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FINAL FINDINGS AND DECISION BY THE LANDMARKS COMMISSION RENDERED ON June 24, 2019

CASE FILE NUMBER: LU 19-142823 HRM, AD
PC # 18-260759

PAE Living Building

BUREAU OF DEVELOPMENT SERVICES STAFF: Grace Jeffreys 503-823-7840 / Grace.Jeffreys@portlandoregon.gov

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.

GENERAL INFORMATION

Applicant:	Milena Di Tomaso, ZGF Architects 1223 SW Washington Ste 200, Portland OR 97205 milena.ditomaso@zgf.com, 503.863.2425
Owners:	Greg, Mark and Matthew Goodman, L-126 LLC 920 SW 6th Ave., Portland OR 97204
Site Address:	**SW 1ST AVE**
Legal Description:	BLOCK 28 LOT 2 EXC NLY 32.96', PORTLAND; BLOCK 28 LOT 3&4, PORTLAND
Tax Account No.:	R667704230, R667704240, R667704240
State ID No.:	1N1E34DC 02500, 1N1E34CD 02000, 1N1E34CD 02000
Quarter Section:	3029
Neighborhood:	Old Town Community Association, contact Peter Englander at treasurer@oldtownchinatown.org or Will Naito at planning@pdxoldtown.org
Business District:	Downtown Retail Council, contact at lfrisch@portlandalliance.com & Old Town Community Association, contact at chair@oldtownchinatown.org.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Central City - Old Town/Chinatown
Other Designations:	Non-contributing resource (surface parking lot) located in the Skidmore /Old Town Historic District
Zoning:	**CXd**, Central Commercial with Design (d) and Historic Overlays
Case Type:	**HRM, AD**, Historic Resource Review with Modification and Adjustment
Procedure:	Type III, with a public hearing before the Landmarks Commission. The decision of the review body can be appealed to City Council.

Proposal:
The applicant seeks Historic Resource Review approval for a new five-story, approximately 57,755 SF building with retail and support spaces at the ground level and office spaces above, located in the Skidmore/Old Town Historic District and the Central City Plan District. The approximately quarter-block site is located at the northwest corner of SW 1st Avenue and SW Pine Street and is currently a surface parking area. The building structure consists of cross laminated timber (CLT) and is designed to meet the Living Building Challenge (LBC) guidelines. Exterior cladding materials include textured brick veneer, custom finished aluminum panels, aluminum storefronts at ground level and fiberglass windows above.

Additional reviews include:
- Adjustment to Loading, 33.266.310.C.2 – To reduce the required number of loading spaces from two to zero.
- Modification to Ecoroof, 33.510.243 – To reduce the required amount of ecoroof from 100 percent to zero percent of the roof area.

Floor Area Ratio (FAR): The project site is allowed 4:1 FAR per map 510-2, which for the 11,700 SF site allows 46,800 SF of floor area. The project seeks an additional 10,955 SF of floor area, or 0.93:1 FAR, which will need to be gained through bonus or historic transfer options, per 33.510.205 (Exhibits APP.31 and 32).

Bike Parking: The project intends to meet the long-term bike parking requirements on site, and to pay into the bike fund to meet short-term bike parking requirements, since these cannot be met on-site.

Historic Resource Review is required for new development within a Historic District, per PZC Section 33.846.060.B.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the approval criteria of Title 33, PZC. The relevant approval criteria are:
- Skidmore/Old Town Historic District Design Guidelines
- Central City Fundamental Design Guidelines
- Oregon Statewide Planning Goals
- 33.805.040, Adjustments, Approval Criteria
- 33.846.070, Modifications Considered During Historic Resource Review

ANALYSIS

Site and Vicinity: The subject site is located within the Skidmore/Old Town Historic District. It is a non-contributing parcel, currently used for automobile parking. It is bound by SW 1st on the east, SW Pine Street on the south, the "United Carriage and Baggage Transfer Co. Building", a National Register Landmark, on the west, and a surface parking lot on the north. A Local Landmark, the Glisan Building and a contributing building at 124 SW Ash are also on the block.

The Skidmore/Old Town Historic District was listed in the National Register of Historic Places on December 6, 1975, and due to its significance, later listed as a National Historic Landmark on May 7, 1977. The district was listed for being nationally significant for both its historical association with the early development and economic growth of the city of Portland, which was the most important urban center of the late 1800s, as well as for its exceptional architectural collection, including mid- to-late 19th Century cast iron commercial buildings.

The site is located within the Downtown Pedestrian District and the Old Town/ Chinatown Bicycle District. The City's Transportation System Plan (TSP) classifies the abutting rights-of-way (ROWs) as follows:

- *SW 1st Avenue:* Regional Transitway/ Major Transit Priority Street, Central City Transit/ Pedestrian Street, and Local Service Street for other modes.
- *Sw Pine Street:* City Walkway and Local Service Street for other modes.

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

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

The 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 2035 Plan. The regulations address the unique role the Central City plays as the region's premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. The site is within the Old Town/Chinatown Subdistrict of this plan district.

Land Use History: City records indicate no applicable prior land use reviews.

Agency Review: A "Request for Response" was mailed **May 9, 2019**. The following Bureaus have responded with no issues or concerns:
- Bureau of Environmental Services (Exhibit E.1)
- Bureau of Transportation Engineering (Exhibit E.2)
- Water Bureau (Exhibit E.3)
- Fire Bureau (Exhibit E.4)
- Life Safety Section of BDS (Exhibit E.5)
- Bureau of Parks-Forestry Division (Exhibits E.6a and 6b)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **May 24, 2019**. Two written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Darrell Sumner, June 9, 2019, wrote in support of building design but noted concerns about adding more use without adding more parking.

   Staff Response: Parking minimums and maximums are not within the scope of Historic Resource Review. Parking requirements (minimums and maximums) in the Zoning Code are established in a legislative process with review and approval by the Planning and

Sustainability Commission (PSC) and City Council. The Historic Landmarks Commission has no authority to require any changes to parking requirements in the Zoning Code. Concerns regarding these, or other development regulations, should therefore be directed to the PSC or Bureau of Planning and Sustainability Staff (BPS) Staff. *https://www.portlandoregon.gov/bps/index.cfm?*

2. Helen Ying, Chair Old Town Community Association, June 12, 2019, wrote in support of the proposal. The Community Association appreciated the revised proposal that added greater attention to the detail of the brick coursing and other refinement. They asked that a condition of approval be added requiring a covenant that the building owners highlight the story of the historic district with prominent display within the building. They also requested that the pedestrian zone along the SW 1st frontage be prioritized above the furnishing zone and width of the street.

   Staff Response: It is not within the historic resource review criteria or the purview of the Historic Landmarks Commission to require a covenant for such an internal display, however, the applicant and the neighborhood can discuss this outside of this review.

Procedural History: This proposal was heard before the Historic Landmarks Commission at a voluntary Design Advice Request (DAR) meeting held January 28, 2019.
Following, is a summary of that procedural history. A more detailed response can be found in the applicant's narrative dated 6/4/19, Exhibit A.7:

DAR – January 28, 2019 (Commissioners present: Minor, Chung, Roman, and Smith)

Executive Summary: Commissioners present expressed support of general massing, scale and form, but to fit in to the historic context better, the tripartite composition needed further refinement, the composition needed a clearer hierarchy, more texture was needed generally, and richer detail was needed, especially at the ground level.

Type III hearing – June 24, 2019 (Commissioners present: Foty, Fuenmayor, Roman, and Smith)

Executive Summary: Commissioners present expressed support for the proposal:

- Proposal is subtle, elegant and precedent setting for new development in the Historic District.
- The applicant wAs also commended on aspiring to the Living Building Challenge.
- This will be a great building, and addition to the Historic District, and especially support the idea of a Living Building in a historic neighborhood.
- Great example of the success of the DAR process. The applicant brought a sound proposal to the DAR and came back at the Land Use Review with a strong response to DAR comments that included simplifications and clarifications.

The Commission voted 4 to 0 to approve the Staff Report for the proposal.

ZONING CODE APPROVAL CRITERIA

(1) 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 located within the Skidmore/Old Town Historic District. Therefore,

the proposal requires Historic Resource Review approval. The relevant approval criteria are the Skidmore/Old Town Historic District Design Guidelines and the Central City Fundamental Design Guidelines.

Central City Fundamental Design Guidelines and Skidmore/Old Town Historic District Design Guidelines

The Skidmore/Old Town Historic District is a unique asset to Portland and has been recognized nationally by its placement on the National Register of Historic Places. In addition, the Skidmore/Old Town Historic District has been identified as a National Landmark, of which there is only one other in Portland, Pioneer Courthouse. There are certain procedures and regulations the City has adopted for the protection and enhancement of the Skidmore/Old Town Historic District.

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.

Skidmore/Old Town Historic District Design Guidelines and Central City Fundamental Design Guidelines (CCFDG)

A1.a. Reinforce the Predominant Scale and Massing of the Historic District.
D3. Develop Respectful Relationships to Adjacent Historic Buildings.
D4. Design the Scale or Apparent Scale of New Buildings to be Compatible with the Character of the District.
CCFDG A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.
CCFDG C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings for A1.a, D3, D4, CCFDG A3 and CCFDG C4:

- **Fine grain:** The district is comprised of a relatively fine grain urban grid. The Skidmore / Old Town Historic District is one of the oldest areas in the City of Portland, with the 200' square blocks historically being divided into eight 50'x100' lots. Multiple individual buildings typically comprise a block face, full block developments are uncommon. The proposed project utilizes two joined parcels, the first being roughly 100 feet by 100 feet square at the corner of SW Pine and SW 1st Avenue, the second abutting to the north with a 17-foot frontage on SW 1st Avenue and depth of approximately 100 feet. The building footprint occupies just over a quarter of the block. The proposed strong simple quarter-block massing with a strong rhythm of bays and tripartite composition provides a compatible response to the existing fine-grained building massing of the district.
- **Height:** The building is taller than most buildings in the district, therefore, its compatibility with its context is even more important. Therefore, the proposal uses numerous strategies to respond to the historical context, including a tripartite composition, the extensive use of proportion, a balance of vertical and horizontal datums, materials, extensive detail in the brick and storefronts, glazing proportions, a tall ground level, and ground level active uses. All these tools help the building fit within its fine-grained, pedestrian-oriented historic context.

These guidelines are met.

A1.b. Reinforce Pedestrian Scale and Orientation in the District.
D6. Reflect the Pattern of Tall First Stories in the District.
D7. Strengthen the District's Pattern of Large Plate Glass Windows and Tall Doors on Ground Floors and Smaller Detailed Windows on Upper Floors, Both with Clearly Defined Window Surrounds.
CCFDG 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.
CCFDG 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.
CCFDG 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.
CCFDG 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.
CCFDG C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.
CCFDG 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.
CCFDG C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings for A1.b, D6, D7, CCFDG A8, CCFDG B1, CCFDG B4, CCFDG C1, CCFDG

C6, CCFDG C8 and CCFDG C9: The proposal uses many features to reinforce the pedestrian scale of the historic district.

- **Active Uses:** The ground level features active uses along both street frontages, with retail spaces, a main entrance lobby and an office /amenity space. Service uses have been pushed into the back of the building, minimizing their presence on the frontages.
- **Glazed ground level:** The ground level is a generous 16' tall floor-to-floor and is highly glazed. This creates a strong and transparent base, and along with the active uses proposed along the frontages, will provide visual and physical connections into the building's active interior spaces from adjacent sidewalks.
- **Entry Setbacks:** Historic documents, photos and site survey indicate that entries in the district are often denoted by a setback in the building facade at the primary building entry as well as the use of increased articulation or detail to provide visual cues and hierarchy to primary entry points. The proposed project's primary entry is on SW 1st Avenue and is expressed by a setback in the building façade. The retail entries facing SW Pine are also recessed, and are more subtly expressed along the frontages, creating an appropriate hierarchy of entries.
- **Ground level pedestrian environment:** The strong rhythm of piers with inset storefronts, paired with canopies overhead, planters, and recessed entry doors all work together to provide protected areas for building visitors as well as passersby to stop and pause, and create transitions between the sidewalk and the interiors.

These guidelines are met.

A2. Maintain and Strengthen the Street Wall in New Construction, Additions, and Improvements to Open Portions of Sites.
D2. Strengthen the Street Wall with New Buildings.
CCFDG A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings for A2, D2 and CCFDG A7: A defining characteristic of The Skidmore Old Town Historic District is a development pattern that resulted in a strong and continuous street wall.

- The proposed street wall is comprised of facades that are strong at the street level and on upper stories, with strong rhythmic fenestration and a balanced ratio of wall to window surfaces, and clear visual delineation between floors.
- The proposed project reinforces the continuity of the historic street wall by developing a strong and rhythmic facade that meets the lot line and extends to the building's full height. Fenestration is rhythmic in nature and articulated to express floor levels and key proportional datums found in the district.

These guidelines are met.

A3. Reintegrate Cast Iron into the District.
D1. Integrate the Design of New Buildings with the Cast Iron Character of the Historic District.
D5. Emphasize a Horizontal and Vertical Articulation in New Buildings Which Relates to the Characteristics of the District's Italianate Buildings.
CCFDG A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.
CCFDG A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.
CCFDG 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 A3, D1, D5, CCFDG A2, CCFDG A4 and CCFDG C5: The building design proposed takes numerous cues from the existing historic buildings in the district.

- **Tripartite Composition:** Articulation and detail have been added to the brickwork, storefronts, and bases at the ground plane to differentiate the sidewalk-level of the building. At the mid-level, the windows have been aligned and the piers have been regularized within the overall composition to reinforce the vertical expression of the proposal and provide a strong rhythm. At the cornice level, articulation and detail has increased to define a weight at the cornice line that is compatible with the context. The cornice line has also been broken to allow the vertical elements of the façade to extend to the cornice cap, improving the cornice condition and the proportions of the upper level windows.
- **Proportions:** As noted above, buildings in the district present strong and rhythmic facades that meet the lot lines and extend to the buildings' full heights. While buildings may be varied in height, the proportional systems were applied with some rigor, resulting in an overall continuity of the district, but with some variation in datums at the detailed level.

  The proposal uses the same vertical proportional breakdown and relationships to define its facade approach, including articulation of base, body and top, utilization of the golden ratio in the proportional composition, and variation in the window shape or pattern within the facade to further reinforce the vertical hierarchy.
- **Cast Iron:** The Skidmore/Old Town Historic District is notable for its cast iron collection as well as the masonry detail work of its buildings. The proposed building design builds on that character with proportions and brick detailing that are designed to take on similar proportions of the district's cast iron facades.
- **Side Walls.** Proposed side walls are clad with brick, a high quality and permanent material typical in the historic district. Proposed windows in side walls add articulation and enrichment to the side walls. Additional articulation is provided by special coursing at floor levels and jointing aligned with windows.
- **Alternative options.** Proposal also includes alternative options (Exhibits C.11, C.13, C.16 and C.19).
  - On the two street elevations, an alternative option includes an additional retail bay on each frontage, to provide an opportunity to further divide up retail spaces in the future.
  - On the upper floors of all facades, an alternative option proposes shorter casements with taller transoms, to allow a level of flexibility in specifications to ensure size of operable windows doesn't exceed manufacturers tolerances for weather protection.
  - On the side walls, an alternative option includes an additional vertical bay of windows, if future budgets allow.

  The Commission found that both the base proposal, as well as the alternative options, retained the coherency of the proposal. Additionally, more retails bay entries on the street frontages and vertical window bays on the side walls would add additional activity to the facades.

These guidelines are met.

A4. Select Historically Compatible, High Quality Materials with Finishes and Colors that are Appropriate to the District.

D8. Incorporate and Reflect a Rich Textural Quality, a High Level of Detail, and Skilled Craftsmanship.
D9. Use Exterior Materials and Colors Where Materials are Permanent that are Visually Compatible with the Architectural Character and the Surrounding Buildings.
CCFDG C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

Findings for A4, D8, D9 and CCFDG C2: The material palette takes inspiration from the unique character of the historic brick structures in the district and seeks to complement their rich texture and variation.

- **Brick.** The project proposes light clay body brick with rough "mission" texture finish (Exhibit C.39). While the proposed brick is a single-color as opposed to a blend, variations in color will be visibly present due to slight changes in tone during the firing process. The project also proposes the use of brick joint tooling to develop shadow play and the rough-cut mission texture will give a richness and depth to the surface.

  The brick is detailed with coursings and setbacks to add a rich level of texture and scale to the façades. Soldier course bricks are used as part of the ground floor arcade expression, upper window openings, and cornices to modulate the scale of the vertical interest and develop a level of richness and detail.

  The brick proposed at the street-facing facades is a Norman sized brick (3" x 12") which is longer than the typical size brick used in a historic district (3" x 8"). However, because the street-facing facades are a highly articulated expression with detailed vertical and horizontal brickwork, rather than a flat wall plane with punched openings, the effect of the longer Norman-sized brick will not take away from the qualities of the historic district.

  The brick proposed at the side walls are a taller Norman brick (4" x 12"), which has been carefully articulated with a recess at the junctions where the street facades meet the side walls and floor level coursings to reconcile the two brick sizes at each floor (Exhibit C.28).

- **Storefronts.** An aluminum storefront system is proposed at the first level with a 2-inch profile, and profiled trim caps have been added to provide a finer level of detail (Exhibit C.39, with detail profile on Exhibit C.27). The team has advised they selected the clearest (highest visible transmission) glass possible that still meets Oregon's new 2019 Energy Code.

- **Upper Windows.** A fiberglass triple-glazed window is proposed for the upper floors, to enable the proposal to meet the high level of thermal resistance required to meet the Living Building Challenge (Exhibit C.39).

- **Metal Panels.** Custom finished aluminum panels are proposed at infill locations between the brick piers and the windows. (Exhibit C.39). At the ground level, a shadow line that mimics a window sill has been added to create depth and shadow below the storefronts.

These guidelines are met.

A5 Install Lighting that Strengthens the Historic Character and Vitality of the District.
CCFDG 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 for A5 and CCFDG C12: A lighting plan is provided on Exhibit C42, and fixtures on Exhibit C.53. Details of how fixtures are integrated into the canopy design can be found on Sheet C.25, a lighting diagram is on sheet App. 37, and a nighttime

rendering is provided on App.02.

- Exterior lighting has been limited to entry zones on the first floor, with primary lighting elements being proposed only at entry points and integrated into the canopy design. Secondary lighting (low level scene lighting) has been provided to light planted areas adjacent to building entries.

These guidelines are met.

A6. Integrate Signage in a Manner that Contributes to the Character of the Building and the District.
CCFDG 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 for A6 and CCFDG C13: A signage plan is provided on Exhibit C.56 (APP. 40), and retail sign details are on Exhibit C.38.

- **Main building signage:** No details have been identified for the main building signage, so no signage can be approved for these.
- **Retail Signage:** Detail information has been provided for the brackets and location of retail signage, which are carefully integrated into the skin of the building.

Any future signage will require a separate follow-up Historic Resource Review.

These guidelines are met.

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

Findings for CCFDG A5, CCFDG B3, CCFDG B5 and CCFDG B7:

- The building face will be located on the property line on SW 1st Avenue, in character with the historic district.
- Planters are proposed for the first floor, that in conjunction with building canopies, serve to provide visual hierarchy and interest to the building entry zones.
- Street trees are proposed along both street frontages. To ensure these trees remain successful, Urban Forestry has advised the applicant that the trees must be protected throughout all phases of development (Exhibit E6b).

These guidelines are met.

CCFDG 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.

CCFDG 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 CCFDG B2 and CCFDG B6:

- **Generally:** The proposal uses canopies, ground level recesses, setback entries, and street trees to protect the pedestrian**.**
- **Canopies:** According to the applicant, while historic documents, photos and site survey indicate that entries in the district are often denoted by a setback in the building facade, the same reference materials indicate that when canopies were used at building entries they were often limited to the entry condition. Historic photographs and documents indicate that where canopies were more broadly used along a building face it was for the protection of goods being loaded, displayed or stored at the street face; and often were more temporary in nature, such as collapsible fabric awnings.

The project proposes a building canopy at the main building entry to provide hierarchy and focus to the façade, weather protection at the main lobby and a visual cue to vehicles and pedestrians as to drop off or entry location. At retail entries, weather protection is provided by three-foot setback, borrowing from the historic context of entry setbacks.

These guidelines are met.

CCFDG 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:

- A retail unit has been located at the corner of SW Pine and SW 1st to activate the junction, and the highly glazed corner storefronts have been brought closer to the property lines, and, with no canopies overhead, express a transparent and active corner treatment that reaches out to the neighborhood.

This guideline is met.

CCFDG 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:

- Rain water will be captured on site and reused in the building. Roof mounted mechanical equipment has been located away from the street frontages.
- Planters at level one will serve to take stormwater runoff from the overhead canopies.

These guidelines are met.

(2) 33.846 [Modifications] Purpose

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 design review process. However, modification to a parking and loading regulation within the Central City plan district may not be considered through the historic design review process. Modifications made as part of historic design review are not required to go through a separate

adjustment process. To obtain approval of a modification to site-related development standards, the applicant must show that the proposal meets the approval criteria. Modifications to all other standards are subject to the adjustment process. Modifications that are denied through historic design review may be requested through the adjustment process.

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

A. Better meets historic design review approval criteria. The resulting development will better meet the approval criteria for historic design 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 Modification(s) is requested:
- 33.510.243 – To reduce the required amount of ecoroof from 100 percent to zero percent of the roof area.

Modification #1: Ecoroof, PZC 33.510.243

Purpose Statement: Ecoroofs provide multiple complementary benefits in urban areas, inducing stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. The standards are intended to:
- Maximize the coverage of ecoroofs
- Allow for the placement of structures and other items that need to be located on roofs;
- Support the architectural variability of rooftops in the Central City.

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

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

A. Better meets historic design review approval criteria. The resulting development will better meet the approval criteria for historic design 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.

Findings: The proposal requests Modification to the Ecoroof standards. Due to Living Building Challenge (LBC) requirements associated with achieving net zero energy and water (as explained on App.45-47), the project is unable to meet the specific detailed requirements of the city's ecoroof ordinance. However, the project's approach to sustainability in general, and the specific requirements of the Living Building Challenge, allow it to essentially meet the intent of the ecoroof ordinance performance objectives.

The purpose of ecoroofs include stormwater management, reduction of air temperatures mitigation of urban heat island impacts, air quality improvement, urban green space, and habitat for birds, plants, and pollinators. In lieu of the eco-roof, the project provides urban agriculture and one acre of local site conservation, consisting of over six times the vegetated area as compared to compliant eco-roof. See Exhibit C, APP.45-47. Additionally, rain water is captured on site and reused in the building, and planters provided at level 5 and level 1 are proposed as habitat for urban wildlife and planting.

The Bureau of Environmental Services reviewed this Modification, and provided the following input: BES participates in the review of ecoroofs required under Portland City Code 33.510.243 to ensure the ecoroof is compliant with the Stormwater Management Manual (SWMM). The applicant is seeking a modification from the ecoroof standard, in which case they must show, in part, that an alternative stormwater management system can be provided to equally meet the stormwater management portion of the standard's purpose statement. The stormwater report currently provides enough information to show that the proposed structural detention facility can and will adequately meet SWMM requirements and therefore the stormwater management purpose of the ecoroof standard. Therefore, BES Staff finds the applicant's proposed stormwater management plan acceptable for the purpose of reviewing the historic resource review with modification and adjustment application.

Rooftop spaces of the building are proposed to accommodate mechanical equipment, solar panels, and stormwater-based water features. The aggregation and placement of mechanical and solar uses on the roof, mostly concealed from view by the parapets, helps to lift these otherwise unsightly building services off the ground level and away from the exterior elevations, better meeting *Guidelines C5 – Design for Coherency* and *C11 – Integrate Roofs and Use Rooftops.*

Therefore, this Modification merits approval.

(3) 33.805.010 [Adjustments] Purpose

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

The following Adjustment(s) is requested:

- 33.266.310.C.2 – To reduce the required number of loading spaces from two to zero.

33.805.040 Approval Criteria

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

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

Findings: The purpose statement for 33.266.310 states: "A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure 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."

The Portland Bureau of Transportation (PBOT) reviewed the request to reduce the required number of on-site loading spaces from two to zero and noted that with the closing of wide driveway approaches on SW Pine, additional curb space will be created. A loading demand study determined that existing on-street loading spaces have the capacity to serve the new building. *This approval criterion is met.*

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

Findings: The proposal is not located in a residential zone. The requested Adjustment to decrease the number of on-site loading spaces is consistent with the desired character of the historic district as it results in no curb-cuts or garage type openings in the building which would otherwise detract from the desired pedestrian character and result in fewer conflicts between pedestrians and loading vehicles. *For these stated reasons, the approval criterion is met.*

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

Findings: Only one Adjustment is requested. *Therefore, this criterion does not apply.*

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

Findings: By eliminating the required on-site loading spaces, the historic character of the Skidmore/Old Town Historic District is better preserved as garage doors are generally considered uncharacteristic of this mid- to late 19th Century historic district. *For these stated reasons, the approval criterion is met.*

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

Findings: The Bureau of Transportation has indicated that with the closing of wide driveway approaches on SW Pine, additional curb space will be created. A loading demand study determined that existing on-street loading spaces have the capacity to serve the new building. As such, PBOT does not anticipate any negative impacts because of the Adjustment. *For these stated reasons, the approval criterion is met.*

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

Findings: The proposal is not in an environmental zone. *Therefore, this criterion does not apply.*

(4) Oregon Statewide Planning Goals findings for site in the Central City Plan District

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

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

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

Goal 2: Land Use Planning
Goal 2 outlines the basic procedures of Oregon's statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

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

Goal 3: Agricultural Lands
Goal 3 defines "agricultural lands," and requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.
Goal 4: Forest Lands
This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

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

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

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

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

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

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

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

This site is within the Skidmore /Old Town historic District. Compliance with all requirements related to this designation have been verified as part of this land use review, as discussed earlier in this report. Therefore, the proposal is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality
Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Findings: Compliance with Goal 6 is achieved through the implementation of development regulations such as the City's Stormwater Management Manual at the time of building permit review, and through the City's continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities. The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed no objections to approval of the application, as mentioned earlier in this report. Staff finds the proposal is consistent with Goal 6.

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

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

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

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

Goal 9: Economy of the State

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

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

Goal 10: Housing

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

Findings: The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards. Since this proposal is not related to housing or to land zoned for residential use, Goal 10 is not applicable.

Goal 11: Public Facilities and Services

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

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

Goal 12: Transportation

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

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

Under the Oregon Transportation Planning Rule (TPR), which helps to implement Goal 12, the Central City is designated as a Multi-Modal Mixed-Use Area (MMA). The MMA designation is intended to foster a mixed-use, pedestrian-friendly center that allows a high intensity of uses. Development proposals are evaluated for their anticipated impacts to the safety of the transportation system.

The extent to which a proposal affects the City's transportation system is evaluated by the Portland Bureau of Transportation (PBOT). As discussed earlier in this report, PBOT evaluated this proposal and found The Portland Bureau of Transportation (PBOT) reviewed the proposal, which included a request to waive the requirement for on-site loading and noted that with the closing of wide driveway approaches on SW Pine, additional curb space will be created. A loading demand study determined that existing on-street loading spaces have the capacity to serve the new building. Therefore, the proposal is consistent with Goal 12.

Goal 13: Energy

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

Findings: With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to "make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs." This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current building code. For these reasons, staff finds the proposal is consistent with Goal 13.

Goal 14: Urbanization

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

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

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

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

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

Goal 16: Estuarine Resources
This goal requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units."
Goal 17: Coastal Shorelands
This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for "water-dependent" or "water-related" uses.
Goal 18: Beaches and Dunes
Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.
Goal 19: Ocean Resources
Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties.

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

Development Standards

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

CONCLUSIONS

The proposed building will provide much needed repair in the Skidmore/Old Town's urban fabric by replacing an existing surface parking lot with a subtle and elegant high-quality masonry building. Additionally, by providing a carefully-scaled infill building with great attention to proportion, detail and texture, and an active ground level, the new proposal will further enrich the historic district and the adjacent pedestrian environment. The Commission also commends the applicant on aspiring to the Living Building Challenge, which will add further value to the historic neighborhood.

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. This proposal meets the applicable Historic Resource Review

criteria, as well as adjustment and modification criteria, and therefore warrants approval.

LANDMARKS COMMISSION DECISION

It is the decision of the Landmarks Commission to approve Historic Design Review for a new five-story, approximately 57,755 SF, building with retail and support spaces at the ground level and office spaces above, located in the Skidmore/Old Town Historic District and the Central City Plan District, replacing an existing surface parking lot. The maximum FAR allowed on the site is 4:1, so additional FAR of 0.93:1 will need to be gained through bonus or historic transfer options per 33.510.205. Proposed exterior materials include a textured brick veneer, custom finished aluminum panels, aluminum storefronts at ground level and fiberglass windows above.

Approval of the following Modification request:
1. Modification to Ecoroof, 33.510.243 – To reduce the required amount of ecoroof from 100 percent to zero percent of the roof area.

Approval of the following Adjustment request:
1. Adjustment to Loading, 33.266.310.C.2 – To reduce the required number of loading spaces from two to zero.

Approvals per Exhibits C.1-C-56, signed, stamped, and dated June 25, 2019, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B – C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE- Case File LU 19-142823 HRM AD. 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.

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By: _____
Maya Foty, Landmarks Commission Vice Chair

Application Filed: April 3, 2019
Decision Filed: June 25, 2019
Decision Rendered: June 24, 2019
Decision Mailed: June 28, 2019

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 **April 3, 2019** and was determined to be complete on **May 3, 2019** (Exhibit A.5).

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 April 3, 2019.

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 (Exhibit A.2). The **120 days expire on: May 3, 2020.**

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 July 12, 2019 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.**

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 will be recorded with the Multnomah County Recorder.

- *Unless appealed,* the final decision will be recorded after **July 12, 2019** 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.

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.

Grace Jeffreys
June 25, 2019

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 INICATED

A. Applicant's Statement:
   1. Original Submittal – narrative, drawings (incl. reports) and cutsheets
   2. 120-day waiver, 4/4/19
   3. Minutes from Life Safety meeting, 2/1/19
   4. Completeness Response - – narrative, drawings (incl. reports) and cutsheets, 5/3/19
   5. Request to deem application complete, 5/3/19
   6. Draft final submittal, 5/20/19
   7. Final Submittal, 6/4/19– narrative, drawings (incl. reports) and cutsheets, 6/4/19
   8. Link to Building Code appeal for windows on property lines, 6/13/19
B. Zoning Map (attached):
   1. Zoning Map
C. Plans & Drawings:
   1. Site Plan (attached)
   2. Level 1 Floor Plan
   3. Level 2 Floor Plan
   4. Level 3 Floor Plan

5. Level 4 Floor Plan
6. Level 5 Floor Plan
7. Roof Plan
8. South Elevation (attached)
9. Not used
10. South Elevation Alternate
11. East Elevation (attached)
12. Not used
13. East Elevation Alternate
14. North Elevation (attached)
15. Not used
16. North Elevation Alternate
17. West Elevation (attached)
18. Not used
19. West Elevation Alternate
20. East/West Building Section
21. North/South Building Section
22. Distinct Sightline Perspective
23. Main Entry
24. Retail Entry
25. Details Canopy / Planter
26. Typical Bay
27. Details Level 1
28. Secondary Entries
29. Details Corner Conditions
30. Levels 2-4
31. Details Levels 2-4
32. Level 5
33. Level 5 Deckony
34. Details Level 5
35. Details Deckony
36. Typical North Facade
37. Typical West Facade
38. Signage Details
39. Materials
40. Landscape Plan
41. Existing Tree Plan
42. Lighting Plan
43. Site Utility Plan
44. Electrical Utility Plan
45. Erosion and Sediment

46-55. Cut Sheets

56. Signage Plan

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. Mailing list
6. Mailed notice

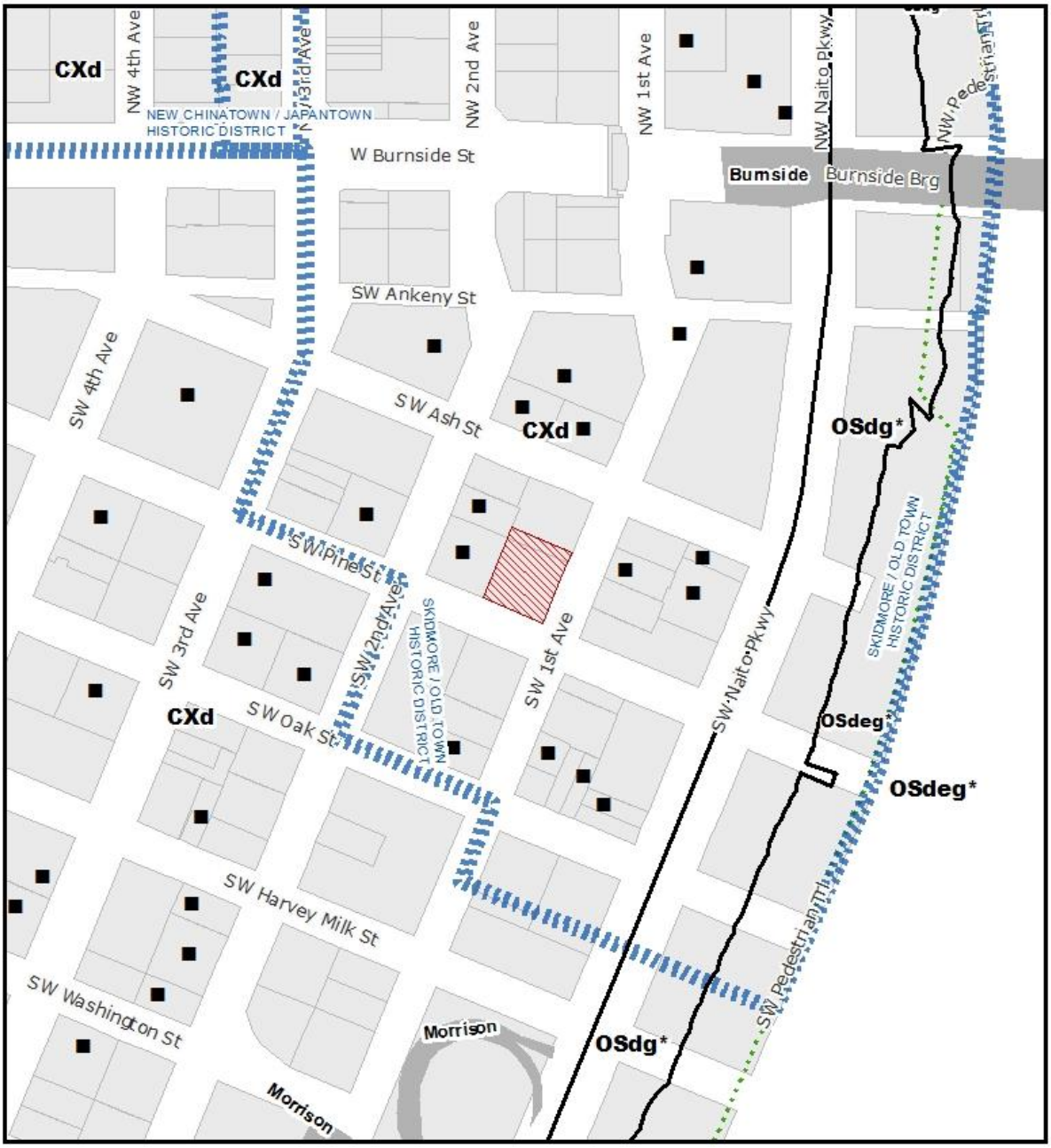
E. Agency Responses:
1. Bureau of Environmental Services
2. Bureau of Transportation Engineering and Development Review
3. Water Bureau
4. Fire Bureau

5. Life Safety Section of Bureau of Development Services
6a. Bureau of Parks, Forestry Division
6b. Bureau of Parks, Forestry Division, revised response

F. Letters:
1. Darrell Sumner, June 9, 2019, wrote in support of building design but noted concerns about adding more use without adding more parking.
2. Helen Ying, Chair Old Town Community Association, June 12, 2019, wrote in support of the proposal.

G. Other:
1. Original LUR Application
2. Previous LUR Application that was transferred to this one, LU 19-142823 HRM, AD
3. Request for Completeness, April 4, 2019
4. Pre-Application Conference Summary, 12/26/18
5. DAR summary memo, EA 18-264092 DA, 2/27/19
6. EA summary memo, EA 19-125415, to discuss 3' dedication requirement on SW 1st, 4/8/19
7. Incomplete letter, 4/17/19
8. Public Works Alternative Review to waive the 3' dedication requirement on SW 1st, 5/13/19

H. Commission Exhibits:
1. Staff Report, 6/18/19
2. Staff Memo, 6/18/19
3. Staff Presentation, 6/24/19
4. Applicant Presentation, 6/24/19
5. Public Testimony Sign-in Sheet, 6/24/19

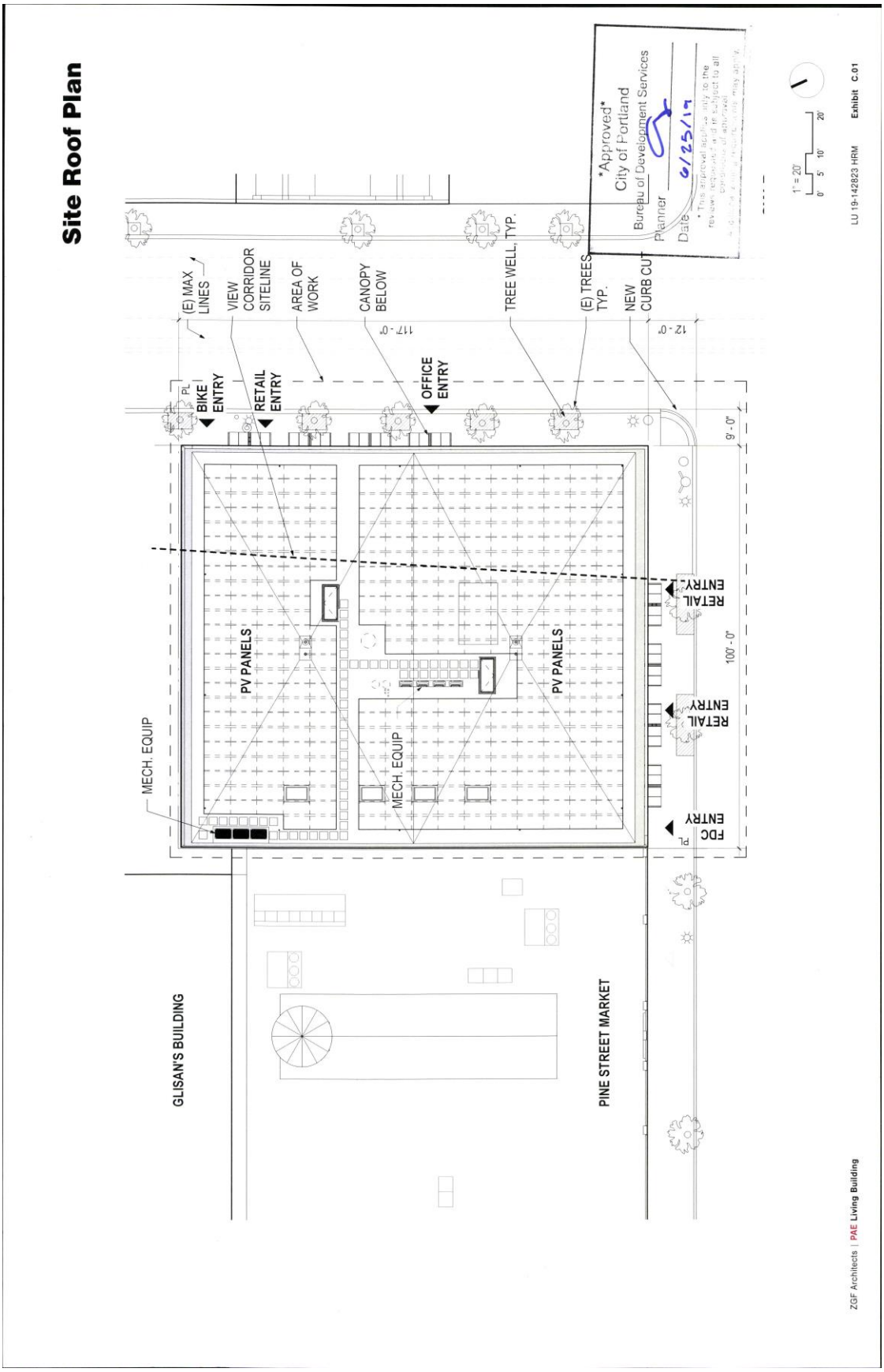


ZONING ↑ NORTH

THIS SITE LIES WITHIN THE:
CENTRAL CITY PLAN DISTRICT
OLD TOWN / CHINATOWN SUBDISTRICT
SKIDMORE / OLD TOWN HISTORIC DISTRICT

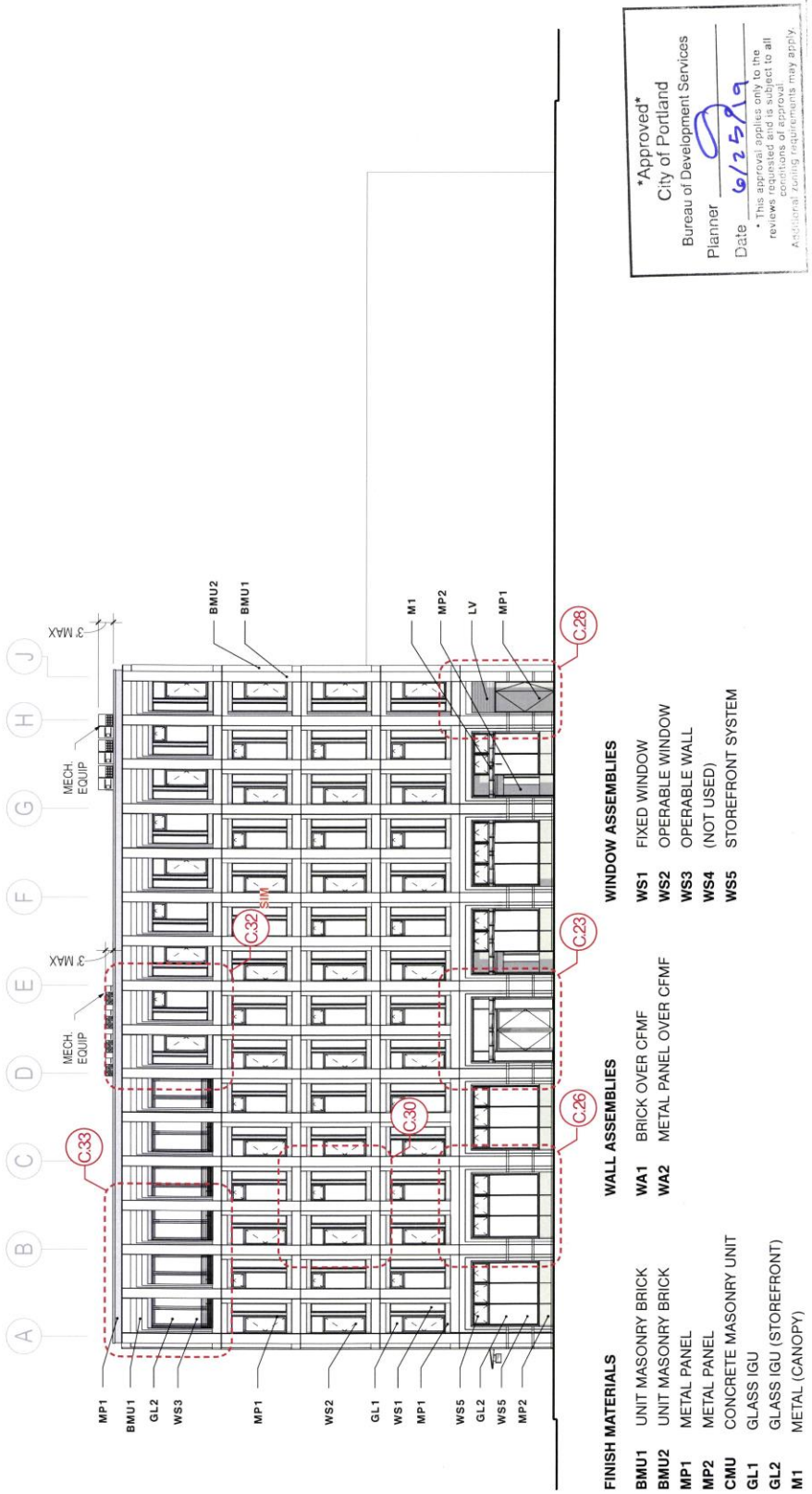
Site
Historic Landmark
Bridge
Recreational Trails

File No.	LU 19-142823 HRM AD
1/4 Section	3029
Scale	1 inch = 200 feet
State ID	1N1E34DC 2500
Exhibit	B Apr 03, 2019


Site Roof Plan
(E) MAX LINES
VIEW CORRIDOR SITELINE
AREA OF WORK
CANOPY BELOW
TREE WELL, TYP.
(E) TREES TYP.
NEW CURB CUT
117' - 0"
12' - 0"
PL
BIKE ENTRY
RETAIL ENTRY
OFFICE ENTRY
9' - 0"
PV PANELS
PV PANELS
MECH. EQUIP
MECH. EQUIP
RETAIL ENTRY
RETAIL ENTRY
FDC ENTRY
100' - 0"
GLISAN'S BUILDING
PINE STREET MARKET
Approved
City of Portland
Bureau of Development Services
Planner
Date
6/25/19
1" = 20'
0' 5' 10' 20'
LU 19-142823 HRM
Exhibit C.01
ZGF Architects | PAE Living Building

South Elevation
C.33
SIM
MP1
GL2
WS3
MP1
WS2
GL1
WS1
BMU1
MP1
WS5
GL2
WS5
MP2
C.32
C.30
SIM
C.24
C.28
MECH. EQUIP
MECH. EQUIP
3' MAX
3' MAX
1
1.5
1.9
2
2.5
2.9
3
3.5
3.9
4
BMU1
BMU2
MP2
M1
LV
MP1
Approved
City of Portland
Bureau of Development Services
Planner
Date 6/25/19
* This approval applies only to the reviews requested and is subject to all conditions of approval.
Additional zoning requirements may apply.
LU 19-142823 HRM
Exhibit C.08
FINISH MATERIALS
BMU1 UNIT MASONRY BRICK
BMU2 UNIT MASONRY BRICK
MP1 METAL PANEL
MP2 METAL PANEL
CMU CONCRETE MASONRY UNIT
GL1 GLASS IGU
GL2 GLASS IGU (STOREFRONT)
M1 METAL (CANOPY)
LV LOUVER SYSTEM
WALL ASSEMBLIES
WA1 BRICK OVER CFMF
WA2 METAL PANEL OVER CFMF
WINDOW ASSEMBLIES
WS1 FIXED WINDOW
WS2 OPERABLE WINDOW
WS3 OPERABLE WALL
WS4 (NOT USED)
WS5 STOREFRONT SYSTEM
ZGF Architects | PAE Living Building

East Elevation



FINISH MATERIALS

BMU1	UNIT MASONRY BRICK
BMU2	UNIT MASONRY BRICK
MP1	METAL PANEL
MP2	METAL PANEL
CMU	CONCRETE MASONRY UNIT
GL1	GLASS IGU
GL2	GLASS IGU (STOREFRONT)
M1	METAL (CANOPY)
LV	LOUVER SYSTEM

WALL ASSEMBLIES

WA1	BRICK OVER CFMF
WA2	METAL PANEL OVER CFMF

WINDOW ASSEMBLIES

WS1	FIXED WINDOW
WS2	OPERABLE WINDOW
WS3	OPERABLE WALL
WS4	(NOT USED)
WS5	STOREFRONT SYSTEM

Approved
City of Portland
Bureau of Development Services
Planner
Date 6/25/19
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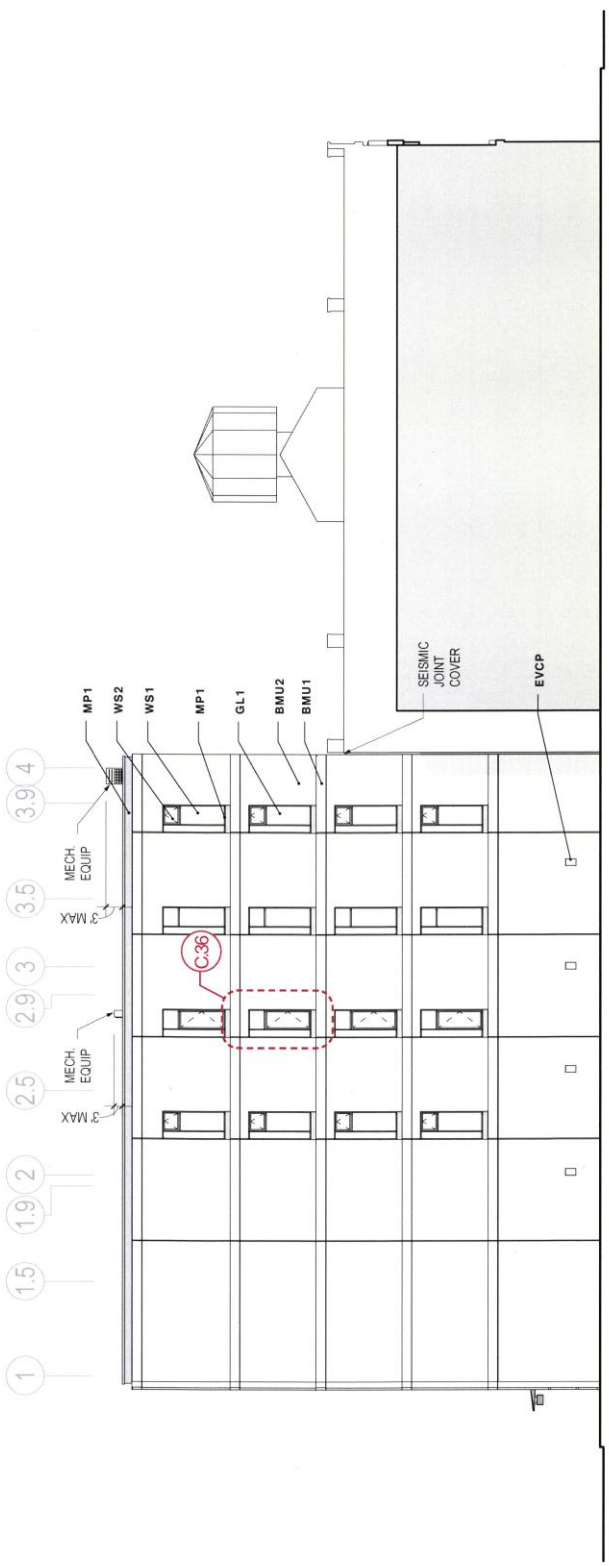
LU 19-142823 HRM

Exhibit C.11

North Elevation



FINISH MATERIALS

BMU1	UNIT MASONRY BRICK
BMU2	UNIT MASONRY BRICK
MP1	METAL PANEL
MP2	METAL PANEL
CMU	CONCRETE MASONRY UNIT
GL1	GLASS IGU
GL2	GLASS IGU (STOREFRONT)
M1	METAL (CANOPY)
LV	LOUVER SYSTEM

WALL ASSEMBLIES

WA1	BRICK OVER CFMF
WA2	METAL PANEL OVER CFMF

WINDOW ASSEMBLIES

WS1	FIXED WINDOW
WS2	OPERABLE WINDOW
WS3	OPERABLE WALL
WS4	(NOT USED)
WS5	STOREFRONT SYSTEM

EQUIPMENT

EVCP	ELECTRIC VEHICLE CHARGING

Approved
City of Portland
Bureau of Development Services
Planner
Date 6/25/19
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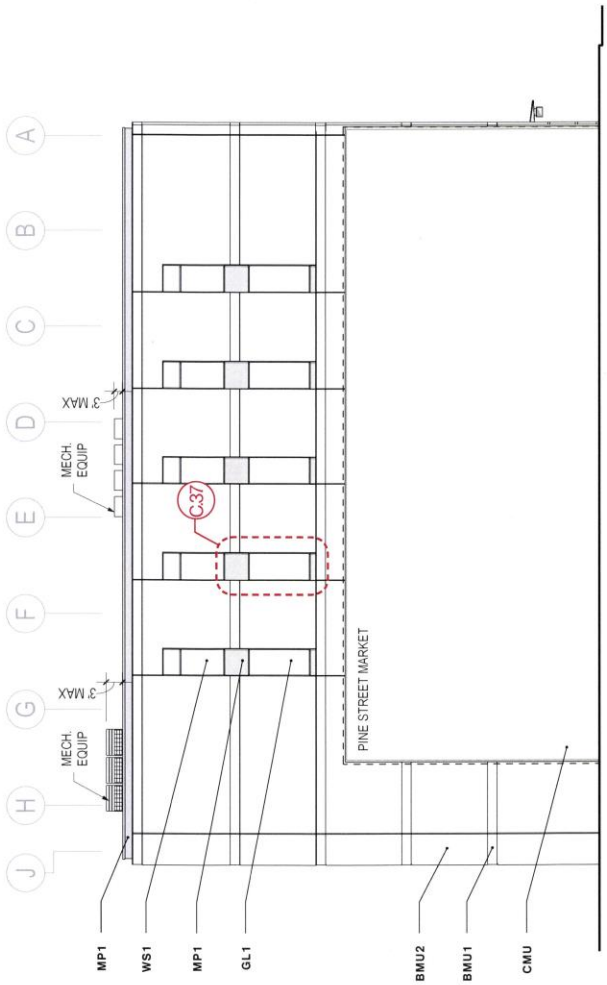
LU 19-142823 HRM **Exhibit C.14**

West Elevation



FINISH MATERIALS

BMU1	UNIT MASONRY BRICK
BMU2	UNIT MASONRY BRICK
MP1	METAL PANEL
MP2	METAL PANEL
CMU	CONCRETE MASONRY UNIT
GL1	GLASS IGU
GL2	GLASS IGU (STOREFRONT)
M1	METAL (CANOPY)
LV	LOUVER SYSTEM

WALL ASSEMBLIES

WA1	BRICK OVER CFMF
WA2	METAL PANEL OVER CFMF

WINDOW ASSEMBLIES

WS1	FIXED WINDOW
WS2	OPERABLE WINDOW
WS3	OPERABLE WALL
WS4	(NOT USED)
WS5	STOREFRONT SYSTEM

Approved
City of Portland
Bureau of Development Services
Planner S
Date 6/25/19
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

ZGF Architects | PAE Living Building

LU 19-142823 HRM **Exhibit C.17**