



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

FROM CONCEPT TO CONSTRUCTION

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FINAL FINDINGS AND DECISION BY THE LANDMARKS COMMISSION RENDERED ON December 12, 2016

The Historic Landmarks Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

**CASE FILE NUMBER: LU 16-207720 HRM AD
PC # 16-134597**

Multnomah County Central Courthouse Project

BUREAU OF DEVELOPMENT SERVICES STAFF: Staci Monroe 503-823-0624 / staci.monroe@portlandoregon.gov

GENERAL INFORMATION

**Applicant/
Property Owner:**

JD Deschamps
Multnomah County Facilities
401 N Dixon Street
Portland, OR 97227-1865

Consultants:

Beverly Bookin + Chris Hagerman
The Bookin Group LLC
812 SW Washington St., Suite 600
Portland, OR 97205

Architect:

Hussain Mirza + Bjorn Clouten + Steve Simpson
SRG Partnership
621 SW Morrison St., Suite 200
Portland, OR 97205

Site Address:

1236 SW 1ST AVENUE (Block 8)

Legal Description:

BLOCK 8 LOT 1-4, PORTLAND; BLOCK 8 N 16' OF LOT 6, PORTLAND; BLOCK 8 N 25' OF LOT 7, PORTLAND; BLOCK 8 N 20' OF S 25' OF LOT 7, PORTLAND; BLOCK 8 S 5' OF LOT 7, PORTLAND; BLOCK 8 LOT 8, PORTLAND; GENERAL COMMON ELEMENTS, JEFFERSON STATION CONDOMINIUM

Tax Account No.:

R667701350, R667701410, R667701430, R667701436, R667701440, R667701470, R427400010

State ID No.: 1S1E03BD 00800, 1S1E03BD 01000, 1S1E03BD 01300, 1S1E03BD 01200, 1S1E03BD 01100, 1S1E03BD 01400
Quarter Section: 3129
Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - Downtown
Other Designations: Jefferson Station is an Historic Landmark (National Register of Historic Places)
Zoning: CXd – Central Commercial zone with a Design overlay
Case Type: HRM AD – Historic Resource Review with Modifications & an Adjustment
Procedure: Type III, with a public hearing before the Landmarks Commission. The decision of the Landmarks Commission can be appealed to City Council.

Proposal:

The applicant seeks Historic Resource Review approval for exterior alterations and a building addition to the Jefferson Station building (Historic Landmark) in association with the new Multnomah County Central Courthouse in the Central City Plan District. The project includes the following:

Building Addition

- 17-story, 325' tall tower addition (recent legislative height increase from 200' to 325' approved by City Council on June 8, 2016).
- 441,001 GSF that will house multiple courts, offices for District Attorneys, Public Defenders, Sheriff, and support areas for staff, juries, defendants and the public.
- Two gated garage entries serving a secured sally port at the southeast corner.
- A large hardscaped entry plaza at the northwest corner that includes landscaping, seat walls and bike racks. Should be noted the project will pay into the bike fund for all of the short-term bike spaces required at the time of building permit.
- A 5,000 SF green roof (see FAR bonus for ecoroof below).
- Projecting glass bay at floors 2 and 3 extending 4' into SW Naito right-of-way, which requires an exception to the Oriel Window code standard F that limits projections to 12' in width (54' width proposed).
- Building exterior finishes include limestone, curtainwall (vision and spandrel), punched window openings, and metal accents.

Jefferson Station Alterations:

- Replace some non-original storefronts and windows on the ground floor.
- Rebuild the north, and portion of the east, walls to provide seismic structural reinforcement of the building and add new aluminum windows to rebuilt north façade.
- Remove the non-historic rooftop penthouse and add a green roof.
- Removal of the non-original windows on east façade to accommodate the addition.
- New metal parapet flashing.
- Repair all of the original and non-original steel and wood windows to remain, repair the roof monitors, repair stucco veneer at damaged locations, repaint the brick as necessary, and repaint the building to match the existing color.
- A 2,900 SF bike locker room in the ground floor as part of the FAR bonus. More than 65 long-term parking spaces are provided, which exceeds the 110% required by this bonus.

The base FAR for the site is 9:1 with a potential for 3:1 additional FAR through bonuses. The proposed 11.02:1 FAR for the project is achieved as follows and utilizes the bonus FAR options of Section 33.510.210.C.8 and 10:

Existing base FAR for block*	321,120 SF	8.02:1 FAR
4,250 SF BES certified ecoroof FAR bonus	4,000 SF	0.1:1 FAR
2,900 SF bike locker FAR bonus	116,000 SF	2.9:1 FAR
TOTAL	440,811 SF	11.02:1 FAR

* The existing base FAR on the site is the result of several floor area transfers to and from the Jefferson Station building over the course of 10 or so years. After the final transfer that restores some floor area to the landmark from the current courthouse landmark building is complete, the resulting floor area for Jefferson Station that contributes to the block will be 36,720 SF (the existing building after the penthouse removal, plus 11,000 SF transferred from the existing courthouse). Therefore, the floor area for Jefferson Station (36,720 SF) in addition to the floor area for the remainder of the block (284,400) results in the 321,120 SF for the base FAR.

The following Modifications are requested:

- *Ground floor windows* – To reduce the required 50% of the length and 25% of the wall area of ground floor windows as follows (PZC Section 33.510.220):
 - SW Madison – length 37%
 - SW Naito – length 0%, area 0%
 - SW Jefferson – length 30%, area 17%
- *Required building lines* – To reduce the amount of building wall within 12’ of the property line on SW 1st from the required 75% to 56% (PZC Section 33.510.215).

The following Adjustment is requested:

- *Loading* – To not provide two large (Standard A) loading spaced required on the site (PZC Section 33.266.310.C.2c).

A Type 3 Historic Resource review is required for exterior alterations and additions to Historic Landmarks per PZC Section 33.846.060, Table 846-1 and 33.445.140.A.

Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The applicable approval criteria are:

- Central City Fundamental Design Guidelines
- Section 33.846.060.G – Other Approval Criteria
- Modification Approval Criteria – Section 33.825.040
- Adjustment Approval Criteria – Section 33.805.040

ANALYSIS

Site and Vicinity: The 40,000 SF site (known as Block 8) is situated at the western base of the Hawthorne Bridge and bounded by SW Madison, SW 1st, SW Jefferson and SW Naito. The site is currently improved with the Jefferson Station building (Historic Landmark), one-story

building on its north side, and an abandoned on-ramp from Naito to the bridge. The one-story building (1220 SW 1st) was built in 1885 and on the City's Historic Resource Inventory. A historic assessment was prepared by the applicant and upon review by the State Historic Preservation Office (SHPO) was deemed not eligible for the historic designation, as the exterior alterations made over time were irreversible and resulted in a loss of integrity. The building was removed from the Historic Resource Inventory and is now proposed for demolition. The Jefferson Station building will remain and will be added onto with the new courthouse tower.

The Jefferson Station building was constructed in 1909 and was expanded to the north in 1925. The building, originally known as the Jefferson Substation, was added to the National Register of Historic Places in 1980. The building is significant as one of the oldest remaining buildings in Portland that served as an electrical substation, as well as one of the earliest examples in the City of a building with a reinforced concrete superstructure. Changes to the building over time include alterations within the ground floor bays, removal of wood paneling below the 2nd floor windows, addition of stucco cladding, addition of a rooftop penthouse, and the addition of windows to the north and east facades.

The surrounding area is developed with large towers and development and public facilities. In the immediate area: west of the site is a 6-story public parking garage, a large multi-story office tower to the south, Waterfront Park to the east across Naito and ramps to the Hawthorne bridge and landscape area to the north. The site's frontage along SW 1st and Jefferson are relatively flat, with significant grade changes along SW Madison and Naito given the abutting bridge conditions. At the northeast corner of the site, stairs that extend down to Naito from the bridge deck above will be rebuilt, modified in design and shifted within the right-of-way frontage on Naito.

The site is within the Downtown Pedestrian District and the classifications of the rights-of-way fronting the site are as follows:

- SW Madison – *Major Transit Priority St, CC Transit/Pedestrian Street, City Bikeway*
- SW Naito – *Transit Access Street, Local service Walkway, City Bikeway*
- SW 1st – *Transit Access Street, CC Transit/Pedestrian Street, City Bikeway*
- SW Jefferson - *Local Service Street, Walkway & Bikeway*

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The 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.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Downtown Subdistrict of this plan district.

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

- DZ 10-76: Design Review approval of a tavern remodel.
- DZ 20-81: Design Review approval of a building renovation.
- DZ 20-84: Design Review approval of a building renovation.
- DZ 48-84: Design Review approval of a storefront remodel.
- DZ 124-90: Design Review approval of a storefront replacement and kitchen addition.
- LUR-97-00738: Historic Review approval of a new sign with exterior illumination for Minuteman Press copy center, to be mounted at the ground floor corner.
- LUR_99_00079: Historic Design Review approval to install two mechanical vents on the building exterior.
- LU 03-103549 HDZ: Historic Review approval to insert a new vent into the back wall of the building.
- LU 06-179319 HDZ: Historic Review approval of alterations to the Jefferson Street Substation including a new entrance storefront and canopy, new rooftop terrace, new exit door and utility doors, and new lighting.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **October 4, 2016**. The following Bureaus have responded with no issue or concerns (See Exhibits E.1 through E.5 for details):

- Bureau of Environmental Services
- Water Bureau
- Fire Bureau
- Plan Review Section of BDS
- Park Bureau
- Site Development Section of BDS

The Bureau of Transportation Engineering revised their original response to support the project including the Adjustment request to not provide loading on-site, the exception to the length of the oriel window that projects into the Naito ROW, and the non-standard improvements in the ROW (bollards and landscaping). All the associated PBOT reviews (Design Exceptions for sallyport location and door operation and Encroachment Reviews for bollards, door swings, vaults, retaining wall and stairs) have been approved.

Regarding the bollards within the furnishing zone of the ROW on SW 1st and SW Madison, the final number will be determined during the public works permit. The Encroachment Review approved bollards in the ROW, however, the review was conditioned to require street trees, which will reduce the number of bollards. A condition of approval has been added to reflect the additional street trees.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **October 4, 2016**. Four written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal. See Exhibits F.1 through F.4 for details.

1. Thomas C. Sand, Multnomah County Circuit Court, dated 9/22/16, expressing support for the project and safety measures necessary for such facility.
2. Nan G. Waller & Barbara Marcille, Multnomah County Circuit Court, dated 9/26/16, expressing support for the project and safety measures necessary for such facility.

3. Nancy Cozine, Public Defense Services Commission, dated 10/21/16, stating support for the project particularly the sallyport component.
4. Judge Nan Waller, Multnomah County Circuit Court, dated 10/31/16, stating support for the project and providing details of the CourtCare component.

ZONING CODE APPROVAL CRITERIA

(1) HISTORIC DESIGN REVIEW (33.846)

Chapter 33.846, Historic Reviews

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: The site is a designated Historic/Conservation Landmark. Therefore, the proposal requires Historic Resource Review approval. The relevant approval criteria are listed in 33.846.060 G. 1.-10. In addition, because the site is located within the Central City, the relevant approval criteria are the Central City Fundamental Design Guidelines.

G. Other Approval Criteria:

1. **Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided.

Findings: Jefferson Station is significant in that it is one of the oldest remaining buildings in Portland that served as an electrical substation, as well as one of the earliest examples in the city of a reinforced concrete superstructure. Based on the building's historic significance and current condition, the Applicant's historic consultant, Architectural Resource Group (ARG), has identified the following exterior character-defining features for Jefferson Station:

- Corner location with five bays along SW 1st Avenue and seven bays along SW Jefferson Street.
- Three-story height with flat roof.
- Wood windows along SW 1st Avenue and Jefferson Street façades at the second and third stories.
- Steel windows along SW 1st Avenue façade at the second and third stories.
- Exposed brick beneath second-floor windows and at the parapet.

Each of these characteristics will be retained and preserved as part of the proposed project. The non-historic penthouse will be removed from the roof, restoring the building to its historic profile. All of the original windows will remain, be repaired and receive an interior storm window to increase thermal insulation and acoustic performance. The brick beneath the building's second-floor windows will be left exposed. The addition of the tower will not impact the character of the building as it will only be connected on the east side and setback to allow the original form of the

landmark to read strongly and be clearly differentiated through distinct materials and scale.

Since the October 24th hearing, section details of the interior storm windows that will be added to the existing steel and wood windows have been provided. The new windows will attach to the existing wood frames (not the sash) of the wood windows and to the brick window opening at the steel windows. Additional details were provided by the applicant at the hearing, including clarifying the interior storm windows are comprised of a single pane of glass and contain magnetic components that allow an attachment to the metal muntins. These details demonstrate the interior storm windows will have little impact on the original gridded windows that are a strong character-defining feature of this landmark. *This criterion is met.*

- 2. Record of its time.** The historic resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided.

Findings: The proposed project does not include the addition of any features that would create a false sense of historic development. *This criterion is met.*

- 3. Historic changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved.

Findings: Jefferson Station's 1925 addition was included in the building's National Register nomination and is considered historic in its own right. The façade of the 1925 addition along SW 1st Avenue, including the historic steel windows, will be retained, as will its current footprint and three-story height. Several changes have been made to Jefferson Station since completion of the 1925 addition, including:

- The reinforced concrete structure and portions of the brick infill walls have been clad in stucco.
- All ground floor windows have been replaced and the openings have been reconfigured.
- Two entrances have been added to the SW 1st Avenue façade, and the original large entrance also along SW 1st Avenue has been substantially reconfigured.
- Both entrances along SW Jefferson Street have been reconfigured.
- Windows were added to the previously windowless north and east elevations of the building.
- A rooftop penthouse was added and the four rectangular lanterns in the 1909 portion of the building have been converted to skylights.

Most of these changes date to the building's extensive remodel in 1981. None of the alterations identified above appears to have acquired historic significance in their own right. That said, it should be noted that the four original rooftop lanterns, though significantly modified, will be retained. *This criterion is met.*

- 4. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.

Findings for 4 and 5: The existing windows and storefronts on the ground floor proposed to be replaced are not original to the building. The canopy above the entry is also not original and is proposed for removal. For the original windows that will all remain they will be patched and repaired as indicated in the survey starting on sheet APP41. To increase the thermal insulation of the single paned windows, interior storm windows are proposed. No chemical or physical treatments that cause damage to historic materials are proposed for Jefferson Station. The project team is currently conducting focused testing of the building's elastomeric paint and underlying stucco, both of which are failing in select locations and will be repaired.

The north and east wall of the 1925 addition are original and proposed to be removed and rebuilt to achieve seismic upgrades for the landmark. Several options on how to achieve the structural upgrades were explored with the majority not affecting the exterior walls and material. Rebuilding the walls was the least preferred option by the Commission at the last DAR. However, the applicant states the extent of change to the eastern wall is necessary to join the two buildings, combined with the wall's currently altered state and its ultimate invisibility render the proposed reconstruction unproblematic from a historic review perspective. Regarding the north wall, which is constructed of unreinforced masonry, the potential design approaches were limited to either replacing the existing wall with a new wall or building a new wall on the interior side of the existing wall (which would be retained). The decision to replace the north wall was based on several reasons including cost, complexity and the ability to eliminate the need for seismic modification to the 1909 portion of the building, as the new wall allows the columns in the 1925 portion to be reconfigured so they align with the columns in the 1909 portion. Given that the north wall is a secondary elevation and has been substantially modified over the years with the addition of windows, and the fact that rebuilding it allows the larger portion of the building (1909 portion) to remain as is, the decision to replace the north wall is appropriate.

The bricks to be removed from the north wall are not high quality nor do they match the historic brick on the street façades, therefore, reusing them on west façade as infill in the northernmost bay is not appropriate. The brick cannot be reused on the north wall as it is not structural. Therefore, new brick is proposed on the north wall and as infill on west façade bay.

At the hearing on October 24th, Staff and the Commission requested additional information and details on the brick. The applicant has responded indicating the new wall will be a brick veneer wall on metal studs with 2-½" of continuous insulation. The brick veneer will not be panelized, but will consist of individual bricks that match the existing bricks on the west façade. Section details have been provided to show the condition where the new and existing brick meet, which only occurs at the cornice at the northwest corner (see Exhibit C.98). A sample of the new brick was reviewed at the hearing and will match the size, texture and quality of the existing brick. *These criteria are met.*

- 6. Archaeological resources.** Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken.

Findings: No archaeological resources have been recorded previously within the proposed project area. However, the location of the project in the earliest settled part of Portland and its proximity to the Willamette River suggests that buried archaeological deposits may be present. Historic-period archaeological deposits are common beneath existing buildings and paved parking lots in Portland, and pre-contact (Native American)

archaeological deposits may also be present. Multnomah County has retained Archaeological Investigations Northwest, Inc. (AINW) to provide archaeological services for the project. AINW will conduct background research and prepare a project-specific inadvertent discovery plan that will include procedures to be followed in the event that an archaeological resource is found during construction. In the event of a discovery, AINW will assist in coordinating with the Oregon State Historic Preservation Office (SHPO) and will provide recommendations for evaluating the significance of the resource and mitigating impacts to the resource if it is significant and cannot be avoided.

With a condition of approval that, in the event of any archaeological discovery, work will be stopped and the State Archaeologist will be notified, this criterion is met.

- 7. Differentiate new from old.** New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.

Findings: Physical connection between the new tower and existing Jefferson Station has been limited to the historic building's rear (east) wall. This wall, which originally abutted a now-demolished adjacent building, has been altered over time and, in particular, had no window openings prior to the building's 1981 remodel. As the existing building and new construction will be fully integrated, several openings will be cut into this wall to accommodate circulation between the tower and Jefferson Station.

Because the connection is limited to the east wall, the tower will not directly impact Jefferson Station's historic west and south façades. A zinc metal composite panel will create a gasket between the two structures and be setback 1'-0" to allow the original form of the landmark to remain evident. A plaza and narrow gated garden will separate the tower from Jefferson Station's north wall, so that the latter will still be visible, and no new construction is proposed on the roof. *This criterion is met.*

- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.
- 9. Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.
- 10. Hierarchy of compatibility.** Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

Findings for 8, 9 and 10: The essential form of Jefferson Station will be maintained by the proposed project. In the unlikely event that the new tower and Jefferson Station were physically detached in the future, Jefferson Station's rear (east) wall could be restored to its current condition as a substantially altered exterior wall.

The project is not located within a Historic District or Conservation District, but the proposed tower addition design does fit within its context. Because Jefferson Station is already surrounded by similar large modern buildings and the attachment of the courthouse to the historic resource does not change the perceived relationship of distinct buildings from the exterior, the addition of the tower does not create an incompatible condition that diminishes Jefferson Station's integrity. As noted in more

detail in the Central City Fundamental Design Guideline findings below, the three-story volume lobby intentionally lowers the tower's scale to better relate to Jefferson Station across the gated outdoor garden. This stepped-down massing approach is achieved by aligning the building parapets. It also relates and ties into Jefferson Station with its podium base and window alignments. The three-story datum of the Jefferson Station is evident along the building's lower 30 feet and repeated on the upper façade. The fenestrations on the tower addition are deeply punched providing depth and articulation to all facades and complementing those on Jefferson Station.

At the December 12th hearing details of the existing and new windows were provided that demonstrate the new windows will be of high quality (wood and steel) and comparable to the muntin and sash dimensions and inset of the existing windows. Additional items have been revised in response to Commission comments including:

- SW 1st Main Entry – A more compatible and sensitive design of the main entrance has been provided that is in keeping with the scale of the original entry at this location, which included a large pair of wood utility doors with the upper portion glazed with a 3x2 array of divided lites. To increase articulation, the steel frame elements have been replaced with slightly thicker wood framing and the paired doors (8'-6" in height) will be aluminum clad wood. As noted below, a new canopy has also been added. However, since the second floor level exists directly behind the entry, two opaque treatments above the entry doors were presented to the Commission for consideration at the December 12th hearing:

Option A – Solid wood panel with muntin elements that divide the panel into a 6x2 array.

Option B – Shadow box divided into two main panels with each panel divided into a 3x2 array of divided lites with a solid panel behind.

The Commission expressed a preference for Option B, stating the solid wood panel in Option A felt like a heavy element while the glazing in Option A is more indicative of an "opening". However, the Commission concluded the shadow box design was not a typical or common condition on historic buildings and that frosted glass would serve the same purpose and be more appropriate. Therefore, a condition of approval was added to replace the shadow box with frosted glass in Option B.

- Canopies – To increase the pedestrian amenities along the site's frontage, the Commission suggested keeping the existing large canopy over the main entry and adding a canopy over service entry Jefferson. In response, a new 4' deep canopy replaces the existing, non-original canopy over the main entry allowing it to be integrated into both storefront options. A canopy has also been added to the service entry on Jefferson. The canopy design, thin steel with 1x4 cedar tongue and groove soffit, complements the metal clad storefront and extends the wood soffit treatment from the entry lobby at the northwest corner of the tower.

As revised and with the approval of Option B and a condition to replace the shadow box with frosted glass, these criteria are met.

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.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

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.

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 for A1, B3 and C1: As stated by the applicant the building’s “big idea” was developed to connect with the best attributes of the site including retention of the historically-designated Jefferson Station and with a majority of the interior public spaces oriented to Waterfront Park, the Willamette River and greater Portland beyond. The tower addition contains two masses, the northwest $\frac{1}{4}$ block and main eastern $\frac{1}{2}$ blocks. The latter contains 40 courtrooms on the top 10 floors oriented eastward with public galleries flanking the outer portions of each floor on the north and east facades, providing panoramic views. On lower floors, a similar circulation system is employed to provide employees similar visual connections to the city. The civic plaza and main entrance are located at the corner of SW Madison Street and SW 1st Avenue, to relate both to the Hawthorne Bridge approach and orient towards the greater downtown street grid. The transparent glass enclosure at the entry atrium maximizes the view into and outward from within the courthouse. The large windows in the historic Jefferson Station will be repaired and/or replaced in a historically-sensitive manner to preserve views to the west and south.

With regard to physical connections to the river, the significant improvement of the pedestrian way along the building’s east façade, made possible by the reconstruction of

the north stair up to the bridgehead, will improve the pedestrian experience, including heightening visual connection to the east. A large concrete wall that accommodates the on-ramp onto the bridge obstructs the visual connection to the river and park along most of the eastern ground level, with the exception of the southeast corner. Given this visual connection, a crosswalk to the park and river across Naito at this southeast corner was explored, but determined to be extremely challenging given the existing signals and vehicle movements along the parkway. Pedestrians will continue to utilize the existing crossing at SW Naito Parkway and SW Columbia, one block to the south, or take the stairs at the northeast corner of the block up to the bridge and then down the stairs to Waterfront Park where the steel bridge structure begins. The crosswalks on SW 1st to Jefferson and Madison and to west side of 1st remain in place. *These guidelines are met.*

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

Findings: The Central City Fundamental Design Guidelines were written in 2001 and updated in 2003; they identify incorporating specific symbols of Portland's identity and natural environment, such as the great blue heron, the rose, bridges, etc., as a way to meet this guideline. Staff contends that contemporary approaches to meet this guideline can be much more subtle than the incorporation of symbols. As such, two ecoroof areas are proposed atop the tower addition that reflect Portland's climate and commitment to capture and treat rainwater on site in an environmentally sensitive manner. The project also includes more long-term bicycle parking spaces than is required by the Code and for the locker room FAR bonus. Specifically, 52 spaces are required to meet the 110% standard and 65 spaces are provided along with locker rooms, showers, bike repair and large bike spaces for cargo and larger style bikes. The bike facility provided supports the bike culture and commuter scene of the City. *This guideline is met.*

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

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

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 for A3, A7, and C10: The construction of the project will redevelop the now-nearly vacant $\frac{3}{4}$ block. The project accommodates the nearly 462,000 GSF program onto a standard 200' X 200' downtown Portland block, and, in so doing, respects and strengthens Portland's traditional block pattern.

The carefully-considered building massing will enhance and strengthen the sense of urban enclosure. Except for the grand civic plaza in the northwest corner of the site, the building facades including those of Jefferson Station will be on or near the property lines on all four street frontages, creating the sense of urban enclosure appropriate to Downtown Portland. The plaza and main entry to the building at the northwest corner will be setback from the property lines, however the site edges will be clearly defined by the elements in the plaza including seat walls and several stairs along the street lot line and granite pavers that will help define the right-of-way.

The second and third floor public viewing areas on the east façade will extend 4'-0" into the Naito right-of-way (ROW) at the northeast corner of the site. As designed, this projection is considered an Oriel Window and subject to the Oregon Structural Specialty Code Title 32 – Regulations for Window Projections into Public Right-of-Way. The proposal meets all but one of the standards, the 12'-0" maximum width, which can be modified through this review. The 54'-0" length of the fully glazed oriel is well-proportioned for the mass and scale of the building. It also provides visual interest at the most visible corner from the sidewalk below, adjacent stair and elevated platform of the bridge above. Architecturally, it is welcome break from the heavy stone material and rhythmic façade.

The large steel bollards proposed in the furnishing zone near the curb on SW Madison and 1st frontages for security purposes are considered non-standard improvements by PBOT and therefore subject to Design Review. The landscape planter recently added to within the sidewalk on Naito is also a non-standard condition also subject to review. PBOT has reviewed these two elements, along with others (like the bridge stair and out swinging doors) through the Encroachment Review process as follows:

- Bollards - PBOT needs to ensure other elements in the furnishing zone can be accommodated, like street trees and bike parking racks. The encroachment review was approved with a condition that requires additional street trees, which will affect the number and spacing of the bollards. Therefore, the final number of bollards along SW 1st and SW Madison will be determined during the public works permit. A bollard with an integrated bike hook has also been custom designed to allow the bollards to serve multiple functions.
- Landscape planter in Naito – Street trees in wells and potential seating have been replaced by a more lush and layered landscape planter to buffer pedestrian from the conditions along Naito. The concept of seating was discussed initially with the Commission as a way to improve the frontage, however, after consulting with Police and PBOT, the request for seating was denied. It was determined that improving Naito as more of a pass-through space rather than a place to sit was more desirable, potentially safer and better reflects the likely use of the frontage given the adjacent and opposing conditions.
- Out-swinging doors – PBOT approved the out-swinging egress doors at the stairs on Madison and Jefferson. The out swing on the Jefferson Station entry was denied. Rather than recess the entry, which was not preferred by the applicant or Commission, in-swinging doors have been added to the entry.
- Bridge stairs – The proposed location of the bridge stair up against the east elevation of the building is acceptable to PBOT. The final design, however, will be reviewed and approved by the County, which owns the bridge ROW.

As revised and conditioned for street trees in Madison and SW 1st, these guidelines have been met.

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

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

Findings for A4 and C4: In the Central City 2035 Plan now under development, the city proposes to increase the height of buildings on 18 blocks around the western approach to

the Hawthorne Bridge to strengthen this gateway. In an expedited process, City Council recently approved a legislative map modification to increase the height on this block to 325' in advance of the adoption of the plan. Many of the buildings that surround the site are similar in massing dimension in width, but shorter in height, reflecting the lower maximum heights on these blocks since the original adoption of the Central City Plan in the early 1990s. By and large, these are heavy, squat and boxy buildings and do not respond as well to the grand scale of the Waterfront Park and River. Therefore, the proposed design breaks from the traditional, rather lower-scale development along the river frontage. At the same time, the addition is integrated and responds to the massing and datums of the historic three-story Jefferson Station.

The surrounding area contains a variety of buildings with a range of architectural styles and accommodating various commercial and governmental activities – offices, public parking. As a major civic building, the design of the new courthouse tower reflects the best classical, compositional devices of other major nearby civic buildings, such as the existing Multnomah County Courthouse and the Gus J. Solomon United States Courthouse, and marries with contemporary features that are open, airy, and optimistic. *These guidelines are met.*

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

C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape element, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings for B5 and C6: The large civic plaza and 3-story glass building entry are situated at the northwest corner of the site at the bridgehead. This is the most appropriate location for the plaza and entry given the site conditions on the east side facing Waterfront Park. Since the courthouse is a public institution by definition, its civic plaza with direct access from the sidewalks on SW 1st and Madison will be accessible all days and all hours. The plaza space utilizes granite pavers, gradual steps and seating walls to define the space while creating areas of movement and gathering as it transitions from the sidewalk to the grand entry. Flags poles, an engraved building name into the limestone, and artistic metal panel fencing and landscaping all contribute the grand yet human-scaled and tactile qualities of the public space. *These guidelines are met.*

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

Findings: Listed on the National Register of Historic Places, Jefferson Station located on the southwest corner of the site, will be fully integrated physically, operationally and programmatically into the main 17-floor tower addition. This will be accomplished by careful rehabilitation of the existing building that preserves the best of its historic fabric, while updating its internal spaces to make them more functional, comfortable, secure and energy-efficient. The details of the alterations to the landmark are discussed in more detail in the findings above (Section 33.846.060.G). *This guideline is met.*

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

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

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: Throughout the course of the project’s review, the primary challenge has been the ground floor program and the security requirements associated with the building’s use. While the large 3-story public plaza and entry at the northwest corner of the building provide amenities for the public and building occupants and will allow the interior activities to engage with pedestrians on the sidewalk, the rest of the ground floor and program struggles to do the same. Several options have been suggested, including pushing the secured program on the 1st floor up or down a level to allow the ground floor to contain active uses with clear glazing, and eliminating the sally port. However, the applicant maintains the secured perimeter requirements of the program, interior layout needs of the courtrooms, need for an on-site sallyport, and three separate cores limit the ability to alter the ground floor program.

The focus then directed to Jefferson Station’s ground floor, which appeared to have the greatest opportunity to engage the building with the public realm. Re-orienting the daycare to occur along SW 1st was suggested at the hearing on October 24th, however, a letter from the CourtCare program states this would risk children’s safety because the CourtCare facility provides care for some children that are involved in custody cases being reviewed within the building. The remaining portion of the ground floor is bike and employee facilities and a training room. While these are not the type of uses one associates with engaging spaces, the movement of bikes through the space will provide some activity, art is proposed along the interior corridor wall to provide more interest, and the film on the back of the training room windows has been removed to reveal the office activities.

With limitations on the interior program, the applicant has focused on improving the pedestrian experience along the site’s frontages, as supported by several Commissioners at the October 24th hearing. The decorative art panels that clad the openings and sally port gates along the majority of the Naito, Madison and Jefferson were the first step. The applicant is working extensively with RACC and a nine-member committee that will review and approve the metal panels. To date, the committee has approved a concept for the panels that includes selecting a local writer and artist to tell the story of the judicial system through the metal panels. The artist selection and panel designs are expected to begin in January 2017. As a public project, the courthouse is required to dedicate 2% of the project cost to public art, which will also include a series of art installations throughout the interior of the building. As mentioned above, a large art mural is proposed within the lobby and will be highly visible from the sidewalk.

The other pedestrian oriented elements include the two large quotes engraved into the limestone along the base of the building on Madison and 1st. The recent addition of canopies dispersed along all of the frontages, additional storefront and window details added to Jefferson Station, recently added opening within the stairs at the southeast corner, and the layered landscape planter added to Naito will together provide interest and pedestrian amenities that will improve the public realm along all four frontages of the new courthouse.

A detail of the louver in the bi-folding door that occurs at both sally port openings was provided at the December 12th hearing, which included a louver design that allows for air

flow but not views into the interior sallyport activities from the sidewalk. At this hearing the Commission also discussed ways to increase the amount of glazing within the doors along the south façade. The doors within the easternmost bay of Jefferson Station provided the only opportunity. Given the service function of the double doors and the desire for durable materials, the focus was shifted to the single person door within the same bay. The Commission added a condition to replace the solid metal recessed panel with translucent glazing so that some activity within the building, although diffused, would be evident from the sidewalk.

As conditioned to add translucent glazing to the pedestrian door on the south façade of Jefferson Station, these guidelines have been met.

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

Findings: The subject property is not located at an identified gateway. However, the city acknowledges the western approach of the Hawthorne Bridge as an important gateway to Downtown Portland. The Central City 2035 Plan now under development proposes to increase the height of buildings on 18 blocks around the western bridgehead of the Hawthorne Bridge to strengthen this gateway. It is especially beneficial that the proposed facility is such a critical element of civic infrastructure, providing a powerful landmark while at the same time preserving and re-purposing the historic Jefferson Station that occupies the southwest corner of the site. A night view of the project shows that it will be a dramatic beacon from the east side of the river. *This guideline is met.*

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

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.

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.

Findings for A5, B1, B4 and B6: The plaza at the northwest quarter of the block provides a considerable amount of weather protection and seating and gathering opportunities. The plaza at the back of the sidewalk also acts as an extension of the public realm along SW 1st and Madison enhancing the pedestrian environment.

As suggested by Staff and the Commission at the hearing on October 24th, numerous canopies have been added and dispersed along Naito, Jefferson and 1st frontages. The addition of more canopies dispersed along the four frontages provides moments of shelter for those accessing the building and sidewalk users. A layered landscape planter has been provided along Naito in-lieu of street trees and seating providing a buffer for pedestrians. Initial discussions with the Commissions and Staff considered the extra wide ROW on Naito as an opportunity to provide pedestrian amenities, like seating. However, after consulting with PBOT and Police, the idea of seating was not desirable or likely to be used given the conditions that exist on this portion of Naito next to the bridge. The proposed planter strip and dual head pedestrian lights provides continuity of the

streetscape conditions from the block to the north, while providing a soft edge that improves the pedestrian experience on this frontage.

As revised, these guidelines are met.

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

Findings: The building service zone is located on SW Jefferson Street on the opposite frontage from the main entry to eliminate pedestrian conflicts and promote safety. Since the building will not have any on-site loading for security reasons, which is supported by PBOT and detailed in findings in Section 3 below, there will be no curb cut from loading bays across the sidewalk. Therefore, the only pedestrian-vehicle conflicts will be associated with the sally port activity. PBOT has reviewed and approved the sally port door operations through its Design Exception process, which indicates the times of the sally port operation will be focused at three points in the day aligning with the court sessions, which will limit pedestrian conflicts. The truck drivers are required to alert building operations of the passenger trucks in route to the building when several blocks away to ensure the vehicle can pull directly in without obstructing sidewalk users while waiting for the gate to open. This protocol is also required for security purposes. The decorative and retractable metal panels proposed on both sally port doors will provide interest and texture along the sidewalk. A detail of the louver in the bi-folding door that occurs at both sally port openings was provided at the December 12th hearing, which included a louver design that allows for air flow but not views into the interior sallyport activities from the sidewalk.

Since the hearing on October 24th, a small generator exhaust vent was added above a canopy in the opening east of the Naito sally port. The exhaust location above the canopy is well above the pedestrian environment, limited in visibility and well integrated within the opening. The rest of the louvers and mechanical systems have been well-incorporated into the fenestrations of the tower addition and in locations that do detract from the pedestrian environment.

This guideline has been met.

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

Findings: The building is level with the sidewalk, providing barrier-free access into the building for all people. For elevators provide barrier-free access to all levels of the building, including the rooftop. *This guideline is met.*

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

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

Findings for C2 and C5: The primary exterior cladding material on the addition will be limestone, tying back to the tradition of using this material for courthouses both locally and across the US. In general, stone is a durable and lasting building material, creating a sense of permanence and strength. Limestone in particular is also lighter in color and

continues to look inviting on Portland's dark winter days. The use of limestone also is complementary to the light-colored stucco and painted brick cladding of Jefferson Station. The tower also will feature an aluminum-clad curtain-wall system with a transparent, insulated glazing system, further enhancing the views into the building's spaces. Metal accents will be used on the building exterior and comprised of a zinc composite panel, which is a very durable material with a quality finish. A wood ceiling will continue outward from the building to form a soffit over the civic plaza and into the lobby further enhancing the sense of welcome. The protected, soffit areas of the wood will ensure it does not succumb to the weather elements as exposed wood might.

Regarding the composition, the tower addition has been thoughtfully designed with inspiration from civic, especially courthouse buildings locally and abroad, as well the Jefferson Station. The public invitation to the building at the northwest corner incorporates a three-story volume lobby that intentionally lowers the tower's scale to better relate to Jefferson Station across the gated outdoor garden. This stepped-down massing approach is achieved by aligning the building parapets. It also relates and ties into Jefferson Station with its podium base and window alignments. The three-story datum of the Jefferson Station is evident along the building's lower 30 feet and repeated on the upper façade. The fenestrations on the tower addition are deeply punched providing depth and articulation to all facades and complementing those on Jefferson Station. The building façade rises beyond the roof to incorporate the numerous utilitarian elements. The materials discussed above are employed consistently throughout the building's façade for a coherent composition.

In response to comments from the hearing on October 24th, and additional information and details provided, the following changes occurred

- Addition of a window east of the sally port to continue the rhythm of openings along the south façade.
- Details of the new windows (muntin and sash dimensions and profiles and inset in the wall) have been provided depicting comparable window systems.
- On the north side of Jefferson Station, the vine trellis was removed and details of the decorative gate and canopy has been provided revealing an element that is integrated and in alignment with the entry vestibule to the north.
- Large louver at the back of the view garden wall has been better detailed and draws from datums on the adjacent walls.
- Cutsheet/details/sections have been provided for the remote refueling station panel detail on south facade, window sections, solar panels, storefront cutsheet including color and finish, that indicate well-detailed and integrated design of these building elements.

To increase the coherency of the design and building elements, the Commission added the following conditions of approval at the December 12th hearing:

- To reduce the bar-like appearance of the vertically striped fritted glass below the parapet of the tower, the pattern density must be increased to 40%-50%. It was concluded that a denser pattern at 325' from the ground would not be as discernible.
- Rather than have the steel canopies match the color and finish of the decorative metal art panels, which has not yet been determined, it was concluded that the canopies should match the metal elements used elsewhere on the building.

As conditioned for a denser frit pattern on the vertical striped glazing and having all the

metal elements on the building match in color and finish, these guidelines have been met.

C3. Respect Architectural Integrity. Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal’s architectural integrity.

Findings: The preservation of the historic three-story Jefferson Station is a hallmark of the project. The addition will be structurally, programmatically and operationally integrated into Jefferson Station. To this end, it will be renovated skillfully to upgrade and repair its historic features like restoring damaged windows, removing subsequent building additions and the penthouse, for example) to restore the building’s historic value while increasing its durability, safety and energy efficiency.

The County’s design team has concentrated on creating compatibility between the first three floors of the tower and Jefferson Station in terms of floor datum, roof lines, cladding, and window design. This is also evident in the three-story entry lobby at the northwest corner of the site, which is the same height as Jefferson Station to the south. In addition, the southern portion of the lobby over the security-screening function drops to a single story and is separated from the north wall of Jefferson Station by a narrow gated garden, allowing the latter to retain its visual integrity and bringing the western edge of the site to a more pedestrian scale. The metal joint (zinc composite panel) connection between Jefferson Station and the addition on the south is setback 1’-0” to allow the original form of the landmark to remain evident. *This guideline is met.*

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

Findings: The project features large expanses of glass where possible, such as at the main entry lobby at the northwest corner of the block. This was intentional so that this space has greater prominence and visibility. Other street facades of this building have “punched” openings that extend the fenestrations along the entire ground level and reflect the fenestration of the historic Jefferson Station. Although not transparently glazed elements, the metal art panels placed within each opening (window, door, sally port gates) on the first floor, for building security purposes, will distinguish the sidewalk level of the building from the upper tower and providing texture and interest for pedestrians. Other elements that differentiate the building’s ground level include a tooled dimensional limestone base material and the engraved quote on the Madison façade and building name within the plaza. *This guideline is met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building’s overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City’s skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: The building façades will extend upward to enclose and screen the roof-top mechanical equipment. The materials used for the façade extensions will be the same as used on the primary building facades, to create a unified design. Non-public stormwater green roofs will be employed on the lower roof over the ground-floor security screening area off the main lobby and on the tower. The Bureau of Environmental Services has certified the ecoroof, which qualifies the project for a 4,000 SF floor area (0.1:1 FAR) bonus.

Since the hearing on October 24th, the applicant has submitted necessary details of the rooftop enclosures, which indicates a high-quality metal cladding that matches the zinc metal employed elsewhere on the building. *As revised, this guideline is 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: The applicant proposes integrated lighting in various forms. Soffits will receive recessed can lights, which will illuminate the areas below including the building entry points and large plaza at the northwest corner. Two in ground fixtures in the plaza will illuminate the flags on the two poles as well as provide indirect lighting for the building name carved into the limestone adjacent to the flag poles. More dramatic lighting is proposed within the viewing garden between the buildings on SW 1st that will wash the internal wall and highlight the cable and vine structure on the north wall of Jefferson Station. The lighting proposed is not expected to adversely affect the nighttime sky. *This guideline is 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: The only building signage proposed is a 70 SF engraved building name on the west façade in the wall facing the plaza. A 150 SF quote is also proposed on the lower Madison façade as well. As engraved elements, these are not technically signs per Title 32 (Sign Code). As design elements, they befit a building of this civic importance and are appropriately scaled. The depth of the carving (1”) into the limestone-clad wall provide relief in the façade and texture. No external lighting is proposed and its location near on the ground floor of the building will ensure it does not have any presence in the skyline, day or night. No other signage on the building is proposed. *This guideline is met.*

(2) MODIFICATION REQUESTS (33.846)

33.445.050 Modifications that Enhance Historic Resources and 33.846.070 Modifications Considered During Historic Resource Review

The review body may grant modifications to site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic resource review process. To obtain approval of a modification to site-related development standards, the applicant must show that the proposal meets the approval criteria.

The approval criteria for modifications considered during historic resource review are:

- A. Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
- B. Purpose of the standard.**
 1. The resulting development will meet the purpose of the standard being modified; or
 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

The following modifications are requested:

- Ground floor windows – To reduce the required 50% of the length and 25% of the wall area of ground floor windows as follows (PZC Section 33.510.220):
SW Madison – length 37%
SW Naito – length 0%, area 0%
SW Jefferson – length 30%, area 17%

Purpose: In the Central City plan district, blank walls on the ground level of buildings are limited in order to:

- *Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
- *Encourage continuity of retail and service uses;*
- *Encourage surveillance opportunities by restricting fortress-like facades at street level; and*
- *Avoid a monotonous pedestrian environment.*
- *The plan district modifications to the base zone standards for ground floor windows are intended to promote ground floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.*

Findings: As indicated in the findings in Section (1) above, throughout the course of the DARs the focus and challenge has been the ground floor program and its lack of active uses and transparency. As suggested early on in the DAR process, the applicant has been working with RACC to substitute and mitigate the ground floor window requirement. The applicant has had several success meetings with RACC for the building's public art that is also required as a public project (1% of project costs must be dedicated to art). A nine-member committee has been established to review the art concepts, locations and specific artists for installations on the interior and exterior of the building. Exhibit C6 identifies the locations of both interior and exterior art in addition to the stone carvings, which include a 150 SF quote on Madison and a 70 SF building name within the plaza area facing SW 1st. The exterior art panels will be located within each window bay at the ground floor of the addition, for both sally port gates and the gate into the viewing garden between Jefferson Station and the addition on SW 1st. The current concept for the art panels are ½" perforated metal panel in front of translucent glass intended to be laser cut with images that tell the story of the judicial system. Interior lighting will emanate through the translucent glass to provide illumination at night. Similar art panels are also proposed for the gate at the viewing garden and attached to the bi-fold doors and screen at both sally port accesses. A large art installation is also proposed within the 3-story building entry at the northwest corner and visible from the sidewalk. A representative from RACC will be attending the Hearing on October 24th with an update on the artist selection and overall process of the art for the project.

At the hearing on October 24th, the Commission indicated several ways to improve the ground floor condition including adding translucent glass to service entry doors to reflect some activity on the interior, the addition of a window east of the sallyport door on Jefferson, remove translucent film proposed on portions of the existing clear glazing on the south façade and ensure uniform and consistent illumination of the artistic panels at night. The majority of the items were addressed and incorporated as revisions. With regard to art panel lighting, the solution proposed included interior lights that would be on all hours of the day and generate a consistent 5 foot-candles. There was some concern with the internal lighting approach at the December 12th hearing as the entire art panel would not be illuminated since portions of the panels extend below the floor line where solid cladding occurs and not the translucent panel. Since a solution was not evident at the hearing, the Commission added a condition of approval for the panels to be uniformly illuminated, which allows the applicant time to

explore options for an integrated solution. Regarding the addition of clear glazing on the south façade, as noted in the findings above, the person door in the easternmost bay of Jefferson Station was conditioned to require translucent glazing in place of the solid metal panel to reveal some of the interior building activity from the sidewalk.

Together the revisions and conditions provide a more pleasant and diverse pedestrian experience along the site's frontage meeting the purpose of the standard. The diversity of treatments along the ground floor of the building, including clear glazing into active areas, particularly at the 3-story grand entry at the northwest corner that includes a large mural on the interior wall, and the decorative metal art panels being developed through RACC and applied to all of the openings of the tower along Naito and Jefferson on the tower will together better meet guideline A8 - Contribute to a Vibrant Streetscape.

As conditioned for the translucent glazing in the person door on the south façade and the metal art panels to be uniformly illuminated, this criteria is met.

- Required building lines – To reduce the amount of building of wall within 12' of the property line on SW 1st from the required 75% to 56% (PZC Section 33.510.215).

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

Findings: SW 1st Avenue is the only abutting street that is required to have a façade where 75% of the frontage must be within 12' of the property line, with the intermediary space dedicated to public open space, defined as "extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as stopping places. Given the design of the proposed building, which includes a large public plaza at the building's main entrance on the northwest corner, only 84' (56%) of the 150' west façade of the project meets the requirement. This includes the west façade of Jefferson Station but none of the tower, which is set back farther than 12' from the street to accommodate the facility's large public civic plaza. All of the space between the SW 1st Avenue property line and the building façade is devoted to public open space, providing gathering, sitting, bicycle parking, and space for public art and civic displays, in keeping with the intent of this regulation. This grand plaza is appropriate for a civic building with this importance to the community fabric.

The proposed urban plaza in the northwest portion of the site responds to direction provided in Guidelines A8 (Contribute to a Vibrant Streetscape), B1 (Reinforce and Enhance the Pedestrian System) and B4 (Provide Stopping and Viewing Places). *This approval criterion is met.*

(3) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply 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:

Loading – To not provide two large (Standard A) loading spaced required on the site (PZC Section 33.266.310.C.2c).

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

Findings: The size (more than 50,000 SF) and office-type use of the building requires two large 35' long x 10' wide loading spaces on the site. The project proposes no loading on the site. The applicant seeks to eliminate on-site loading spaces for two reasons. The more compelling reason is that the security perimeter of the building cannot be breached by people, vehicles or goods not fully vetted for weapons, bombs and other dangerous materials. This means that all deliveries must be examined either within the vehicle or on the sidewalk fronting SW Jefferson Street just outside the proposed delivery entrance in the southeast corner of Jefferson Station. The current Courthouse also does not have an on-site loading dock for this and other reasons.

Secondly, because of the nature of courthouse use, there are relatively few deliveries, mostly office supplies, to the site on any given day. The applicant submitted a loading study that documents there are, on average, no more than six deliveries a day, at the current Courthouse. Even though the new courthouse will be significantly larger, the number of deliveries is noted as the same, only the length of time that each truck is parked in the loading space would increase. Even then, the average stay per truck will only be about 20 minutes.

The purpose of the loading regulations is to ensure adequate areas for loading for larger uses and developments, the appearance of loading areas will be consistent with that of parking areas, and that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

PBOT has reviewed the revised loading study and a separate table provided by the traffic consultant with corrected areas for the existing and proposed courthouses. The existing courthouse was observed to determine projected loading demand for the proposed courthouse. The observations showed 4 loading vehicles and 2 garbage vehicles over a 24-hr period. The average dwell time for these vehicles was 15 minutes.

While the overall building size will increase in area by 30%, the uses that generate the most loading demand (office) will increase by only 17%. The courtroom use will increase by 173%, but this use does not generate a significant loading demand. The building mechanical spaces, sheriff holding spaces, and other public facilities will decrease by 24% largely due to modern efficiencies and also generate little loading demand.

Using the increase of 17% in loading demand generating space and the observed loading demand at the existing courthouse, a loading demand for the proposed courthouse of 5 loading vehicles and 2 garbage vehicles in a 24-hr period would be anticipated. The dwell times are expected to be the same at 15 minutes on average.

Given low expected loading demand and the security issues associated with the courthouse, PBOT is supportive of not providing on site loading for this use and location. *This criterion is met.*

- B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in 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 the Central Commercial (CX) zone in the downtown sub district of Central City. The CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape. Not providing two large loading bays within the building that could constitute over 20' of frontage devoted to large loading vehicles supports the pedestrian environment and urban character of the zone by eliminating potential conflicts when trucks cross-over the sidewalk and allowing for a more attractive ground floor. *This criterion is met.*

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

Findings: Because only one Adjustment is requested, *this criterion does not apply.*

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

Findings: There are no City-designated scenic resources on this site. The receiving dock for any loading will be located in the southeast corner of Jefferson Station, which is listed on the National Register of Historic Places. The receiving dock will be accessible via an already-existing exit door in the southeast corner of the building, so that there will be no modification of the building's exterior. Not altering the Jefferson Station building with the addition of a loading bay ensures the historic resource on the site is preserved. *This criterion is met.*

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

Findings: *PBOT's review did not identify any impacts, therefore this criterion is not applicable.*

- 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.*

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 purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to

convey historic significance. The alterations proposed to the landmark ensure the character defining features of the building are preserved and the replacement elements are compatible. The addition of the tower does not create an incompatible condition that diminishes Jefferson Station's integrity as it is setback and differentiated through distinct materials and scale while aligning with the strong datums on the landmark. The recent revisions to the main entry, addition of canopies and associated conditions added at the December 12th hearing further ensure the alterations meet the historic approval criteria.

Throughout the project's review, the ground floor program and the security requirements associated with the building's use have been the biggest challenge. After suggesting numerous ways to provide more active uses within the ground floor in order to engage the interior activities with those on the sidewalk, the focus shifted to the building exterior and site frontages. To help improve the pedestrian experience along the sidewalk amenities including illuminated decorative metal panels, weather protection, high quality details and layered landscaping to buffer pedestrians from Naito have been incorporated. Conditions added at the December 12th hearing ensure a coherent use of design elements and material colors and finishes, uniform illumination of the metal art panels and additional glazing along the Jefferson frontage. The Commission finds the revised project as conditioned meets the approval criteria, including the Modifications and Adjustment, and therefore warrants approval.

LANDMARKS COMMISSION DECISION

It is the decision of the Landmarks Commission to approve a Historic Resource Review for the new Multnomah County Central Courthouse that includes exterior alterations and a 17-story building addition to the Jefferson Station building (Historic Landmark) in Downtown sub district in the Central City Plan District.

Approval of the following Modification requests:

1. *Ground floor windows* – To reduce the required 50% of the length and 25% of the wall area of ground floor windows as follows (PZC Section 33.510.220):
 - SW Madison – length 37%
 - SW Naito – length 5%, area 3%
 - SW Jefferson – length 30%, area 17%
2. *Required building lines* – To reduce the amount of building wall within 12' of the property line on SW 1st from the required 75% to 56% (PZC Section 33.510.215).

Approval of the following Adjustment request:

1. *Loading* – To not provide two large (Standard A) loading spaced required on the site (PZCSection 33.266.310.C.2c).

Approvals per Exhibits C.1-C-150, signed, stamped, and dated December 12, 2016, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B-L) 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 16-207720 HRM AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The striped fritted glass below the parapet of the tower shall be vertically oriented and the pattern density increased to 40%-50%.

- C. The color and finish of the steel canopies shall match the color and finish of the metal elements used elsewhere on the building.
- D. The shadow box transom shall be replaced with frosted glass in Option B for the Jefferson Station main entry, as indicated on Exhibit C.28.
- E. The single pedestrian door in the easternmost bay of Jefferson Station’s south façade shall have translucent glazing in the recessed panel area (instead of solid metal) and the bottom rail shall match those on the adjacent pair of doors, as indicated on Exhibit C.33.
- F. Street trees must be added along SW 1st and Madison at the spacing required by PBOT and Urban Forestry, which will reduce the number of bollards. Any alternative designs that are not considered standard improvements by PBOT will require a Type 2 Design Review.
- G. The public art (metal art panels in lieu of the required ground floor windows along SW Naito, Jefferson and Madison) will be approved by RACC and installed prior to issuance of final occupancy of the building.
- H. The metal art panels shall be uniformly illuminated.
- I. A covenant for the proposed Regional Arts and Culture Council (RACC) art installation will be required, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art must be provided prior to approval of the main building permit. The covenant must document approval by the RACC.
- J. A covenant must be recorded on 1230 SW 1st Avenue (Jefferson Station, receiving property) and 1021 SW 4th Avenue (existing historic courthouse, transferring property) to reflect the transfer of 11,000 SF of floor area. The covenant shall include the unused and available FAR for 1021 SW 4th Avenue. The covenant must be provided to the City for review and be recorded before building permit issuance.
- K. In the event of archaeological discovery during excavation, work will be stopped and the State Archaeologist will be notified.
- L. No field changes allowed.

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By: 
Kirk Ranzetta, Landmarks Commission Chair

Application Filed: July 19, 2016
Decision Filed: December 13, 2016

Decision Rendered: December 12, 2016
Decision Mailed: December 23, 2016

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 July 19, 2016, and was determined to be complete on September 14, 2016.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the

application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 19, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G.3.

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 Landmarks 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 January 6, 2017 at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. 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. Please call the file review line at 503-823-7617 for an appointment.

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 \$5,000.00 will be charged (one-half of the application fee for this case).**

Neighborhood associations 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 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.

- *Unless appealed*, The final decision may be recorded on or after **January 9, 2017 – (the day following the last day to appeal)**.
- 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.

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.

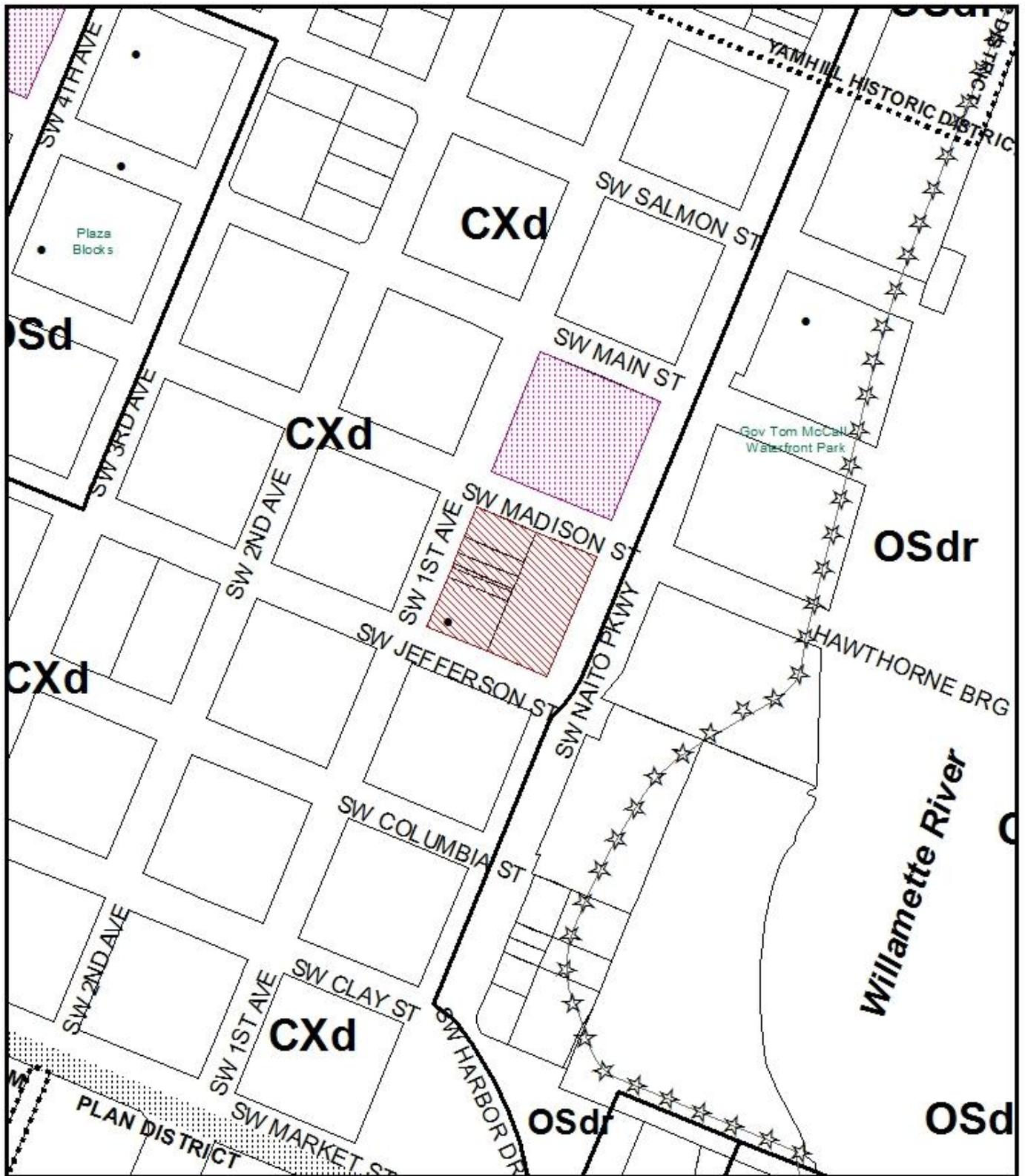
Staci Monroe
December 20, 2016

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 Statement
 - 1. Narrative, approval criteria responses, zoning summary, initial plan submittal, PC summary dated 9/12/16
 - 2. Stormwater Report dated 8/26/16
 - 3. Applicant response dated 9/12/16 in response to Staff's incomplete letter
 - 4. Letter from County attorney Ken Elliot dated 9/8/16 regarding County's condo ownership
 - 5. Letter from County attorney Ken Elliot dated 9/9/16 regarding the site's FAR
 - 6. Letter from County attorney Ken Elliot dated 9/21/16 regarding the site's FAR
 - 7. Original Drawings dated 9/6/16
 - 8. Revised Drawings dated 9/28/16
 - 9. 1st Hearing Drawings dated 10/24/16
 - 10. Letter from the SHPO dated 11/7/16, stating support for the alterations to Jefferson Station.
 - 11. Jefferson Station west entrance study
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Through 150 (C4, C22, C24-25, C28-C29, C33 attached)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Plan Review Section of BDS
- F. Letters
 - 1. Thomas C. Sand, Multnomah County Circuit Court, dated 9/22/16, expressing support for the project and safety measures necessary for such facility.
 - 2. Nan G. Waller & Barbara Marcille, Multnomah County Circuit Court, dated 9/26/16, expressing support for the project and safety measures necessary for such facility.
 - 3. Nancy Cozine, Public Defense Services Commission, dated 10/21/16, stating support for the project particularly the sallyport component.
 - 4. Judge Nan Waller, Multnomah County Circuit Court, dated 10/31/16, stating support for the project and providing details of the CourtCare component.
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter dated 8/11/16
 - 3. Signed Request for an Evidentiary Hearing & Extension of 120-day Review Period
 - 4. RFC Routing Slip dated 7/26/16
 - 5. BES Ecoroof certification letter dated 10/13/16
 - 6. Staff Memo to Applicant dated 7/29/16 regarding change in land use review type
 - 7. Staff memo to Commission dated 10/18/16
 - 8. Staff Report & Recommendation to Commission dated 10/16/16
 - 9. Copy of Staff's presentation at 10/24/16 hearing
 - 10. Staff summary of Commission comments from 10/24/16 hearing
- H. Post First Hearing

1. Comparison set dated 12/12/16 showing changes from 1st to 2nd hearing
2. Appendix set dated 12/12/16
3. Letter from SHPO dated 11/7/16
4. Applicant Response dated 11/22/16 to Staff and Commission comments
5. Staff memo to Commission dated 12/6/16
6. Staff Report & Recommendation to Commission dated 12/12/16
7. Copy of Staff's presentation at 12/12/16 hearing



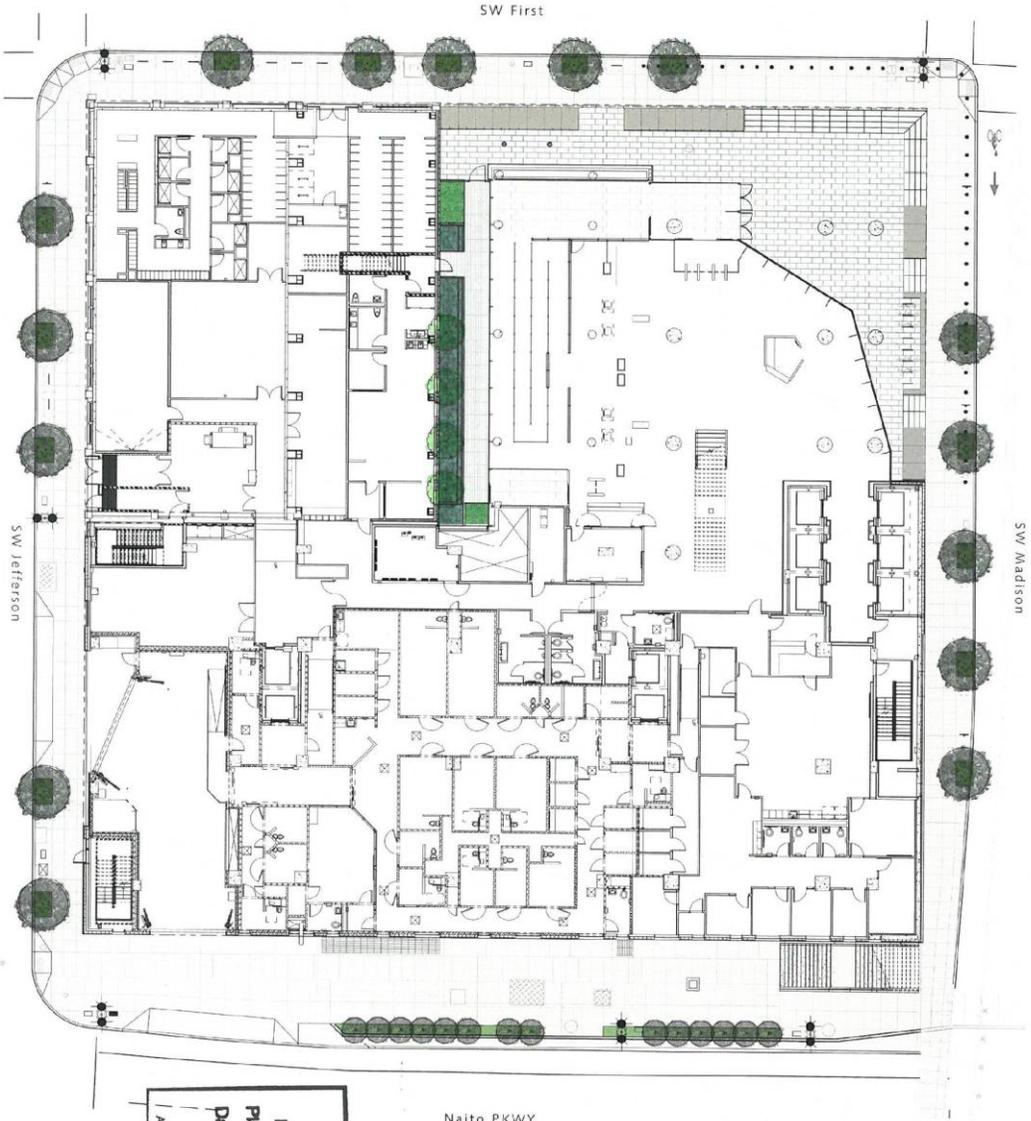
ZONING



This site lies within the:
CENTRAL CITY PLAN DISTRICT
DOWNTOWN SUBDISTRICT

-  Site
-  Also Owned Parcels
-  Recreational Trails
-  Historic Landmark

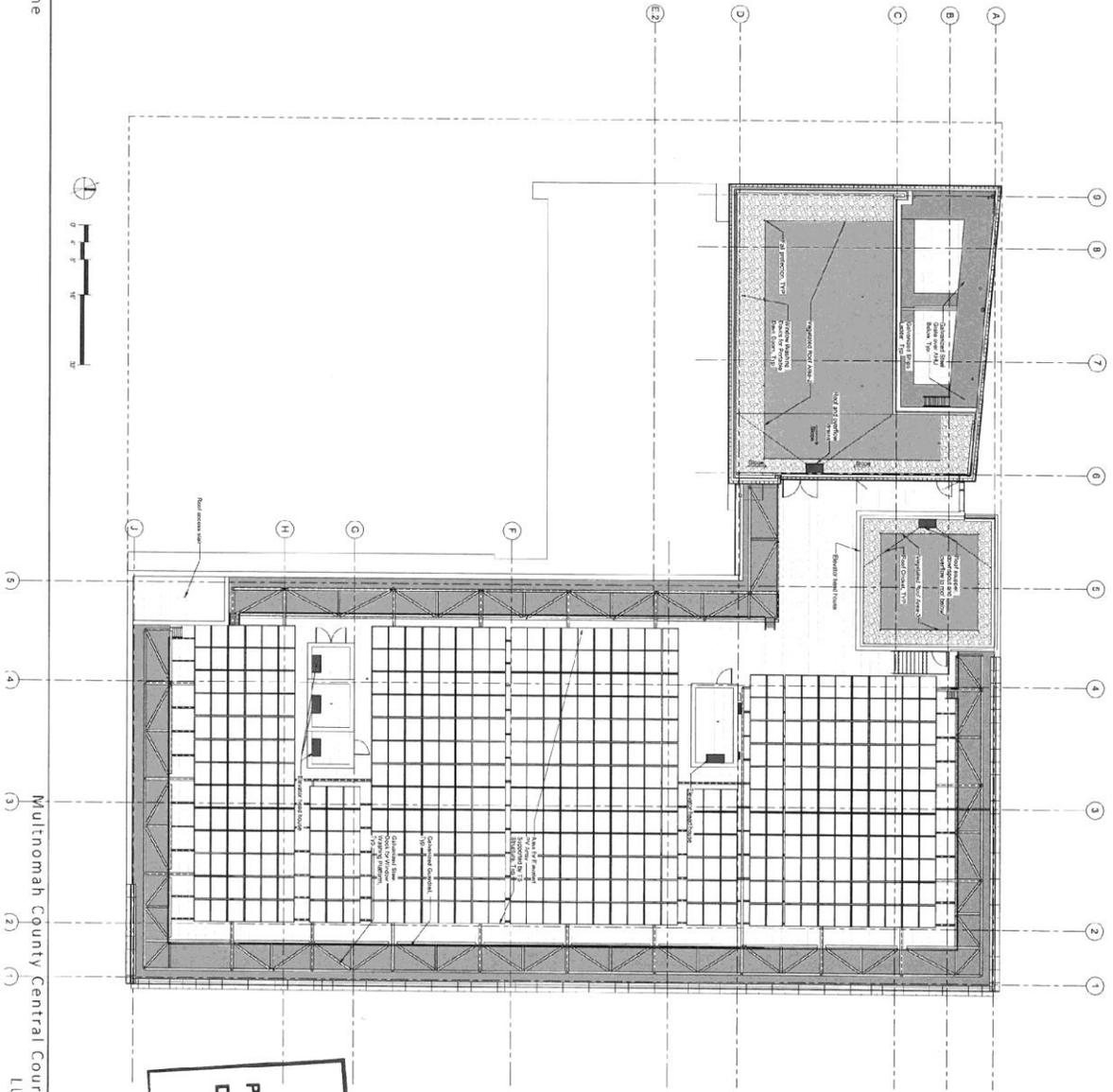
File No.	<u>LU 16-207720 HRM AD</u>
1/4 Section	<u>3129</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1S1E03BD 800</u>
Exhibit	<u>B</u> (Jul 25, 2016)



Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date 12/12/16
* This approval applies only to the
revisions requested of approval
subject to all
Additional zoning requirements may apply.

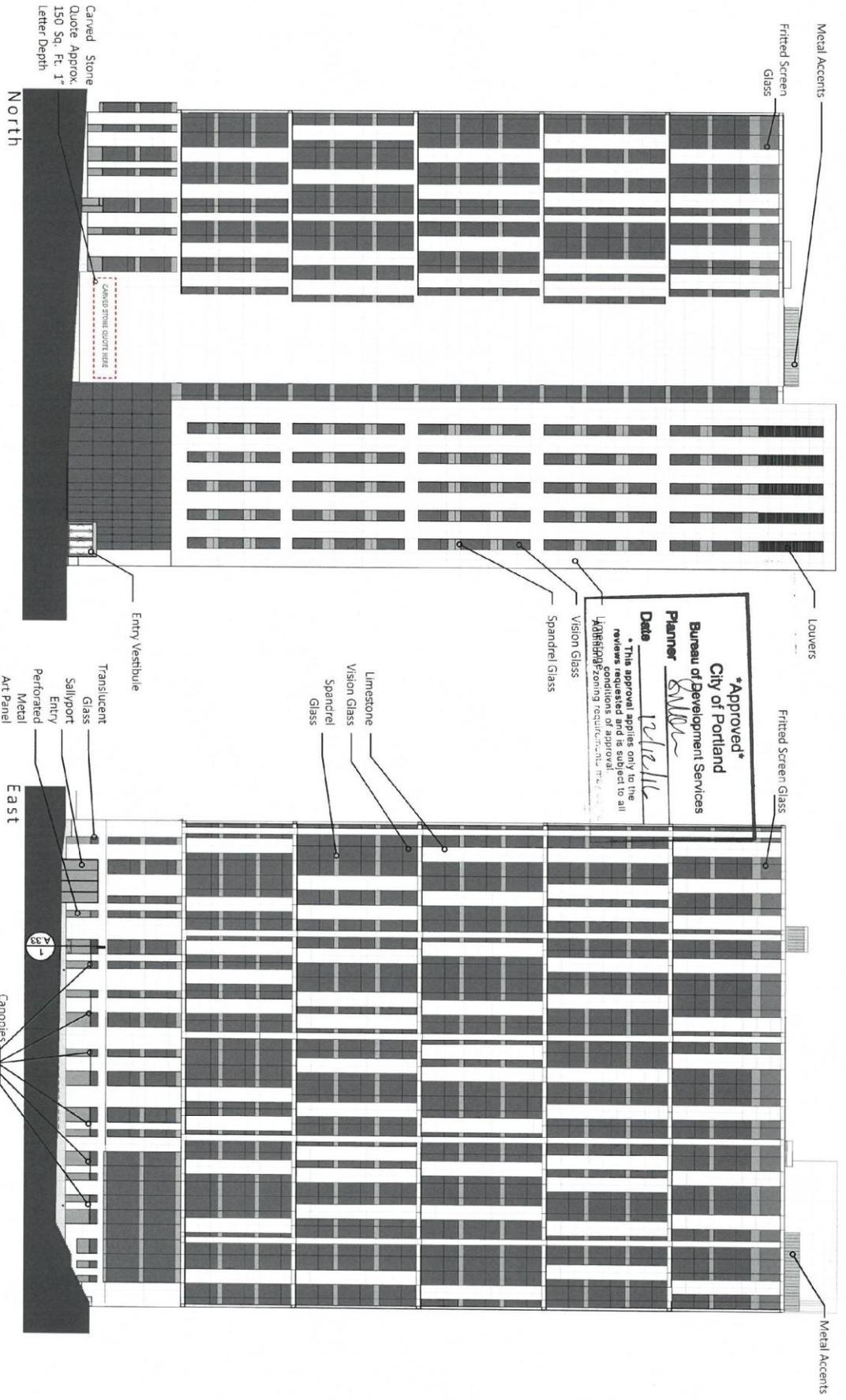
Floor Plan - Roof

SRG Partnership | GGL Ricci Greene
December 12, 2016



Approved
City of Portland
 Bureau of Development Services
 Planner *[Signature]*
 Date *12/12/16*
 * This approval applies only to the reviews conditions of approval. Additional zoning requirements may apply.

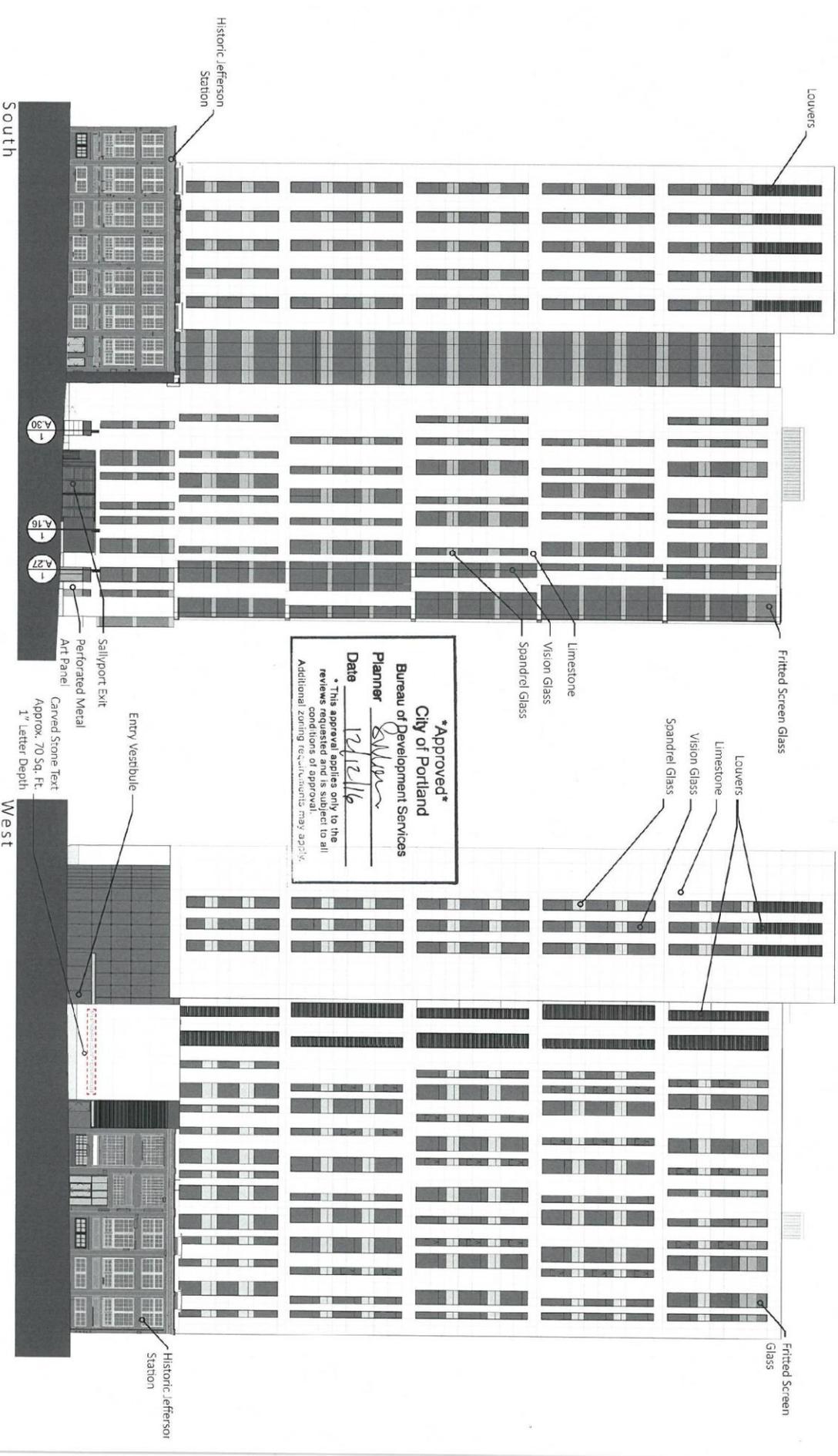
Multnomah County Central Courthouse | Historic Design Review
 LU 16-207720 HRM AD Exhibit C22



Elevations

SRG Partnership | GGL Ricci Greene
December 12, 2016

Multnomah County Central Courthouse | Historic Design Review
LU 16-207720 HRM AD Exhibit C24



Elevations

SRG Partnership | GGL Ricci Greene
 December 12, 2016

Multnomah County Central Courthouse | Historic Design Review
 LU 16-207720 HRM AD Exhibit C25

West Avenue Elevation - Jefferson Station - **Option B**

APPROVED

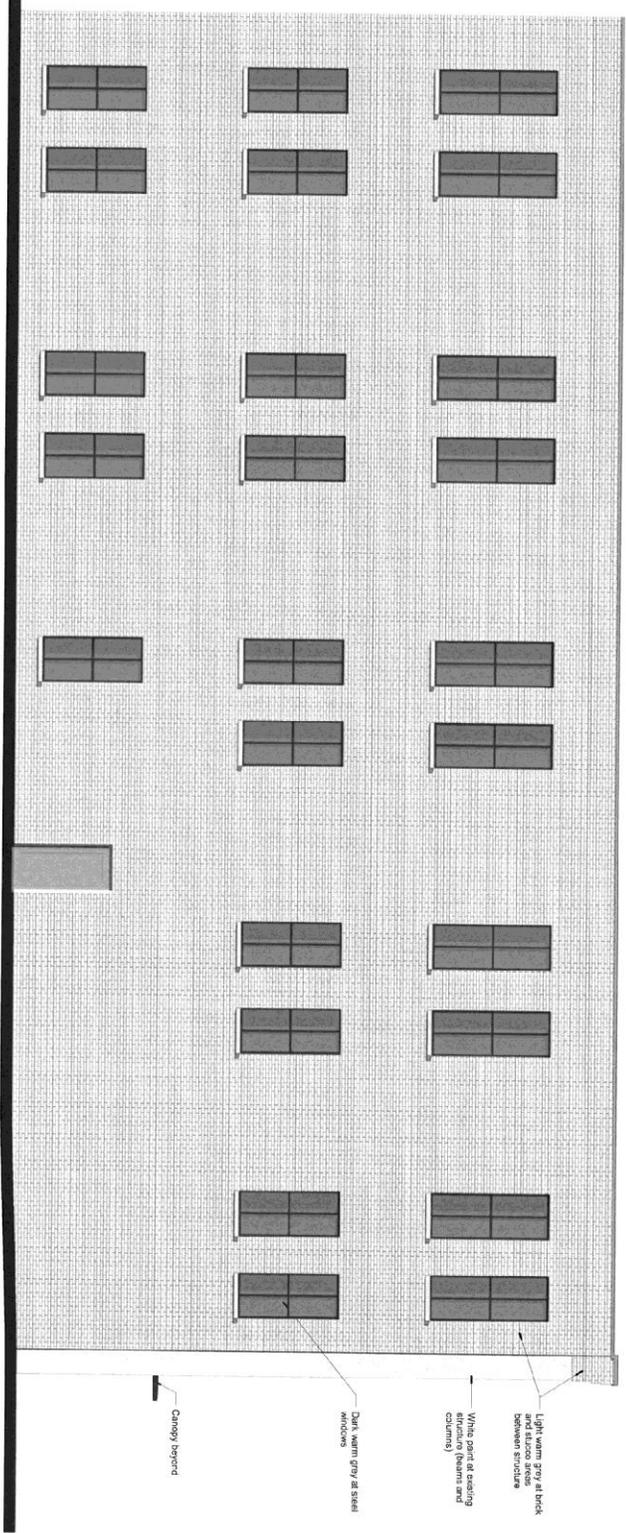
SEE CONDITION D FOR
FOOTED GLASS INSTEAD
OF SHADOW BOX



Approved
City of Portland
Bureau of Development Services

Planner *[Signature]*
Date *12/12/16*

* This approval applies only to the reviews requested and subject to all conditions of approval. Amendments may apply.



North Elevation Rendering, Jefferson Station

North Elevation - Jefferson Station

SRG Partnership | GGL Ricci Greene
December 12, 2016

Approved
 City of Portland
 Bureau of Development Services
 Planner *[Signature]*
 Date *12/12/16*

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Jefferson Street Elevation - Jefferson Station

SRG Partnership | CGL Ricci Greene
December 12, 2016

Multnomah County Central Courthouse | Historic Design Review
LU 16-207720 HRM AD Exhibit C33



Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *12/12/16*

* This approval applies only to the review conditions of approval. Additional zoning requirements may apply.

SEE CONDITION E FOR TRANSLUCENT BRAZING REQS!