



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**  
FROM CONCEPT TO CONSTRUCTION

Ted Wheeler, Mayor  
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[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

**Date:** May 3, 2018  
**To:** Interested Person  
**From:** Emily Hays, Land Use Services  
503-823-5676 / [Emily.Hays@portlandoregon.gov](mailto:Emily.Hays@portlandoregon.gov)

## **NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD**

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision 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 18-138754 DZ – *ANTI-RAM BARRIER***

#### **GENERAL INFORMATION**

**Applicant:** Amy Tallent | VLMK Engineering  
3933 SW Kelly Avenue | Portland, OR 97239  
[amyt@vlmk.com](mailto:amyt@vlmk.com)

**Owner:** IEH Portland LLC  
121 SW Salmon Street | Portland, OR 97204

**Site Address:** **26 SW Salmon Street**

**Legal Description:** BLOCK 6 LOT 1-8, PORTLAND  
**Tax Account No.:** R667700970  
**State ID No.:** 1S1E03BD 00200  
**Quarter Section:** 3129

**Neighborhood:** Portland Downtown, contact Rani Boyle at 503-725-9979.  
**Business District:** Downtown Retail Council, contact Sandra McDonough at 503-552-6762.  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City - Downtown  
**Zoning:** **CXd** – Central Commercial with Design Overlay  
**Case Type:** **DZ** – Design Review  
**Procedure:** Type II, an administrative decision with appeal to the Design Commission.

**Proposal:**  
The applicant is seeking Design Review approval for a new truck barrier at the 3 World Trade Center loading dock entry. The proposed truck barrier is rated to impede vehicles reaching speeds up to 30 mph and will be located approximately 6' back from the face of the building and 23' from the adjacent right-of-way. The barrier arm is approximately 14'-3" wide.

Design Review is required for non-exempt alterations in the Central City Plan District.

#### **Relevant Approval Criteria:**

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

- Central City Fundamental Design Guidelines

## ANALYSIS

**Site and Vicinity:** The World Trade Center, designed by Zimmer Gunsul Frasca and constructed in 1974, is a complex of three buildings housing offices, ground level retail, parking and building services located in Portland's downtown. These three buildings are tied together with skybridges to form an ensemble of modernist forms. Building 3 of the World Trade Center is a 152,701-square-foot office building occupying an entire city block, bounded by SW Salmon Street to the north, SW Main Street to the south, SW 1<sup>st</sup> Avenue to the west, and SW Naito Parkway to the east. This building is five stories high, with a smaller two stories of enclosed space above the five stories of office space. This structure is modern in design with an emphasis on building volume rather than ornamentation. The top two stories are set back on three sides and the cornice line at the fifth story is very clean. An open mechanical courtyard is located on the fifth floor to completely conceal major mechanical equipment.

The site is adjacent to SW Naito Parkway and Governor Tom McCall Waterfront Park near the west end of the Hawthorne Bridge. This building is particularly visible from points south and east. The entire site is located within the Central City Plan District and the Downtown Pedestrian District.

SW 1<sup>st</sup> Avenue is a designated Central City Transit/Pedestrian Street and a Transit Access Street. SW Taylor, SW Salmon, and SW Naito Parkway are designated Traffic Access Streets. The site is within the Downtown Pedestrian District and is across the street from Governor Tom McCall Waterfront Park and the Willamette River.

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

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

- SR 33-69: Sign approval.
- DZ 5-74: Design review approval for new building complex.
- CU 030-82: Conditional Use approval with conditions for parking
- LUR 95-00240 DZ: Design review approval of new signage program.
- LUR 96-00230 DZ: Design Review approval with conditions to mount 3 antenna arrays to the roof parapet, to be painted to match the building's color.
- LUR 99-00457 DZ: Design Review approval to install 9 panel antennas and associated equipment in 3 sectors.
- LU 05-137747 DZ: Design Review case to install 12 PCS antennas and associated equipment cabinets on the building.
- LU 09-105706 DZ: Design Review to install rooftop antennas and microwave dishes. City approval of two microwave dishes but denial of six panel antennas.
- LU 11-124367 DZ: Design Review approval to replace 3 antennas with 3 larger antennas and associated equipment.
- LU 12-204621 DZ: Design Review approval to replace 6 antennas for 6 larger antennas and associated equipment.
- LU 13-212050 DZ: Design Review approval to install 20 new antennas behind a wireless-transparent shroud on the roof of the existing building.
- LU 14-230997 DZ: Design Review approval for changes to existing antennas on site.
- LU 15-203279 DZM: Design Review approval for changes to existing rooftop mechanical.

**Agency Review:** A “Notice of Proposal in Your Neighborhood” was mailed **April 5, 2018**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Site Development Section of BDS
- Bureau of Transportation Engineering, See Exhibit E-1
- Fire Bureau, See Exhibit E-2
- Life Safety Section of BDS, See Exhibit E-3

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on April 5, 2018. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

## ZONING CODE APPROVAL CRITERIA

### Chapter 33.825 Design Review

#### Section 33.825.010 Purpose of Design Review

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

#### Section 33.825.055 Design Review Approval Criteria

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

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Central City Fundamental Design Guidelines.

#### Central City Fundamental Design Guidelines

These guidelines provide the constitutional framework for all design review areas in the Central City.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland’s character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

#### Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City’s districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City’s districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.*

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for

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

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

**Findings for B1 & B2:** The barricade is intentionally located to address site constraints. The proposed truck barrier was identified as a necessary improvement by a third party physical security consultant, and is one of several security measures PGE, a building tenant, has committed to implementing at this site. Given the security needs at this site and the limited options to minimize the prominence of the barrier, the applicant has worked to prevent negative impact on the public realm. The proposed location exceeds the minimum PBOT requirement of 20' to allow a single vehicle to queue without blocking the right-of-way. The barrier is recessed as far as possible within the loading space without compromising the clear height necessary for the arm to raise. This balance maintains the current zone for pedestrian travel. *These guidelines have been met.*

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

**Findings:** The proposal promotes quality and permanence through the use of high-quality, durable materials. The proposed security enhancements consist of an anti-ram barrier constructed to withstand vehicles moving at up to 30 MPH. The housing and receiver assembly are secured to the concrete foundation with 16" threaded rods. The security barrier will be placed 6' from the adjacent building face within the existing loading dock opening, resulting in minimal visual impacts on the exterior of the structure. *Therefore, these guidelines are 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.

**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 C3 & C5:** The proposed security barrier will be a modest addition to the existing building. The barrier arm will span a length of approximately 11'-10" at the sidewalk level. While the entire assembly is more than 20' wide, the security barrier is a light touch, affording continued views into and out of the loading space. Similar access control barriers are located onsite and in the surrounding area. The proposed anti-ram barrier will function to provide a secure area, while the setback from the exterior building face helps maintain a coherent composition of the facades. *Therefore, these guidelines are met.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

## CONCLUSIONS

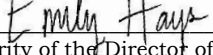
The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable design guidelines and therefore warrants approval.

**ADMINISTRATIVE DECISION**

Approval of Design Review for a new truck barrier at the 3 World Trade Center loading dock entry, per the approved site plans, Exhibits C-1 through C-5, signed and dated April 30, 2018, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 18-138754 DZ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

**Staff Planner: Emily Hays**

**Decision rendered by:**  **on April 30, 2018**  
By authority of the Director of the Bureau of Development Services

**Decision mailed: May 3, 2018**

**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 March 21, 2018, and was determined to be complete on March 30, 2018.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore, this application was reviewed against the Zoning Code in effect on March 21, 2018.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: July 28, 2018.**

**Some of the information contained in this report was provided by the applicant.**

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

**Conditions of Approval.** If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the

use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

**Appealing this decision.** This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 17, 2018** at 1900 SW Fourth Ave. Appeals can be filed at the 5<sup>th</sup> floor reception desk of 1900 SW 4<sup>th</sup> Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at [www.portlandonline.com](http://www.portlandonline.com).

**Attending the hearing.** 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 the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

**Recording the final decision.**

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **May 18, 2018** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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

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

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

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

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

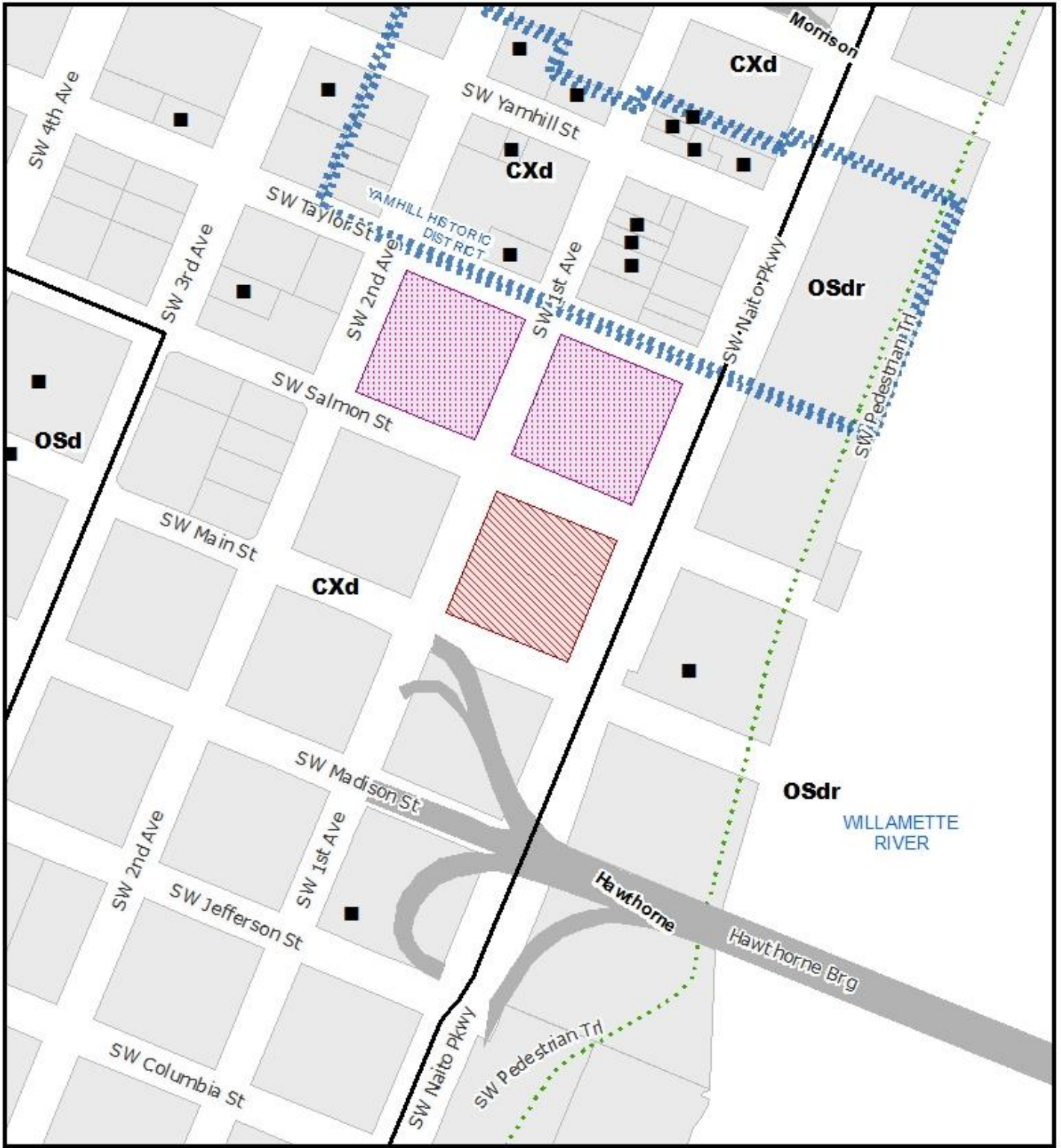
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

**EXHIBITS**

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittal
  - 1. Project Narrative
  - 2. PGE Memo
  - 3. Cover Sheet & Plans
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. Cover Sheet & Plans
  - 2. Floor Plan (attached)
  - 3. Partial North Elevation (attached)
  - 4. Anti-Ram Barrier
  - 5. Barrier Details
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Bureau of Transportation Engineering and Development Review
  - 2. Fire Bureau
  - 3. Life Safety Review Section of BDS
- F. Correspondence: None.
- G. Other:
  - 1. Original LU Application
  - 2. Email Correspondence

**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).**



# ZONING



THIS SITE LIES WITHIN THE:  
CENTRAL CITY PLAN DISTRICT  
DOWNTOWN SUBDISTRICT

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

File No.	LU 18-138754 DZ
1/4 Section	3129
Scale	1 inch = 200 feet
State ID	1S1E03BD 200
Exhibit	B Mar 23, 2018



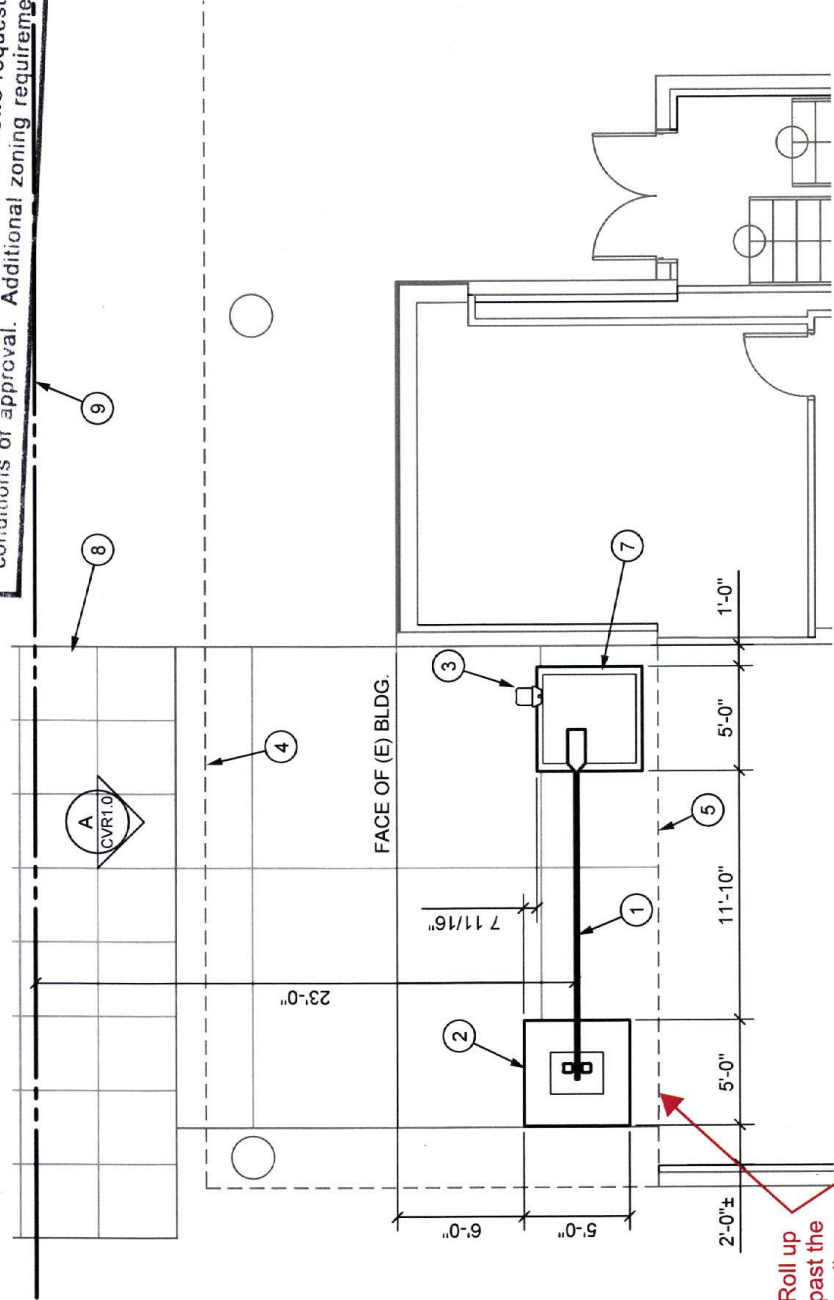
\*Approved\*

City of Portland - Bureau of Development Services

Planner Erin Hays

Date 4/30/18

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



# FLOOR PLAN

SCALE: 1/8" = 1'-0"

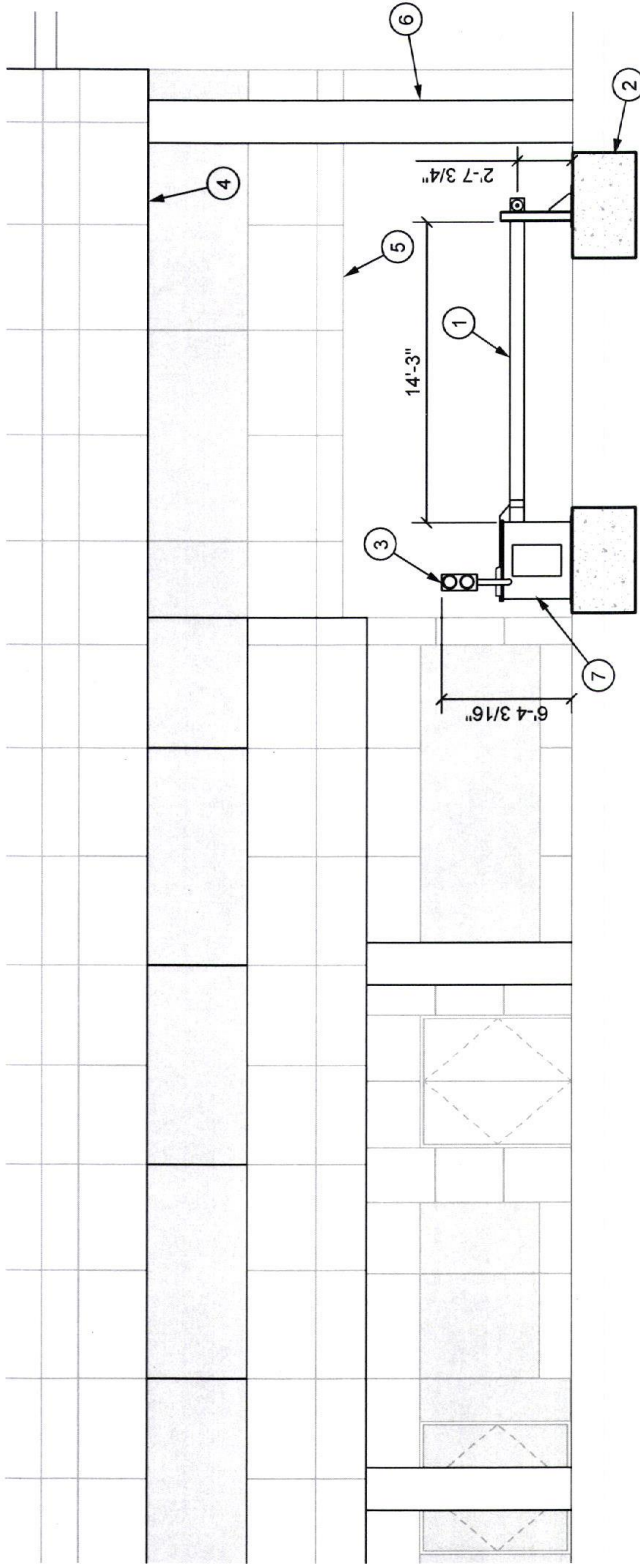
Note: Existing Rapid Roll up door is located 20'-0" past the edge of existing building line, down this garage entrance.



**3WTC - Plaza Level Security Gate**  
26 SW Salmon Street, Portland, OR 97204  
VLMK Job No. 20180093 3-30-18

LU18-138754DZ

\*Approved\*  
 City of Portland - Bureau of Development Services  
 Planner Emily Hays Date 4/30/18  
 \* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



**PARTIAL NORTH ELEVATION**

A  
 CVR1.0

SCALE: 1/8" = 1'-0"

LU18-138754 DZ

C.3

3WTC - Plaza Level Security Gate  
 26 SW Salmon Street, Portland, OR 97204  
 VLMK Job No. 20180093 3-30-18