	4:30 p.m., July 13, 2012	
Effective Date (if no appeal):	July 16, 2012	Decision may be recorded on this date.

Conditions of Approval. This project 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 the decision. ANY APPEAL OF THE HEARINGS OFFICER'S DECISION MUST BE FILED AT 1900 SW 4TH AVENUE, PORTLAND, OR 97201 (503-823-7526). Until 3:00 p.m., Tuesday through Friday, file the appeal at the Development Services Center on the first floor. Between 3:00 p.m. and 4:30 p.m., and on Mondays, the appeal must be submitted at the Reception Desk on the 5th Floor. **An appeal fee of \$5,000 will be charged (one-half of the application fee for this case, up to a maximum of \$5,000).** Information and assistance in filing an appeal can be obtained from the Bureau of Development Services at the Development Services Center.

Who can appeal: You may appeal the decision only if you wrote a letter which is received before the close of the record on hearing or if you testified at the hearing, or if you are the property owner or applicant. If you or anyone else appeals the decision of the Hearings Officer, only evidence previously presented to the Hearings Officer will be considered by the City Council.

Appeal Fee Waivers: 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.

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 an approved 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.

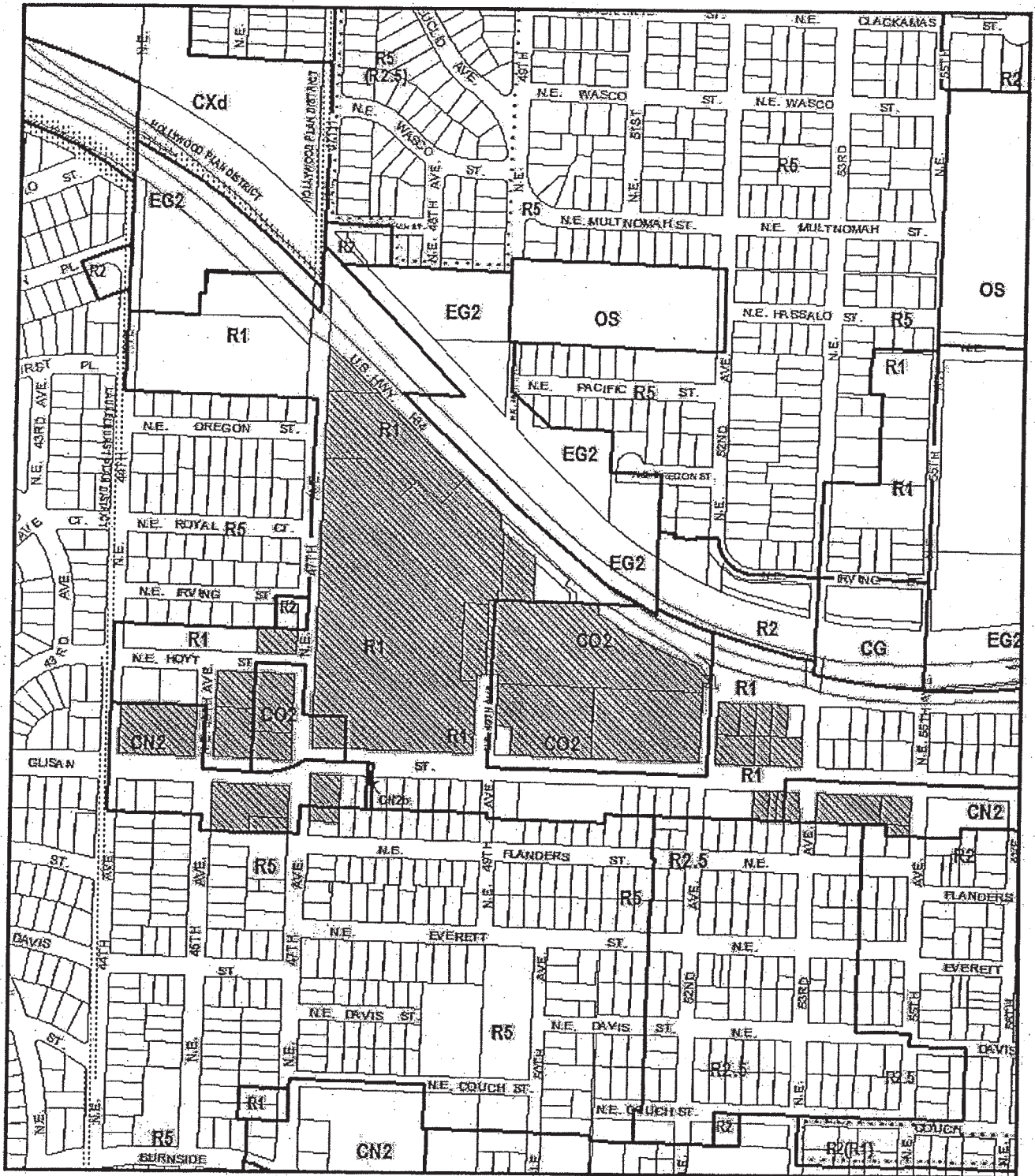
For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. Conditional Use Master Plans and any concurrent reviews remain in effect until:

- All development allowed by the plan is completed; or
- The plan is amended or superseded; or
- As specified in the plan; or
- As otherwise specified in the final decision.

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

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



ZONING

 Site



File No. LU 11-183413 MS AD
 1/4 Section 2935, 2936, 3030, 3035, 3036
 Scale 1 inch = 400 feet
 State Id 1N2E31BD 3700
 Exhibit B (Oct 11, 2011)

Proposed 2011 CUMP Projects

Providence Portland
Medical Center

ZGF ARCHITECTS LLP

October 2011, revised February 2012

1" = 300'

LEGENDA PROPOSED PROJECT SITES

- 1. WEST HOUSING IMPROVED 09/2011
- 2. PROSTATE CENTER 09/2011
- 3. PROVIDENCE PROFESSIONAL PLAZA - EAST MEDICAL OFFICE BUILDING & PARKING
- 4. PACIFIC MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 5. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 6. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 7. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 8. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 9. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 10. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 11. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING
- 12. EAST MEDICAL CENTER - EAST MEDICAL OFFICE BUILDING & PARKING

Providence Property Ownership
Approved Master Plan Growth
Boundary

KEY: 1/2012 - Existing Site Location
*2011 - Proposed Site Location

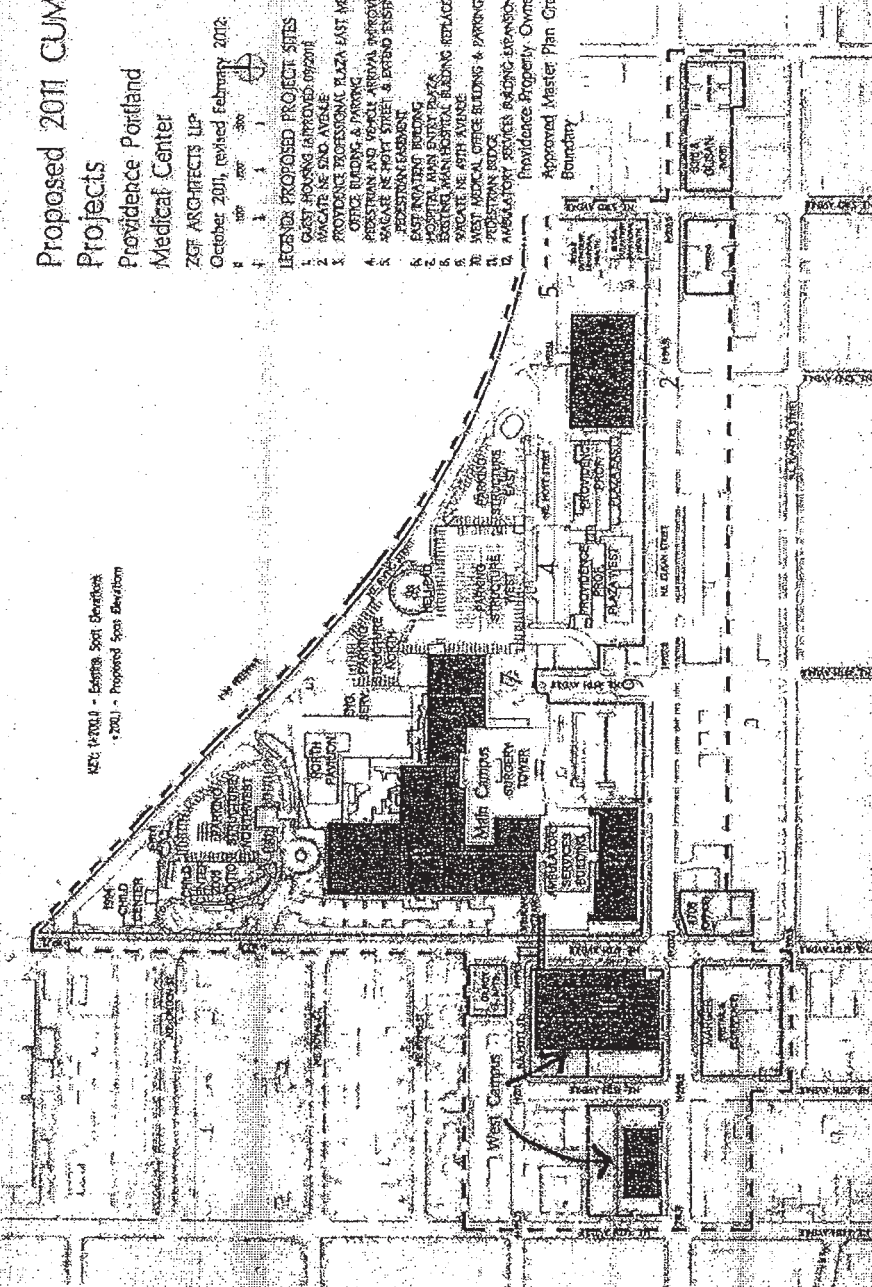
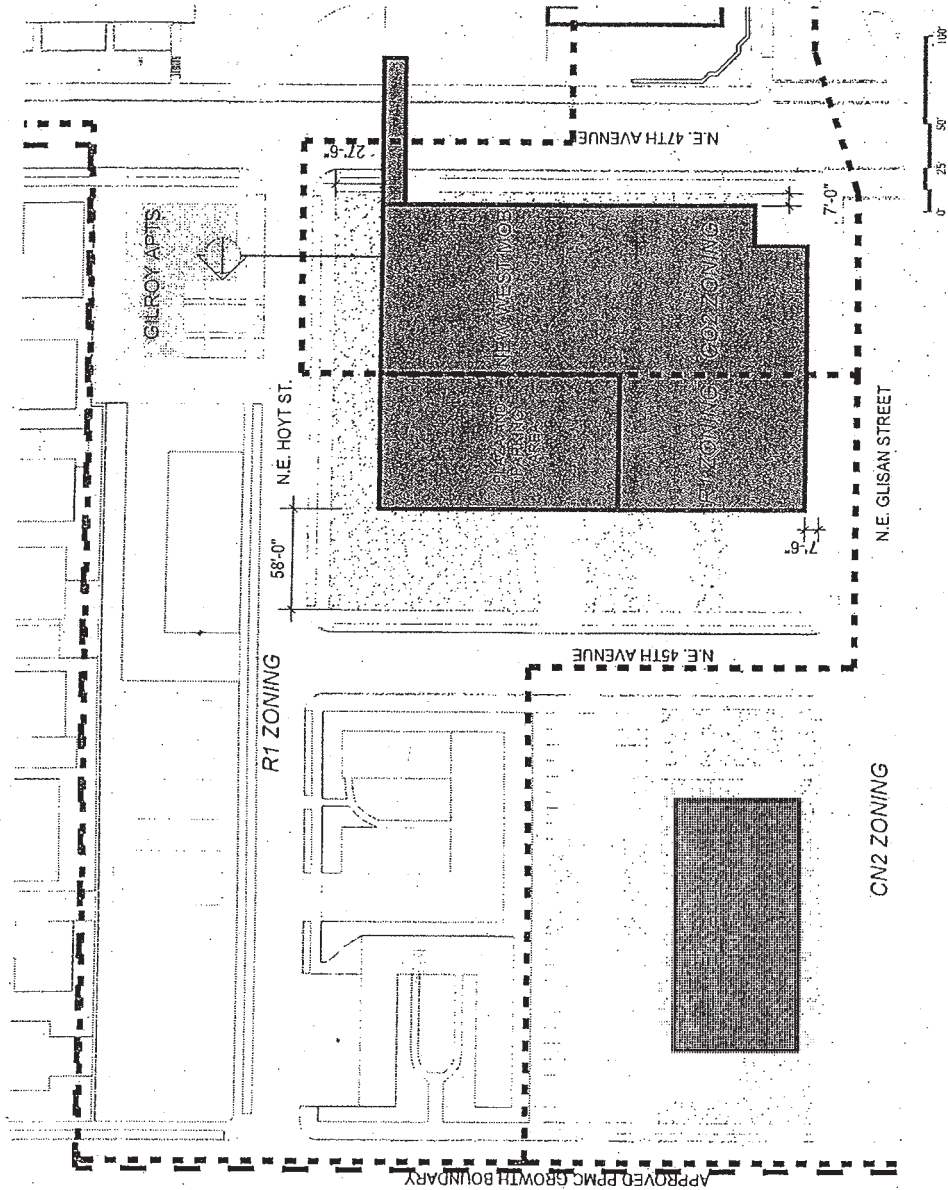


exhibit 1 page 42

LU 11-183413 CUMS AD
C-1

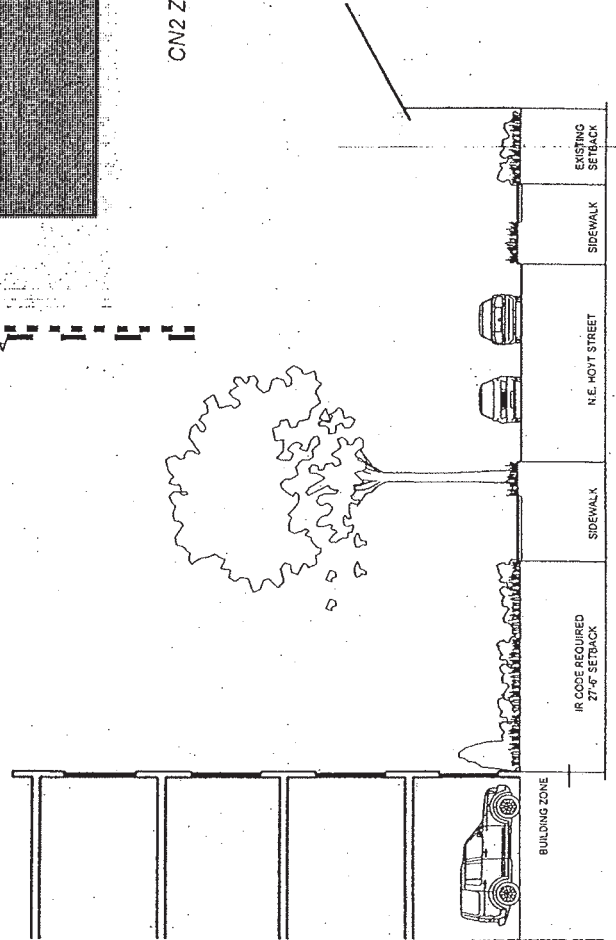


Revised West MOB with increased set back at NE Hoyt St.

Providence Portland Medical Center
West MOB Studies, 2010 CUMP
May 2012

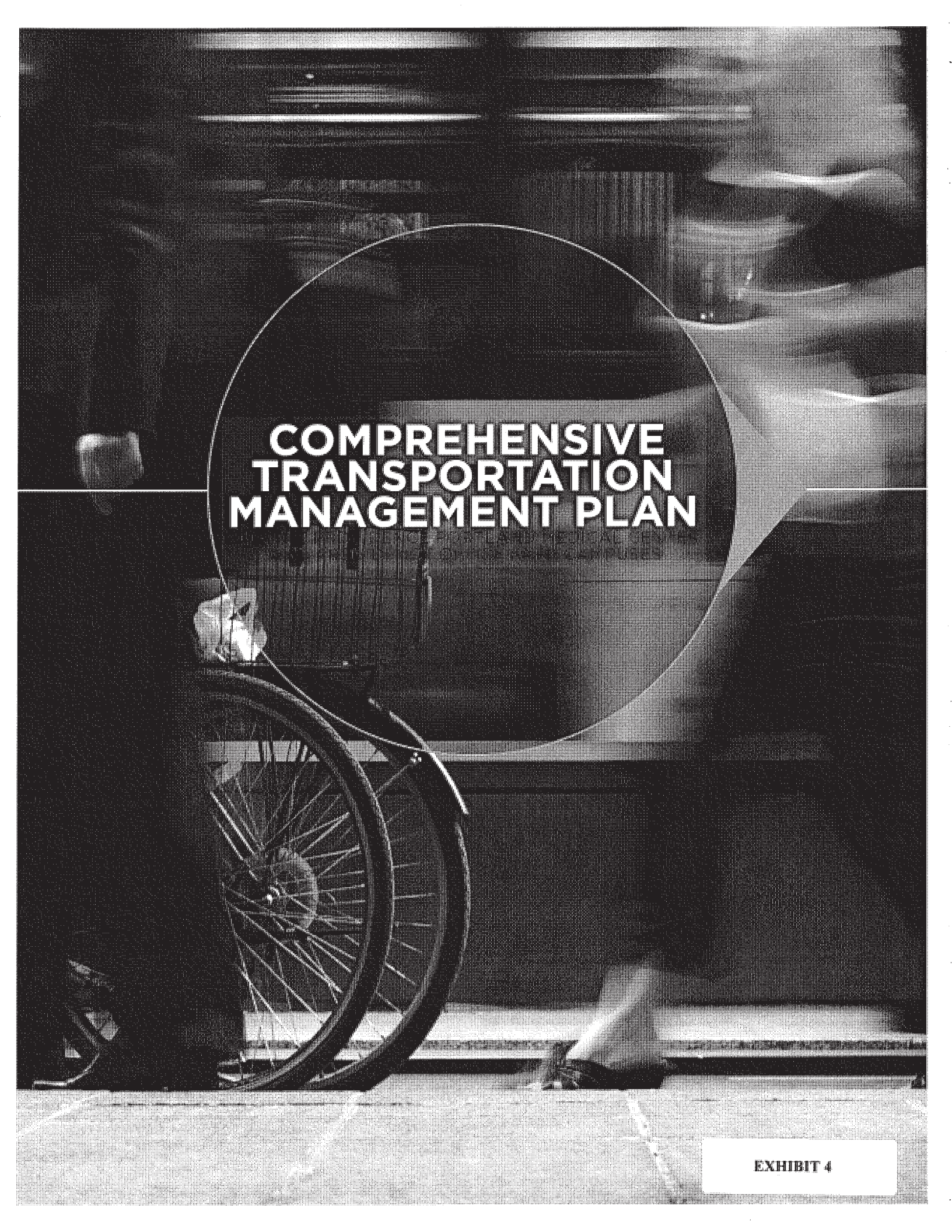
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MAY 30 2012
HEARINGS OFFICE

CITY OF PORTLAND
HEARINGS OFFICE
Exhibit #H-55s
Case # 4120006
Bureau Case # 11-183413 CU MS



Section at NE Hoyt St.

EXHIBIT 15



**COMPREHENSIVE
TRANSPORTATION
MANAGEMENT PLAN**

EXHIBIT 4



PROVIDENCE'S VISION

CREATING HEALTHIER
COMMUNITIES

PROVIDENCE'S MISSION

As people of Providence, we reveal God's love for all, especially the poor and vulnerable through our compassionate service.

Providence Health & Services is a not-for-profit health system committed to providing for the needs of our communities across Alaska, California, Montana, Oregon, and Washington. With a system of over 76,000 caregivers, we strive to provide compassionate care to our patients in places of healing ranging from large hospitals and medical centers to private residential homes. In creating places of healing, we strive to minimize our impact to those who live near our campuses by developing trusting and lasting relationships with our community partners as we continue to expand our care to those who need it most.

This Comprehensive Transportation Management Plan (CTMP) exemplifies our vision to create healthier communities by identifying ways we can continue to reduce single-occupancy vehicle trips to our Providence Portland Medical Center (PPMC) and Providence Office Park (POP) campus through both education and the creation of alternative transportation resources. As stewards of our environment, we have developed this CTMP in the hope of influencing how our employees, visitors, and staff frequent our campuses. Additionally, we hope this plan continues to bridge our relationships between our communities as strategies develop and evolve.



OUR COMPREHENSIVE TRANSPORTATION MANAGEMENT OBJECTIVES

TO DEVELOP A PLAN
THAT WILL IMPROVE
ACCESS FOR ALL MODES
OF TRAVEL TO THE RPMC
AND POP CAMPUSES, WHILE
RECOGNIZING THE UNIQUE
NEEDS OF EACH

TO DEVELOP FUTURE
STRATEGIES THAT
WILL REDUCE SINGLE
OCCUPANCY VEHICLE
DEMANDS TO BOTH
CAMPUSES

TO ENSURE THESE
STRATEGIES CONTINUE
TO ENHANCE THE
OVERALL PATIENT
EXPERIENCE

TO APPLY
PROVIDENCE'S MODEL
OF INNOVATION IN
LEADING DYNAMIC
CHANGE IN HEALTH CARE
TO OUR TRANSPORTATION
EFFORTS.

TO UPHOLD THE
PROVIDENCE CORE
VALUES OF RESPECT,
COMPASSION, JUSTICE,
EXCELLENCE AND
STEWARDSHIP

PRINCIPLES THAT GUIDE OUR FUTURE ACTIONS AND DECISIONS

Our CTMP is based on a set of “Guiding Principles” that will help us prioritize how we invest our transportation resources (time and dollars) over time. These principles are based on our commitment to provide our patients, visitors, physicians and employees the ability to walk, bike, ride public transit, ride our shuttle, use carshare or use technology to travel to the PPMC and POP campuses.



Enable users to choose and easily use the mode of travel they desire to access our campuses.



Reduce automobile trips to our campuses by providing alternative options that are convenient and practical.



Provide convenient parking for patients and visitors.



Ensure that access and circulation within our campuses is safe, well lit, and easily understood by all.



Promote transportation options that value sustainability and reduce greenhouse gas emissions.



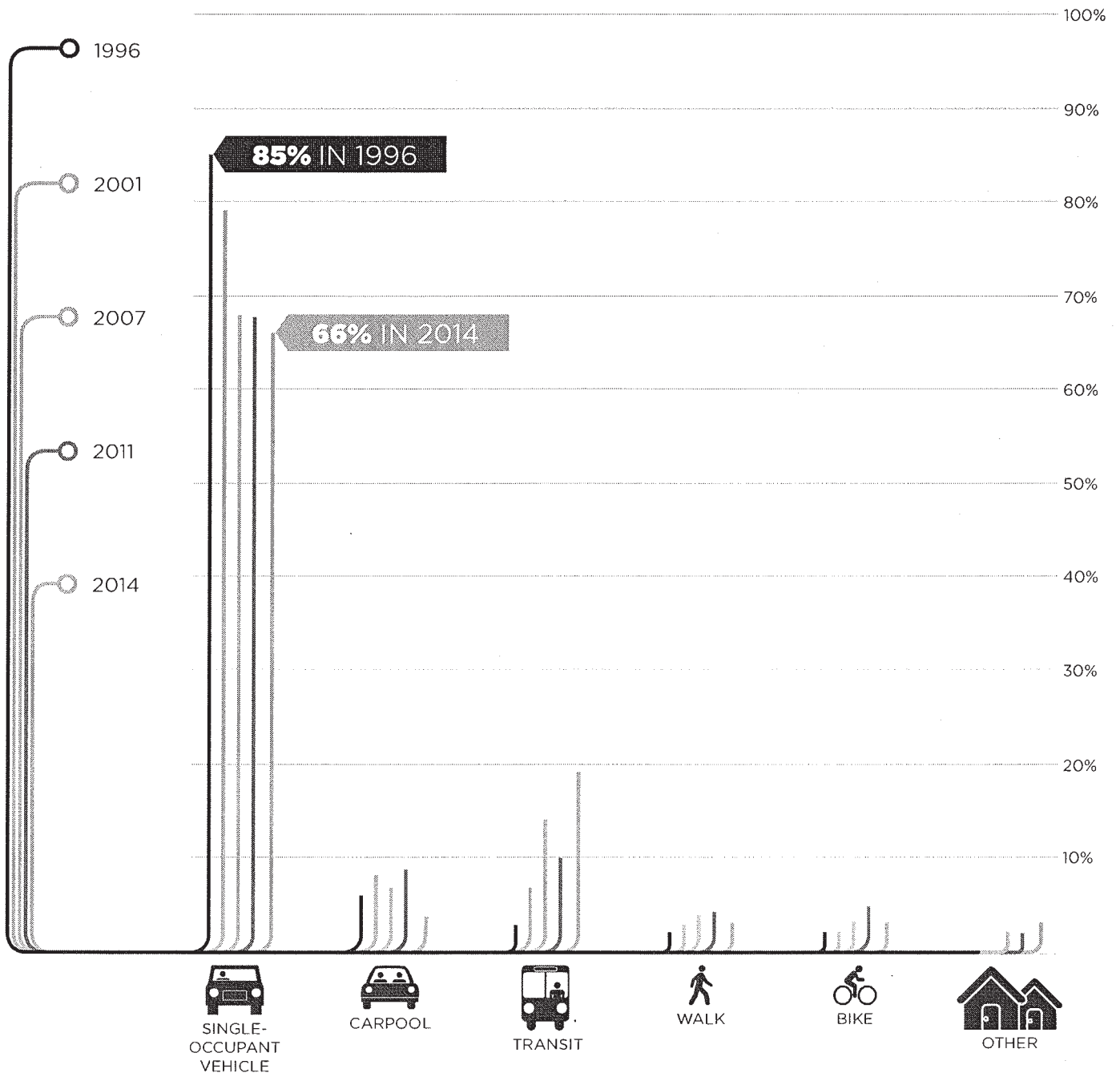
Support transportation options that enhance individual and community health and well-being.



Collaborate with the neighborhoods and the city to provide a transportation system that is convenient, comfortable, and environmentally and fiscally responsible.

WHERE HAVE WE BEEN?

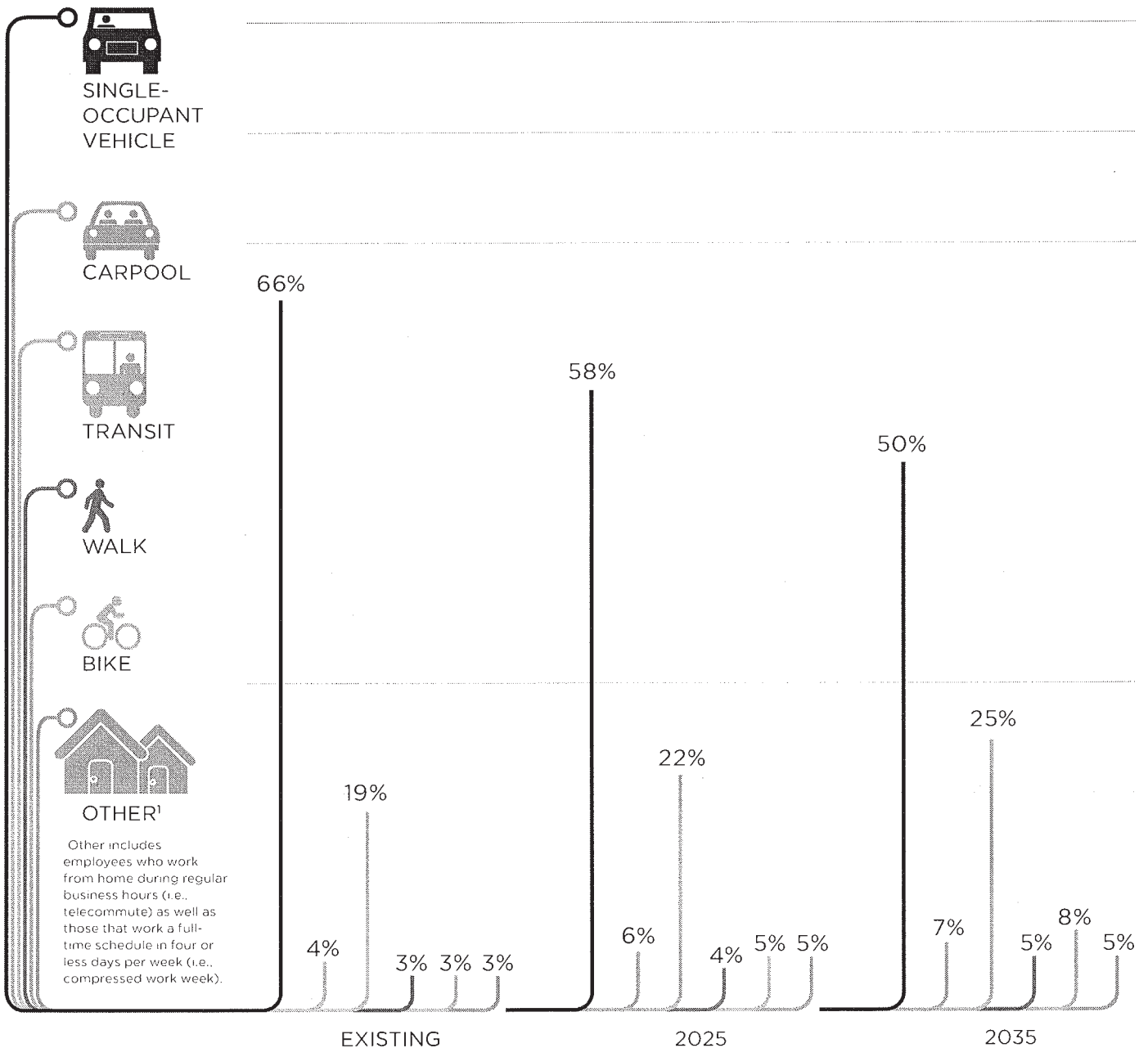
Since 1996, PPMC and POP have made significant progress toward reducing the percentage of people that drive alone to campus from 85% in 1996 to 66% today. This significant reduction in drive alone trips has occurred through collaboration with TriMet and the City of Portland as well as commitments to sustainability by physicians and staff. Despite this progress, a more deliberate approach is needed to continue decreasing auto trips to campus.



HOW WE WILL TRACK OUR PROGRESS

We will use quantifiable targets to help define success of our Plan. Progress moving toward these targets can be measured via the Employee Commute Options (ECO) survey that is administered by the Oregon Department of Environmental Quality and TriMet.

DESIRED MODE SPLIT TARGETS



WHAT DO WE HAVE PLANNED?

Below is a summary of what we are doing now, what we want to begin in the next two years, and what we may consider in the longer term to help us achieve our goals.

CURRENT STRATEGIES	STRATEGIES PLANNED IN NEXT TWO YEARS	OTHER MEASURES WE MAY CONSIDER
1. Free TriMet Employee Passes	14. Transit Tracker Displays	20. Bike Sharing Stations
2. Emergency Ride Home Program	15. Bicycle Tune-Up Program	21. Bike Sharing Membership Subsidy
3. Bike/Pedestrian Coordinator	16. Self-Service Bicycle Repair Areas	22. Carsharing Membership Subsidy
4. Preferential Carpool Parking	17. Providence TDM Manager	23. Bicycle Hub
5. Staff Telecommuting Options	18. Dedicated Carsharing Parking	24. Fill Infrastructure Gaps
6. Hollywood Transit Center Shuttle	19. Website Improvements	
7. Electric Vehicle Charging Stations		
8. Cycling Facilities		
9. Reduce On-Street Parking at NE 53Rd and Glisan		
10. Provide Neighborhood Hotline		
11. Good Neighbor Agreement		
12. Partner with Neighborhoods on Requests for Transportation Improvements		
13. Provide Valet Parking on the PPMC Campus		

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

1. FREE TRIMET EMPLOYEE PASSES



WHAT IT IS:

All Providence employees receive an annual TriMet pass as part of their benefits package.

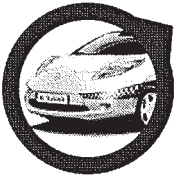
WHAT IT DOES:

Free passes encourage employees to commute by public/mass transit, as there is no out-of-pocket employee cost.

FUTURE PLANS:

Providence will continue to provide this employee benefit.

2. EMERGENCY RIDE HOME PROGRAM



WHAT IT IS:

An employee who commutes by a mode other than via his/her car can receive a free taxi ride from their workplace (within the TriMet district boundary) in case of illness or a family emergency (e.g., sick child at school).

WHAT IT DOES:

The program provides peace of mind for commuters who choose not to drive alone, as they know they can quickly get home in case of illness or family emergency.

FUTURE PLANS:

Providence will continue to provide this employee benefit.

3. PPMC BICYCLE/PEDESTRIAN COORDINATOR



WHO HE/SHE IS:

A designated Providence employee who promotes bicycle and pedestrian commuting to employees in addition to his or her regular duties.

WHAT HE/SHE DOES:

Raises awareness of commuting options among Providence employees. Helps to coordinate activities that incent others to commute via cycling or walking.

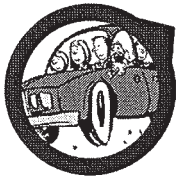
FUTURE PLANS:

This role is planned to become a part of the Providence Oregon Transportation Demand Management Manager position.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

4. PREFERENTIAL CARPOOL PARKING



WHAT IT IS:

Providence provides close-in parking spaces reserved for designated carpools and vanpools.

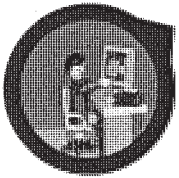
WHAT IT DOES:

Encourages carpooling by providing convenient, consistently located parking spaces for those who participate. Employees benefit from reduced commuting expenses.

FUTURE PLANS:

Providence will continue to provide reserved carpool spaces.

5. TELECOMMUTING OPTIONS FOR SELECT STAFF



WHAT IT IS:

Employees who can perform their job from home do so on selected days.

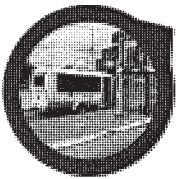
WHAT IT DOES:

Reduces car travel to Providence facilities by allowing employees to perform their functions from home. Employees benefit from reduced commuting time and expense.

FUTURE PLANS:

Providence will continue to provide this option to those employees who are capable of performing their function from home.

6. HOLLYWOOD TRANSIT CENTER SHUTTLE



WHAT IT IS:

Providence provides shuttle service between PPMC and Hollywood Transit Center for use by employees, patients, and visitors.

WHAT IT DOES:

Removes a barrier to using transit, by eliminating the need to walk up to a half-mile from the transit center to the campus.

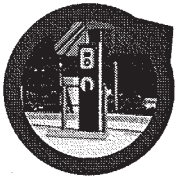
FUTURE PLANS:

Providence will periodically evaluate the schedule for route adjustments.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

7. ELECTRIC VEHICLE CHARGING STATIONS



WHAT IT IS:

Providence provides 10 charging stations at PPMC, two at POP, and two at the NE 53rd and Glisan parking lot.

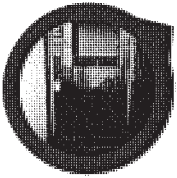
WHAT IT DOES:

Promotes a more environmentally friendly commuting option by allowing vehicle owners to charge their electric car for their return trip from a Providence facility. This measure does not reduce vehicle travel to Providence facilities or the need for on-site parking, but it does help Providence and the region achieve sustainability objectives.

FUTURE PLANS:

Providence will periodically assess the usage of these stations and the need to expand the number of stations.

8. CYCLING FACILITIES



WHAT IT IS:

Providence provides secure bicycle parking, bike racks, and changing and showering facilities for those that commute via walking, running, and cycling, as well as employees who may exercise at lunch.

WHAT IT DOES:

Supports walking and bicycle commuting by providing on-site bike parking and facilities to shower and change into work clothes.

FUTURE PLANS:

Providence will continue to provide these facilities and monitor the need to expand them as demand grows.

9. REDUCE ON-STREET EMPLOYEE PARKING AT NE 53RD AND GLISAN



WHAT IT IS:

Providence is committed to proactively monitoring and addressing employee parking at the 53rd and Glisan medical office building.

WHAT IT DOES:

Focuses employee parking demand on-campus, not in the adjacent neighborhoods.

FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

10. PROVIDE 24-HOUR HOTLINE FOR NEIGHBORS TO REPORT PARKING CONCERNS



WHAT IT IS:

Providence provides a 24-hour telephone hotline that neighbors can call to report parking problems. Reinforces to Providence employees the need to park on-campus.

WHAT IT DOES:

Provides a process for neighbors to report concerns about employee parking directly to PPMC.

FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

11. GOOD NEIGHBOR AGREEMENT



WHAT IT IS:

As part of the Conditional Use Master Plan, PPMC entered into a Good Neighbor Agreement with the Laurelhurst and Mount Tabor Neighborhoods to establish a process of collaboration on land use and transportation issues.

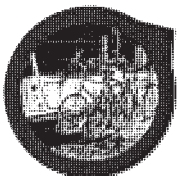
WHAT IT DOES:

Provides a “foundation for on-going communication and collaboration among the parties and the community at large.”

FUTURE PLANS:

Providence has a long-term commitment to the GNA.

12. PARTNER WITH NEIGHBORHOODS ON REQUESTS FOR TRANSPORTATION IMPROVEMENTS



WHAT IT IS:

PPMC has committed to working with the Transportation Working Group (TWG) to identify possible transportation improvements that have mutual benefit to residents, PPMC, and other area visitors and employees.

WHAT IT DOES:

Provides a forum for TWG and PPMC to collaborate on ideas and provide a “mutual ask” to the City of Portland, TriMet, and/or other public agencies.

FUTURE PLANS:

Providence will continue to participate in these activities with the TWG.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

13. PROVIDE VALET PARKING FOR PATIENTS AND VISITORS ON THE PPMC CAMPUS



🔍 WHAT IT IS:

PPMC operates valet service at the parking garages for patients and visitors.

🕒 WHAT IT DOES:

Enhances the patient experience by minimizing the frustration of trying to find available parking on-campus. Helps PPMC to make more efficient use of existing parking supply.

▶ FUTURE PLANS:

Providence will continue to provide this service, and possibly expand over time.

WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

14. TRANSIT TRACKER DISPLAYS



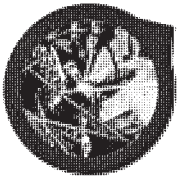
WHAT IT IS:

Video monitors (connected to a computer with Internet access) are placed in high-visibility locations and display the next departure times for nearby TriMet lines.

WHAT IT DOES:

Helps employees, patients and visitors plan their departure from the campuses, particularly during inclement weather or at night.

15. BICYCLE TUNE-UP PROGRAM



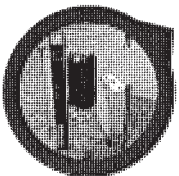
WHAT IT IS:

Providence sponsors a bike mechanic to visit periodically (e.g., twice annually, spring and fall) to provide free bicycle tune-ups for employees.

WHAT IT DOES:

Removes a barrier to bicycle commuting by keeping employee bicycles in good working order, and by providing the service at a time that is convenient for employees. Employees save some money and avoid the need for special trips to a bike shop to drop off and pick up their bicycle.

16. SELF-SERVICE BICYCLE REPAIR AREAS



WHAT IT IS:

A stand for holding a bicycle, with tools for performing minor adjustments and repairs and for inflating tires. Stands would be located at the primary bicycle parking areas at PPMC and POP in areas with video monitoring. In addition to repair equipment, Providence could provide charging stations for electric bicycles.

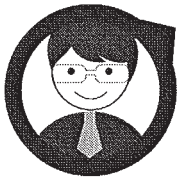
WHAT IT DOES:

Supports bicycle commuting by providing tools for bicycle commuters to make simple repairs to their bicycles on-site, prior to their trip home, rather than having to leave their bike on-site and find an alternative way to get home. Eliminates the need for employees to charge their electric bicycles in their offices or other locations within the PPMC and POP buildings.

WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

17. PROVIDENCE OREGON TDM MANAGER



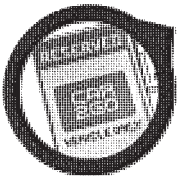
WHO HE/SHE IS:

A full-time employee responsible for managing, monitoring, and promoting Providence's TDM initiatives. The person should be an active user of non-auto travel modes in order to establish credibility and incent others.

WHAT HE/SHE DOES:

This person could lead employee orientation and training sessions; develop and promote TDM information; work with the neighborhoods, the City and TriMet; monitor existing TDM programs; and identify changes/refinements to the TDM program to ensure its long-term success for all.

18. DEDICATED CARSHARING PARKING SPACES



WHAT IT IS:

Providence dedicates a set number (e.g., 2) of on-site parking spaces to carsharing companies, such as Zipcar, whose model involves returning the car to a designated parking space.

WHAT IT DOES:

Provides staff with an additional on-site mobility option for business travel during the day, reducing the need to drive to work because of an off-site meeting during the day. The cars would also be available for non-Providence carsharing members to reserve.

19. TRANSPORTATION OPTIONS INFORMATION ON PROVIDENCE WEBSITE



WHAT IT IS:

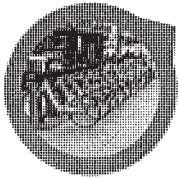
Easy-to-find information for staff and visitors on the available options for traveling to Providence facilities.

WHAT IT DOES:

Particularly for visitors, raises awareness of the various non-auto options available for getting to Providence facilities.

OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

20. BIKE SHARING STATIONS



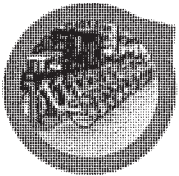
WHAT IT IS:

The City of Portland plans to start a bike sharing program in 2016. The program would likely start in the central city and expand over time. Providence could offer a location at PPMC for a public bike sharing station at the time the program expands eastward.

WHAT IT DOES:

For Providence staff living within the bike sharing program area, a bike sharing station could provide a new commuting option. For all PPMC and POP staff, the station would provide an opportunity to run short errands at lunchtime without using a car. The station would also serve residents of the adjacent neighborhood.

21. BIKE SHARING MEMBERSHIP SUBSIDY



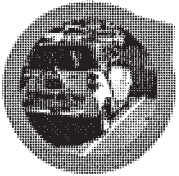
WHAT IT IS:

Providence could sponsor a portion of the cost of an employee's annual membership in Portland's future bike sharing program.

WHAT IT DOES:

Provides unlimited bike rentals for one year (usage beyond a set time, such as 30 minutes per rental, costs extra).

22. CARSHARING MEMBERSHIP SUBSIDY



WHAT IT IS:

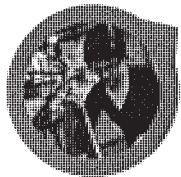
Providence could subsidize a portion of the cost of an employee's membership in a carsharing program.

WHAT IT DOES:

Provides an option for having access to a car when needed makes it easier for employees to own fewer (or no) cars and to use alternative modes for the majority of their commuting.

OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

23. BICYCLE HUB



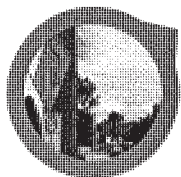
WHAT IT IS:

A staffed facility at PPMC that could offer secure bicycle parking, bicycle repair services, bicycle accessory sales, and bicycle-related training (e.g., flat repair, brake and gear adjustments).

WHAT IT DOES:

Makes it easier for employees to commute by bicycle, by offering a variety of bicycle-related services on-site.

24. FILL INFRASTRUCTURE GAPS ON ACTIVE TRANSPORTATION ROUTES



WHAT IT IS:

Providence would provide financial support for completing missing links (e.g., missing bicycle lanes on NE Glisan Street, signaling difficult street crossings) on active transportation routes to Providence facilities.

WHAT IT DOES:

Removes barriers to active commuting to Providence facilities. Benefits the broader community.

OTHER STRATEGIES WE ARE NOT CONSIDERING AT THIS TIME

As we developed our plan, we also identified a number of strategies that are not under consideration in the near-term but we may re-evaluate in the future. Some examples of these include:

- Vanpool for Providence staff;
- Mode choice incentives for non-auto use;
- Paid parking for employees; and
- Adjusting employee schedules.



WHERE DO WE GO NEXT?

We have formed a dedicated team to continue to evaluate, implement and monitor the strategies outlined in the plan. We look forward to working with the community as we continue to refine our plan over time.

33.820.030 When a Master Plan Is Required

A conditional use master plan is required as part of a conditional use review in the situations listed below.

- A. Large conditional uses.** The conditional use contains over 500,000 square feet of floor area and either:
 - 1. The use proposes to expand the amount of floor area over 10 percent from the amount that existed at the last conditional use review, or if there was no review, then January 1, 1991 or
 - 2. The use expands its site area beyond the site area that existed on January 1, 1991. For this regulation, site area means all land used by the use and its affiliates including vacant land within the ownership.
- B. When required as part of a conditional use review.** The review body, as part of a conditional use review, may require a master plan in conjunction with any future expansions of the use if there has been a history of site area expansions and these are likely to continue. Also, the master plan may be required for future expansion of the use if there has been a history of floor area expansions for functions of the use which draw additional people to the site, and these are likely to continue.
- C. Voluntarily.** An applicant may also voluntarily submit a master plan as part of a conditional use review.

33.820.040 Procedure

Conditional use master plans are processed through a Type III procedure as part of the conditional use review. The applicant is encouraged to work with surrounding property owners, residents, recognized organizations, and City bureaus during the formulation of the master plan.

33.820.050 Approval Criteria

Requests for conditional use master plans will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A.** The master plan contains the components required by 33.820.070;
- B.** The proposed uses and possible future uses in the master plan comply with the applicable conditional use approval criteria; and
- C.** The proposed uses and possible future uses will be able to comply with the applicable requirements of this Title, except where adjustments are being approved as part of the master plan.

33.820.060 Duration of the Master Plan

The master plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. An approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded.