



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

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**FINAL FINDINGS AND DECISION BY THE DESIGN**  
**COMMISSION RENDERED ON Thursday, March 5, 2020**

**CASE FILE NUMBER: LU 19-245419 DZM**  
**PC # 18-274415**  
**Alta Centric**

**BUREAU OF DEVELOPMENT SERVICES STAFF:** Tanya Paglia 503-823-4989 /  
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The Design 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:** Kurt Schultz | Sera Design And Architecture  
338 NW 5<sup>th</sup> Ave | Portland, OR 97209  
[kurts@serapdx.com](mailto:kurts@serapdx.com)  
Michael Nagy | Wood Partners  
220 NW 8<sup>th</sup> Ave | Portland, OR 97209

**Owner:** Willamette Waterfront LLP  
10151 SW Washington St | Portland, OR 97225-6947

**Site Address:** 1634 SW ALDER ST

**Legal Description:** BLOCK 323 LOT 5&6, PORTLAND; BLOCK 323 LOT 7&8, PORTLAND  
**Tax Account No.:** R667734190, R667734210  
**State ID No.:** 1N1E33DC 01300, 1N1E33DC 01400  
**Quarter Section:** 3028

**Neighborhood:** Goose Hollow, contact [planning@goosehollow.org](mailto:planning@goosehollow.org).  
**Business District:** Goose Hollow Business Association, contact Angela Crawford at 503-223-6376, Stadium Business District, contact [tina@stadiumdistrictpdx.biz](mailto:tina@stadiumdistrictpdx.biz)

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

**Plan District:** Central City Plan District – Goose Hollow Subdistrict  
**Zoning:** **CXd** – Central Employment with Design Overlay

**Case Type:** **DZM** – Design Review with Modifications

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

**Proposal:**

The applicant seeks Type III Design Review approval for a seven-story mixed use building with 203 units on a 20,000 SF, half-block site in the Goose Hollow Subdistrict of the Central City Plan District. The site is bounded by SW Morrison St, SW 17th Ave, and SW Alder St. The main residential entry and lobby are proposed along SW Alder St on the north side of the site. Parking and loading access are proposed in a single curb-cut along SW 17<sup>th</sup> Ave with parking and loading spaces located below grade. In addition to the main lobby, the proposed ground floor will include ground floor amenity spaces, and commercial co-work/office space along SW Morrison St. On level 6 there is a tenant amenity space in the SW corner with a roof terrace.

Modification requests [PZC 33.825.040]:

1. Reduce the vehicle stall dimensions from the required 8'-6" width where concrete columns that are 16" wide x 24" long located between some parking stalls protrude 8" into the 8.5' clear width of the stall on each side. (33.266.130.F.2; Table 266-4).
2. Reduce the required width of the long-term bike parking spaces from 24" to 18" with a vertical stagger using a vertical hanging rack system (33.266.220.C.3.b).

Design review is required because the proposal is for exterior alterations in a design overlay zone.

**Relevant Approval Criteria:**

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

- Central City Fundamental Design Guidelines
- 33.825.040 Modification Criteria
- Goose Hollow District Design Guidelines
- Oregon Statewide Planning Goals

**ANALYSIS**

**Site and Vicinity:** The 20,000 square foot project site is the western half of the block bound by SW Morrison St, 17th Ave, Alder St and 16th Ave in the Goose Hollow Subdistrict of the Central City Plan District. The site is currently occupied by a 2-story 1925 office building and associated surface parking. The development will abut the 1927 Commodore Hotel, now an apartment building, which is individually listed on the National Register of Historic Places. The Landmark occupies the eastern half of the subject block.

The surrounding area contains a mixture of uses, including apartments, condominiums, a theater, meeting venues, a daycare, office space, and small-scale retail. A new mixed-use building is under construction across SW Alder St from the subject site. Providence Park Stadium is located one block west and Lincoln High School is located three blocks to the south. Nearby are the two Scottish Rite of Freemasonry facilities, Hotel Mallory, and the Lafayette Apartments, all listed on the Historic Resource Inventory (HRI). The Bronaugh Apartments (also named the Hyland, Olive and Ellsworth Apartments) and the Tiffany Center, whose historic name is "Neighbors of Woodcraft Building," are located on the block southeast of the site. The Hotel Mallory, Bronaugh Apartments, and Tiffany Center are individually listed on the National Register of Historic Places. The Artist Repertory Theatre is located one block to the east.

With regard to the surrounding transportation environment, the west-bound Metropolitan Area Express (MAX) light-rail alignment is located on SW Morrison Street abutting the subject site with the Providence Park MAX stop directly to the southwest of the site. Interstate 405 is located two blocks to the east. Tri-Met bus routes #15 and #51 run along SW Morrison Street,

with a westbound stop located on the block east of the subject site. Portland's Transportation System Plan (TSP) classifies SW Morrison Street as a Regional Transitway/Major Transit Priority Street, Central City Transit/Pedestrian Street, Community Main Street, and Local Service Bikeway. SW Alder Street is classified as a City Bikeway, City Walkway, and Local Service Transit Street. SW 15<sup>th</sup> and 16<sup>th</sup> Avenues are classified as Local Service Bikeways and Local Service Transit Streets. The site is located in the TSP-designated Goose Hollow Pedestrian District.

The subject site sits near the northeastern boundary of the Goose Hollow subdistrict. The Goose Hollow community is envisioned to be a predominately urban residential, transit-oriented community located between downtown Portland and Washington Park. Goose Hollow supports a diverse resident population and is interspersed with large activity centers such as Civic Stadium, Lincoln High School, churches, and mixed-use development. The Urban Design Vision for the Goose Hollow District in the Goose Hollow Design Guidelines, states that "the Goose Hollow District is pictured as a place for people to not only live, but also work and play."

**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 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 Goose Hollow Subdistrict of this plan district.

**Land Use History:** City records indicate that there are no prior land use reviews for the project site.

**Agency Review:** A "Request for Response" was mailed **January 24, 2020**. The following seven Bureaus, Divisions and/or Sections responded with no objections and six of these included comments found in Exhibits E1-E6:

- Bureau of Environmental Services Initial Response and Addendum (Exhibit E.1)
- Site Development Review Section of Bureau of Development Services (Exhibit E.2)
- Fire Bureau (Exhibit E.3)
- Urban Forestry (Exhibit E.4)
- Life Safety Division of the Bureau of Development Services (Exhibit E.5)
- Bureau of Transportation Engineering and Development Review (Exhibit E.6)
- Water Bureau

The following Condition of Approval was included in the response from Urban Forestry:

*The four existing red maple trees along SW Morrison St are required to be retained and protected throughout all phases of work including shoring, excavation, and façade installation. The applicant must preserve tree per 11.60.030 Tree Protection Specifications.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **January 24, 2020**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Procedural History:**

Design Advice Request (DAR) hearing #1

A Design Advice Request (DAR) - EA 19-138785 DA - was held on May 23, 2019. Feedback from the Portland Design Commission included:

- Overall, the building was a very successful contextual response to the neighborhood and the use of brick as the primary material and the employment of a tripartite composition was applauded.
- Favorable response to the general design direction and comments indicated that there was much more right with the design presented than wrong with it. Thus, commissioners expressed that they would not want to see large changes that could potentially move away from the things that were already successful about the design.
- The largest issue identified was the scale of the building in relation to the pedestrian realm along the sloping 17<sup>th</sup> Ave frontage. While commissioners asked that other options also be explored, landscaping at the base of the building was supported by all commissioners present as a way to potentially mitigate this issue while not detracting from the building's design.
- The majority of commissioners agreed that the Goose Hollow guidelines pertaining to Tanner Creek, art and water needed to be addressed in some way, but not necessarily a large art piece.
- Canopies should turn the corners from Alder to 17<sup>th</sup> and from Morrison to 17<sup>th</sup> to add more weather protection.
- Majority of the commissioners present agreed that the other three facades being brick helped mitigate the end wall being fiber cement, and that the brick should continue to wrap the corners as shown, however brick should also carry across one additional bay above the Commodore Hotel.

Design Review Hearing #1

The Design Review application was submitted on October 25, 2019, was deemed incomplete on November 15, 2019 and deemed complete on January 15, 2020. The first and final hearing for this case with the Design Commission was held within 51 days of completeness on Thursday, March 5, 2020. The proposal had been refined since the Design Advice Request. Changes included:

- Adding more fine-grained detail to the brick exterior, including precast concrete stringcourses and deeper reveals to create more depth at the building base.
- Adding a secondary residential lobby and entrance along NW 17<sup>th</sup> Ave.
- Recognizing the Tanner Creek with metal plaques on the building's north and south facades. (Note: the applicant also complied with a condition of approval in the Staff Report and brought two other options to the hearing to meet the Tanner Creek, water, and art guidelines. These options included art glass flanking the entrance on Alder St

as well as bas relief medallions substituting for four spandrels at the top of the first-floor façade along Alder St).

- Adding two canopies along NW 17<sup>th</sup> Ave.
- Creating more detail at the cornice.
- Adding recesses in the primary building façade along NW 17<sup>th</sup> Ave to create smaller building masses.
- Adding more windows at the building base along NW 17<sup>th</sup> Ave.

The Staff Report recommended approval with the following conditions of approval:

- The brick cladding on the east façade above the adjacent Landmark shall be wrapped one bay further north.
- The applicant shall seek an encroachment permit (<https://www.portlandoregon.gov/transportation/59332>) to provide a 4' width strip of foundation landscaping to include shrubs and ground cover adjacent to the building in the western frontage zone along SW 17th Ave. If such permit is not granted, applicant will provide planter boxes or low-growing landscaping, both of which are allowed in the Frontage Zone of the public right-of-way (between the sidewalk and the building) without a permit, if meeting general guidelines as described the Bureau of Transportation's "Encroachments in the Public Right-of-Way" guide. All options must be accompanied by irrigation systems.
- By the time of the March 5, 2020 hearing, the applicant shall submit proposals for water, art, and Tanner Creek features that successfully meet Guidelines A2-1. *Recognize the Historic Tanner Creek Theme; A5-5. Incorporate Water Features; A5-6. Incorporate Works of Art.*

In response to the conditions, the applicant shared several studies regarding planters and art/water/Tanner Creek themed options at the hearing.

- Regarding the brick cladding condition, the Commission agreed that the brick needed to end in a logical place and the east façade as shown in the plan set was not achieving this. The suggested condition would have wrapped the brick above the Commodore to a breaking point at a courtyard indent. In response, the applicant suggested creating a break in the cornice where the brick was already terminating as there was a smaller façade plane change in this location, but with the cornice unbroken, the plane change was not as legible. Breaking the cornice would emphasize the planar shift and read as a place where a material change would make sense. The Commission agreed that this would be sufficient to create a coherent composition that would meet guidelines.
- Regarding the landscape condition, the Commission noted that a west side frontage would be a hard place to maintain healthy landscaping and noted that the preservation of the mature street trees on this frontage would already do a great deal to achieve the softening affect desired. The Commission agreed that plantings near entrances would be appropriate to the neighborhood character but as the project was meeting guidelines without them, requiring such plantings would not warrant a condition of approval. The Commission voted to strike the landscape condition.
- Regarding the water/art/Tanner Creek condition, the applicant shared art glass and bas relief medallion options in addition to the brass plaques already included in the plan sets. The Commission felt the bas relief option would best meet the three guidelines but wanted to ensure the bas relief medallions would be on both the Alder and Morrison frontages (as opposed to just the Alder frontage as proposed by the applicant). The Commission created a condition of approval for there to be four bas relief medallions on each of the two primary frontages.

The Commission thus accepted the Staff Report with the changes to the conditions of approval noted above.

## **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 district guidelines.

**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 and Goose Hollow Special Design Guidelines.

### **Goose Hollow District Design Guidelines and Central City Fundamental Design Guidelines**

The Goose Hollow District is envisioned to be a predominantly urban residential, transit-oriented community located on the western edge of the Central City between Washington Park and Downtown Portland. When riding light rail through the West Hills tunnel to the Central City, it is the first neighborhood experienced before entering downtown Portland. The Urban Design Vision celebrates the sense of arrival from the west at Jefferson Street Station and Collins Circle, and from the north at the Civic Stadium Station and Fire Fighter's Park. This is done by integrating the history of the community with its special natural and formal (man-made) characteristics.

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.

### **Goose Hollow District Design Goals**

The Goose Hollow District Design Goals are specific to the Goose Hollow District. These urban design goals and objectives are to:

- Enhance mixed-use, transit-oriented development around the light rail stations to make it a pedestrian-friendly station community.
- Provide open spaces to accommodate active public life.
- Strengthen connections to adjacent neighborhoods through light rail, bike and pedestrian access and assure a safe and pleasant bike/pedestrian environment.
- Preserve and enhance the community's history and architectural character.

### **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.*

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

**A2-1. Recognize the Historic Tanner Creek Theme.** Recognize the course of the historic Tanner Creek and emphasize the District's connection with the Creek on site developments of 20,000 square feet or more, including and immediately adjacent to the historic course of the Creek. This guideline may be accomplished by any or all of the following:

- a. Exposing the Creek using water features and fountains; or
- b. Incorporating interpretive trails, artwork, murals or sculptures that describe and symbolize the relation between the district and the history of Tanner Creek.

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

**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.

**A5-1. Strengthen the Identity of the Civic Stadium Station Area.** This guideline may be accomplished by any or all of the following:

- a. Integrating the Civic Stadium and Multnomah Athletic Club into the station area. This can be done by making their ground level street walls more pedestrian-friendly.
- b. Incorporating the history of the Stadium and Tanner Creek in the form of art work, murals, and other design features;
- c. Strengthening the neighborhood focal point located within the station area. Street trees, awnings, lighting and other amenities can emphasize pedestrian connections to the focal point (the Park, Plaza/Station). Buildings can orient their openings and entries towards the focal point to create a sense of enclosure and enhance the sense of entry into the District; or
- d. Using architectural vocabulary and materials that maintain continuity with the existing developments and add to the character of the station area.

**A5-5. Incorporate Water Features.** Incorporate water features or water design themes that enhance the quality, character, and image of the Goose Hollow District.

**A5-6. Incorporate Works of Art.** Incorporate works of art or other special design features that

increase the public enjoyment of the District.

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

**A9-1. Provide a Distinct Sense of Entry and Exit.** When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

**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.

**B5-1. Enhance the Design of Pocket Parks.** Design pocket parks in residential areas with a variety of experiences that encourage their use all year round. This guideline may be accomplished by any or all of the following:

- a. Providing some shaded places protected from the wind and rain as well as generous sunny areas that will allow its use during different times of the day and year;
- b. Providing seating, trees, grass, flowering plants, paved or textured areas and/or water features; or
- c. Providing for children's play equipment with protected soft surfaces, seating and water fountains.

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

**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.

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

**Findings for A2, A2-1, A4, A5, A5-1, A5-5, A5-6, A6, A9, A9-1, B5, B5-1, C4, C7 and C8:** The proposed building will be a transit oriented, mixed use development that will make a significant positive contribution to the vitality of the Goose Hollow subdistrict of the Central City Plan District. The design will build on neighborhood character and enhance the public realm. Replacing a quarter block of surface parking and a non-descript 2-story office building, the 7-story project with some ground floor active uses and residential above will be a human-scale building that adds to the residential and commercial texture of the surrounding area. Although there is a challengingly steep sidewalk level change on 17th Ave, the building is designed to provide as much glazing and visual interest along that frontage as possible including extensive glazing in the residential units along the frontage and at the active uses at its north and south corners.

One of many ways the project is contextual to the Goose Hollow sub-district is through the predominate use of brick masonry in a light cream color that acknowledges the brick color of the Hotel Deluxe, one of the landmarks in the district. The building's proportions and exterior detailing are consistent with the historic properties in this area, such as The Commodore Apartments, Hamilton Arms, the Scottish Rite Temple, and the Neighbors of Woodcraft Building. Introducing a calm and harmonious new building that will blend into the district will contribute to the sense of place in the area.

The proposed building's massing, form, materials, proportion, scale, rhythm and characteristics reflect and complement neighboring buildings. The tri-partite design will

be consistent with the scale and context of the historic core of Goose Hollow, building on the existing neighborhood character and adding to the urban fabric of the area. The strong two-floor base will add prominence to the ground level and contribute to tying the building into the district where strong bases are prevalent. The regularized pattern and rhythm of the facades is consistent with the district and the Central City. By incorporating ground-level building elements found throughout the district, such as a tall base with traditional glazing patterns, high quality permanent materials in the touch zone, and some weather protection, the proposal will mesh with its surroundings and build on the area's character.

The proposed project will be a deferential neighbor to the Landmark Commodore Apartment building to which it will be directly adjacent. The Commodore has been a part of the surrounding streetscape for almost 100 years. The proposed building's simple massing, traditional masonry, double-height base, and symmetrical patterning are consistent with the character of the Commodore. *The top of the end wall (east façade) of the new building will be visible above the Commodore for the foreseeable future and thus plays a role in the architectural integrity and overall coherency of the existing landmark building. The proposed end wall carries the brick cladding around from the building's other facades but only covers one bay above the landmark and terminates abruptly. While there is a plane change at the point where the brick stops, the fact that the cornice line does not break here creates a visual sense of the entire area that shares the unbroken cornice being a single element. This single element carries all the way to a larger recess created by the courtyards of the new building's E-shaped plan. Commissioners noted that as a single element, the entire area under the unbroken cornice should have the same cladding. The transition from brick to fiber cement within the element was not coherent. At the hearing, the Commission and Applicant discussed options to create a more cohesive composition than the proposal as presented. There was agreement that a break in the cornice at the smaller plane change/slot would emphasize the planar shift and allow it to read as a place where a material change would make sense. The Commission stated that this would be sufficient to create a coherent composition that would meet guidelines. This break in the cornice should also happen at the other small slot above the Monte's Motor Company building to create parity.*

Regarding the brick cladding condition, the Commission agreed that the brick needed to end in a logical place and the east façade as shown in the plan set was not achieving this. The suggested condition would wrap the brick to a breaking point at a courtyard indent. In response, the applicant suggested creating a break in the cornice where the brick was already terminating as there was a smaller façade plane change in this location, but with the cornice unbroken, the plane change was not as legible. Breaking the cornice would emphasize the planar shift and read as a place where a material change would make sense. The Commission agreed that this would be sufficient to create a coherent composition that would meet guidelines.

The original course of Tanner Creek ran under this property. *The employment of two plaques referencing Tanner Creek on the two sides of the building with entrances was proposed in the plan set submitted. The Commission concluded that while such plaques might highlight the historic geography of Goose Hollow and satisfy Guideline A2-1. Recognize the Historic Tanner Creek Theme, the plaques alone would not fulfill all three of the Goose Hollow Guidelines for water, art, and Tanner Creek combined (Guidelines A2-1. Recognize the Historic Tanner Creek Theme; A5-5. Incorporate Water Features; A5-6. Incorporate Works of Art). The Commission concurred with the Staff Report that these guidelines should be met in a way that was more meaningful. Per a Condition of Approval in the draft Staff Report, the applicant brought additional options to meet these guidelines to the hearing. These options included art glass flanking the entrance on Alder St as well as bas relief medallions substituting for four spandrels at the top of the first-floor façade along Alder St. The Commission concluded that the bas relief option was well integrated*

*with the building and neighborhood and would best meet the three guidelines but concluded that they must be incorporated on both the Alder and Morrison frontages (as opposed to just the Alder frontage as proposed by the applicant) to fully meet the guidelines. Having panels on the Alder frontage celebrates the location of the Tanner Creek which ran along this side of the site, while having them on Morrison highlights the historic connection to the ornate Commodore Apartments building which will be adjacent to the proposed building along Morrison.*

Located on the north edge of the Goose Hollow Stadium District, just a block south of West Burnside Street and adjacent to the Providence Park Max Station, the project will enhance the neighborhood character by being pedestrian- and transit-oriented, placing high density housing and ground floor commercial uses walking distance from transit. Portland's Central City grid shifts along W Burnside with an important intersection between SW Alder and W Burnside occurring in close proximity to the west of the proposed building. In this location the new building will play a role in the sight line eastward down Alder from this intersection. As part of an entry sequence into the city from the west, the high-quality, well-detailed building will contribute to the gateway aspect of the Burnside corridor. The design and scale are appropriately prominent for this context and will contribute to the place-making called for in this location. The proposal will strengthen the area identity of the Civic Stadium Area as well as Goose Hollow as a whole. The simple block massing, tri-partite design and predominant use of masonry material are unifying elements that use the local design vocabulary, visually complementing and connecting the proposed building to surrounding buildings in the Goose Hollow district and wider downtown district.

*With the following Conditions of Approval these guidelines are met:*

- *There shall be a pronounced break in the cornice on the east façade to create indents in two places where the brick cladding wrapping from the north and from the south terminates at plane changes in the façade and transitions to painted fiber cement on the other side of the resulting notch. The brick cladding shall wrap into the crosier of the two side walls of each of the small notches.*
- *In accordance with exhibit C-35, four bas relief panels shall substitute spandrels on each of the two primary frontages: four on the Alder Street façade (North), and four on the Morrison Street façade (South). An artist will design these to feature water, Goose Hollow and/or Tanner Creek themes to meet Guidelines A2-1. Recognize the Historic Tanner Creek Theme; A5-5. Incorporate Water Features; A5-6. Incorporate Works of Art.*

**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.

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

**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.

**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.

**B1-1. Provide Human Scale to Buildings along Walkways.** Provide human scale and interest to buildings along sidewalks and walkways.

**B1-2. Orient Building Entries to Facilitate Transit Connections.** Orient primary building entries at pedestrian circulation points which conveniently and effectively connect pedestrians with transit services.

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

**B3. Bridge Pedestrian Obstacles.** Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

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

**B6. Develop Weather Protection.** Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

**B6-1. Provide Outdoor Lighting at Human Scale.** Provide outdoor lighting at a human scale to encourage evening pedestrian activity.

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

**C1-1. Integrate Parking.** Design surface parking and parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by any or all of the following:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;
- b. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians; or
- c. Accommodating vending booths along sidewalks adjacent to parking facilities when active ground level uses are not possible.

**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.

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

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

**Findings for A3, A7, A8, B1, B1-1, B1-2, B2, B3, B4, B6, B6-1, B7, C1-1, C6, C9 and C10:** The project will introduce a vibrant mixed-use building to the neighborhood that will contribute to a lively and pleasant pedestrian environment adding to a more

active block with increased pedestrian activity both day and night. The project will improve the pedestrian realm bringing active ground floor uses, including commercial office co-workspace along the SW Morrison frontage, the main building lobby and amenity spaces activating SW Alder Street and establishing active intersections at both building corners. The ground floor will provide view opportunities into active spaces for pedestrians passing by and create a successful transition from private space to public space by providing strong visual connections between the building's interior and exterior. Exterior canopies for weather protection are located at all 3 building frontages.

The proposed building's commercial office co-work frontage on Morrison activates the Providence Park Max Station to the southwest connecting pedestrians with transit services. As part of an entry sequence into the city from the west, near where W Burnside and SW Alder meet at an angle, the building will be a visible part of the Providence Park area and will contribute to the gateway aspect of the Burnside corridor. The main building lobby entry activates SW Alder St, a key pedestrian and planned major bicycle route into downtown.

The design creates a sense of place for pedestrians with a quality building with brick detailing at the building base and the sidewalk level of the building purposefully differentiated from the "middle" of the building with a change in rhythm from the building above in scale and composition. The double height base of the building is a contextual response, lending a monumental scale appropriate to the site's prominent location and echoing the design of older buildings in the district. The grand scale is balanced by the inclusion of an adequate amount of glazing, canopies, and brick detailing that provide human scale adjacent to the sidewalks to support pedestrian comfort and enjoyment.

The new building supports the Portland block structure by being built out to the street edge on all three street frontages. In replacing a 2-story building and a surface parking lot the new building will add a desirable sense of enclosure on all its frontages and will work together with the adjacent Landmark building to create a nearly continuous street wall along SW Morrison St.

Parking and loading access points are consolidated into a single curb cut and located on 17th away from the block's intersections as well as its primary frontages along SW Alder and SW Morrison. Loading spaces are located in the basement garage to protect pedestrians from the increased hazard of having a second curb cut interrupt the sidewalk as well as to improve the public realm by preventing the need for a second large hole and roll up door on the building's façade. Although there is a challengingly steep sidewalk level change on 17th Ave, the building is designed to provide as much glazing and visual interest along that frontage as possible including extensive glazing in the residential units along the frontage and at the active uses at its north and south corners. The second lobby with glazed doors adds human scale and permeability to this frontage and the brick detailing adds visual interest. The existing mature street trees along SW 17<sup>th</sup> Ave will be preserved as a part of this project which will help soften this frontage.

*These guidelines are met:*

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

**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 for C1 and C11:** The building's design incorporates generous visual and physical connections into the buildings' active interior and outdoor spaces primarily from adjacent sidewalks on the north and south frontage and beyond and also provides numerous view opportunities from the building to elsewhere. The building form is broken down into components to better respond to the urban location and to enhance view opportunities. The rooftop amenity lounge and terrace are oriented to river views to the southeast as well as views of the west hills to the southwest. The main roof is an ecoroof to manage stormwater.

*These guidelines are met.*

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

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

**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 C2, C5 and C12:** The building's design will fit into the architectural vocabulary of the district. The proposal will promote quality and permanence through the use of durable and contextually appropriate materials, including the predominate use of brick masonry that will maintain an attractive appearance over time. Traditional masonry cladding is proposed as the primary frame material with windows and other elements integrated to create a coherent unified composition. *At the hearing, Commissioners called attention to inconsistency in materials where the building meets grade along SW 17<sup>th</sup> Ave. Along most of the west elevation the stem wall is concrete but in a few bays, it shifts to dark brick. It was also noted that a dark spandrel line that runs across most of the frontage at the base of the building gets interrupted in those same bays where the dark brick is utilized. Commissioners concluded that these aberrations were detracting from the otherwise coherent composition of the west façade and that the base should have a consistent material as well as a horizontal spandrel line that runs across the elevation. Thus, Commissioners asked that the dark brick stem wall be changed to concrete and that the horizontal spandrel line be carried across the whole western façade.*

The building proportions of base, middle, and top with projecting cornice are consistent with the pre-war historic structures and maintain coherence in both the building and also within the district. The building sits on a two level highly detailed brick base and is topped with a two-story top expression with the middle floors wrapping from 4-stories on the north side along SW Alder down to 3-stories to the south along SW Morrison St. Together these three primary areas of the building – base, middle, and top – form a cohesive composition. Generally, the proportions, materials and exterior detailing are consistent with the historic properties in this area, Exterior lighting is integrated to both enhance the architectural features of the building.

*With the following Conditions of Approval these guidelines are met:*

- *There shall be a pronounced break in the cornice on the east façade to create indents in two places where the brick cladding wrapping from the north and from the south terminates at plane changes in the façade and transitions to painted*

*fiber cement on the other side of the resulting notch. The brick cladding shall wrap into the closer of the two side walls of each of the small notches.*

- *On the west elevation along SW 17<sup>th</sup> the dark brick stem wall material shall be changed to concrete to create consistent materials along the base of the building and the dark horizontal spandrel in that area of the building shall carry through.*

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

The following modifications are requested:

#### **Modification #1: Parking Space Dimension, PZC 33.266.130.F.2, Table 266-4 – Reduce the vehicle stall dimensions from the required 8'-6" width where concrete columns that are 16" wide x 24" long protrude 8" into the 8.5' clear width of some of the stalls on each side.**

*Purpose Statement:* The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles.

*Standard:* 33.266.130.F.2 – Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4. A space 8'-6" by 16' must be provided for each vehicle parking space.

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

**Findings:** The proposed modification better meets design guidelines in that it provides parking for building residents that is well-integrated in the development while allowing the ground floor to be dedicated to active uses that improve the pedestrian environment rather than vehicular uses. Creating a more compact parking area, allows more vehicle parking in less space, consolidating parking to the below grade level. The proposed reduced parking space size is an increasingly common feature of parking garages around the city and allows for more spaces to be provided within the development. This in turn incrementally relieves parking burden that would have to be accommodated by on-street parking. Keeping vehicle parking below grade and away from the surrounding streets improves the pedestrian realm and better meets design guidelines including A5-1 – *Strengthen the Identity of the Civic Stadium Station Area*, A8 – *Contribute to a Vibrant Streetscape*, C1-1: *Design parking exteriors to visually integrate with their surroundings*,

and C7-1: *Reduce car impacts by locating garage access on alleys and ground floor active spaces on ground floor.*

**B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Findings:** The parking area layout standards are intended to promote safe circulation within the parking area and provide for convenient entry and exit of vehicles. The applicant proposes to reduce some parking spaces from the required 8'-6" x 16'-0" with 20' wide aisles by allowing concrete columns that are 16" wide x 24" long located between some parking stalls to would protrude 8" into the 8.5' clear width of the stall on each side. Drive aisles will remain standard 20' width. The modification to reduce the width of some garage parking spaces to facilitate a more efficient layout is in keeping with other parking garages of this type. The proposed parking will be a private residential garage and not open to the public. All parking spaces will be assigned to individual tenants. The assigned space allows each tenant to be familiar with their own parking stall and maneuver accordingly. In addition, larger vehicles can be assigned larger spaces to fit safely in the garage. Therefore, the proposal meets the purpose of the standard.

*Therefore, this Modification merits approval.*

**Modification #2: Standards for all bicycle parking, PZC 33.266.220.C.3.b - Reduce the required width of the long-term bike parking spaces from 24" to 18" with a vertical stagger using a vertical hanging rack system.**

*Purpose Statement:* These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

*Standard:* 33.266.220.C.3.b, Bicycle racks. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

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

**Findings:** The proposed Modification to reduce the required width of the bicycle parking spaces better meets Design Review guidelines related to neighborhood character and pedestrian realm. By consolidating the bicycle parking into an interior space, the proposed reduction helps avoid the need to introduce additional bicycle parking in ground floor street-facing spaces of the building which are currently designated for more active and visually interesting uses. Preserving active spaces at the ground level contributes to a more vibrant streetscape. In addition, enabling more bicycles to be stored should then mean greater bicycle activity in the area. The encouragement of active transportation allows bicycle and pedestrian modes of transportation to be dominant rather than vehicular modes. Encouraging increased cycling is conducive to reducing vehicle transportation as a primary means of transportation which is critical for making a safer and more vibrant pedestrian environment. Therefore guidelines A8 – *Contribute to a Vibrant Streetscape*, B1 – *Reinforce and Enhance the Pedestrian System*, B2 – *Protect the Pedestrian*, and B3 – *Bridge Pedestrian Obstacles* are better met.

**B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Findings:** The purpose of this standard is to provide safe and convenient places to park bicycles and to avoid undue damage to stored bicycles. The proposed reduction in width of required spaces from 24" to 18", allows more bicycles to be stored within a certain

area without affecting the safety and convenience of the spaces. Staff, as well as the Bureau of Transportation, considers the proposed reduction as sufficient for ensuring protection of stored bicycles. The wall mount bike racks will be 18” on center with a vertical stagger. Therefore, the purpose of the standard is met.

*Therefore, this Modification merits approval.*

## **Oregon Statewide Planning Goals**

### **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 Ix 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 Goal 3 and Goal 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. Natural and scenic resources are identified by the Environmental Protection (“p”), Environmental Conservation (“c”), and Scenic (“s”) overlay zones on the Zoning Map. The Zoning Code imposes special restrictions on development activities within these overlay zones. Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts. *This site is not within any environmental or scenic overlay zones and is not part of any designated historic resource. Therefore, Goal 5 is not applicable.*

#### **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 approval of this application will enable an increase in the City's housing supply, the proposal is consistent with Goal 10.*

### **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.*

### **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 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.” The extent to which a proposal affects the City’s transportation system and the goals of the TSP is evaluated by the Portland Bureau of Transportation (PBOT). *As discussed earlier in this report, PBOT evaluated this proposal and found it approvable. 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 by applying Greenway overlay zones which impose special requirements on development activities near the Willamette River. The subject site for this review is not within a Greenway 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 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 complement existing development in the Goose Hollow area and build on the area’s sense of place. The proposed building’s massing, form, materials, proportion, scale and rhythm characteristics reflect and complement neighboring buildings. As a predominately masonry structure, the design will bring a high-quality, tactile, durable material that will express skilled craftsmanship and that is appropriate to the building’s context in Goose Hollow. The new building will improve the pedestrian realm and contribute to a vibrant streetscape by providing visually interesting frontages and active ground level uses along two of its three abutting streets that will help attract pedestrian activity to the area. The proposal will create enclosure with an attractive street wall along the SW Alder St, SW Morrison St and SW 17th Ave pedestrian right of ways. 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 with the Conditions of Approval stated and also meets Modification criteria and therefore warrants approval.

**DESIGN COMMISSION DECISION**

It is the decision of the Design Commission to **approve** Design Review for a seven-story mixed use building with 203 units on a 20,000 SF, half-block site in the Goose Hollow Subdistrict of the Central City Plan District.

Approval of the following Modification requests:

1. Reduce the vehicle stall dimensions from the required 8'-6" width where concrete columns that are 16" wide x 24" long located between some parking stalls protrude 8" into the 8.5' clear width of the stall on each side. (33.266.130.F.2; Table 266-4).
2. Reduce the required width of the long-term bike parking spaces from 24" to 18" with a vertical stagger using a vertical hanging rack system (33.266.220.C.3.b).

Approvals per Exhibits C.1-C.39, signed, stamped, and dated March 5, 2020, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (B – F) 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 19-244431 DZM. 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.
- D.** There shall be a pronounced break in the cornice on the east façade to create indents in two places where the brick cladding wrapping from the north and from the south terminates at plane changes in the façade and transitions to painted fiber cement on the other side of the resulting notch. The brick cladding shall wrap into the closer of the two side walls of each of the small notches.
- E.** In accordance with exhibit C-35, four bas relief panels shall substitute spandrels on each of the two primary frontages: four on the Alder Street façade (North), and four on the Morrison Street façade (South). An artist will design these to feature water, Goose Hollow and/or Tanner Creek themes to meet *Guidelines A2-1. Recognize the Historic Tanner Creek Theme; A5-5. Incorporate Water Features; A5-6. Incorporate Works of Art.*
- F.** On the west elevation along SW 17<sup>th</sup> the dark brick stem wall material shall be changed to concrete to create consistent materials along the base of the building and the dark horizontal spandrel in that area of the building shall carry through.

By:  \_\_\_\_\_  
Julie Livingston, Design Commission Chair

Application Filed: 10/25/2020  
Decision Filed: 3/6/2020

Decision Rendered: 3/5/2020  
Decision Mailed: 3/13/2020

**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 October 25, 2019, and was determined to be complete on January 15, 2020.

*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 October 25, 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 A.2. **The 120 days will expire on: January 14, 2021.**

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

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

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

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

**Appeal of this decision.** This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on 3/27/2020 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. 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 **2/27/2020** 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.

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

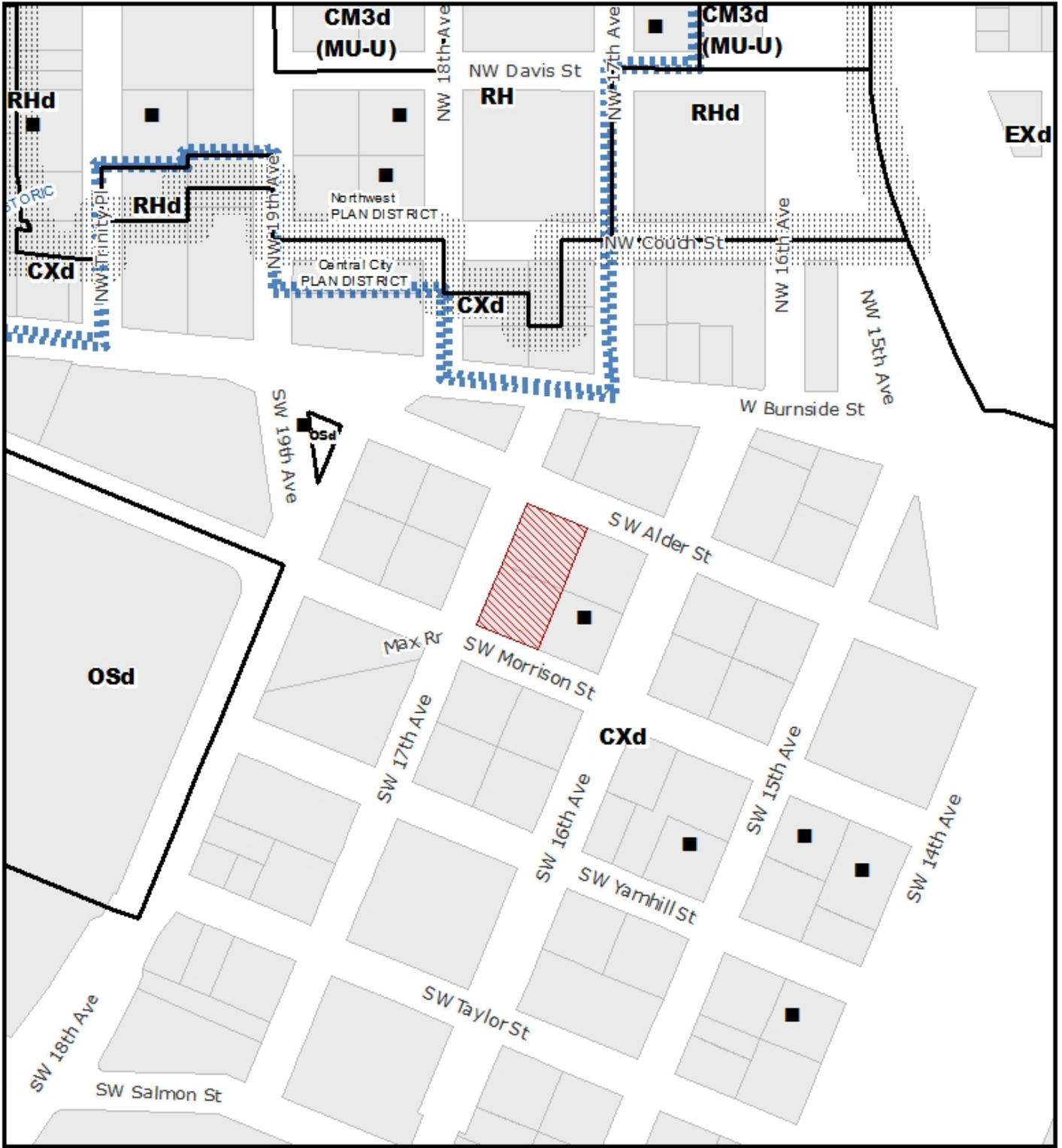
**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

A. Applicant's Submittal

1. Applicant's project narrative, zoning summary, response to approval criteria, and response to DAR summary, 12/17/2019

2. Request for Evidentiary Hearing and Waiver of Right to Decision within 120 Days, 3/13/2019
3. Original plan set – NOT APPROVED/reference only 5/23/2019 (plan set from DAR)
4. Second plan set – NOT APPROVED/reference only 12/17/2019
5. Third plan set – NOT APPROVED/reference only 2/7/2020
6. Stormwater Report, December 17, 2019
7. Geotechnical Report, December 17, 2019
8. Cutsheets
9. Tanner Creek plaque proposal – NOT APPROVED/reference only - C.23
10. Appendix
  - COVER C.1
  - TABLE OF CONTENTS C.2
  - VIEW FROM SOUTHWEST APP.1
  - VIEW FROM NORTHWEST APP.2
  - VICINITY MAP APP.3
  - SITE IMAGES APP.4
  - ADJACENT CONTEXT APP.5
  - GOOSE HOLLOW CONTEXT APP.6
  - WOOD PARTNERS PROJECTS APP.7
  - URBAN DESIGN APP.8
  - MASSING DIAGRAMS APP.9
- B. Zoning Map (attached):
  1. Existing Zoning
- C. Plans & Drawings:
  1. Vicinity Map - APP.3
  2. SITE PLAN - C.3 (attached)
  3. FLOOR PLAN - LEVEL P1 (SW ALDER) - C.4 (attached)
  4. FLOOR PLAN - LEVEL 1 (SW MORRISON) - C.5 (attached)
  5. FLOOR PLAN - LEVELS 2-5 - C.6
  6. FLOOR PLAN - LEVEL 6 - C.7
  7. FLOOR PLAN - MEZZANINE LOFTS - C.8
  8. FLOOR PLAN - ROOF - C.9
  9. NORTH ELEVATION - C.10 (attached)
  10. WEST ELEVATION - C.11 (attached)
  11. SOUTH ELEVATION - C.12 (attached)
  12. EAST ELEVATION - C.13 (attached)
  13. COURTYARD ELEVATIONS - C.14
  14. COURTYARD ELEVATIONS - C.15
  15. NORTH ELEVATION - B/W - C.16
  16. WEST ELEVATION - B/W - C.17
  17. SOUTH ELEVATION - B/W - C.18
  18. EAST ELEVATION - B/W - C.19
  19. COURTYARD ELEVATIONS - B/W - C.20
  20. NORTH/SOUTH BUILDING SECTION - C.21
  21. MATERIALS - C.22
  22. ENLARGED ELEVATION - C.24
  23. ENLARGED ELEVATION - C.25
  24. ENLARGED ELEVATION - C.26

25. DETAILS - C.27
  26. DETAILS - C.28
  27. DETAILS - C.29
  28. DETAILS - C.30
  29. DETAILS - C.31
  30. LANDSCAPE PLAN - C.32
  31. CIVIL - EXISTING CONDITIONS - C.33
  32. CIVIL - GRADING PLAN - C.34
  33. CIVIL - UTILITY PLAN - C.35
  34. SITE LIGHTING AND TREES - C.36
  35. Bas relief medallions on Alder and Morrison to meet Art, Water, Tanner Creek Guidelines
  36. GROUND FLOOR WINDOW AREA - APP.10
  37. BIKE STORAGE DIAGRAMS - APP.11
  38. FAR DIAGRAM - APP.12
  39. BIRD SAFE GLAZING DIAGRAMS - APP.13
- 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 Initial Response and Addendum
  2. Site Development Review Section of Bureau of Development Services
  3. Fire Bureau
  4. Urban Forestry
  5. Life Safety Division of the Bureau of Development Services
  6. Bureau of Transportation Engineering and Development Review
- F. Letters: None received
- G. Other:
1. Original LUR Application
  2. Pre-Application Conference notes, EA 18-274415 PC, 1/3/2019
  3. DAR Summary Memo, DAR #1, EA 19-138785 DA, 5/23/2019
  4. Request for Completeness with BES, Site Development and PBOT responses, 11/21/2019
  5. Incomplete letter, 11/14/2019
- H. Received at or after hearing on March 5, 2020
1. Staff Report for first hearing, 2/11/2020
  2. Staff Presentation, 3/5/2020
  3. Applicant Presentation, 3/5/2020
4. Staff Memo to Commission for first hearing, 2/27/2020



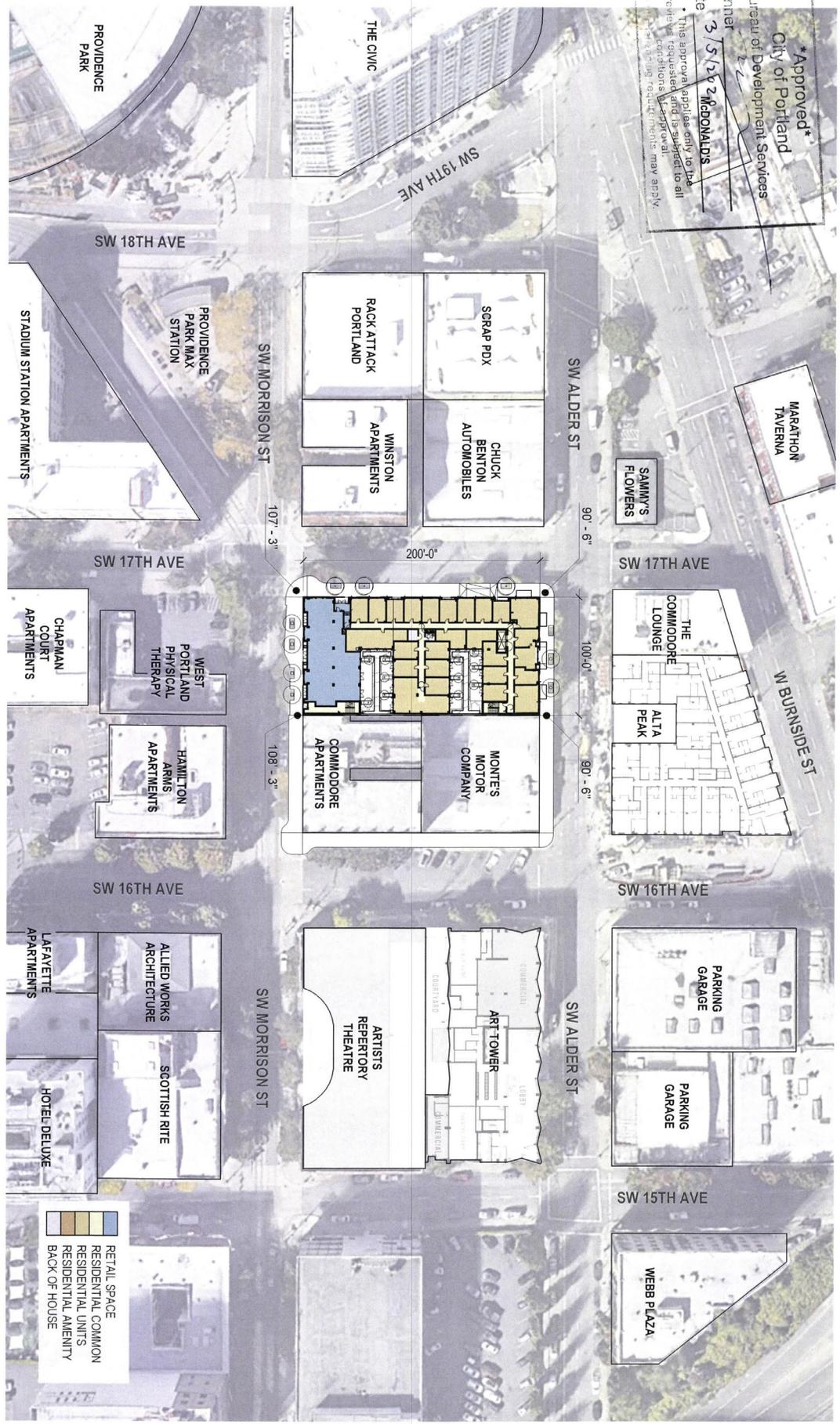
**ZONING**   
 CENTRAL CITY PLAN DISTRICT  
 GOOSE HOLLOW SUB DISTRICT

-  Site
-  Historic Landmark

File No.	LU 19 - 245419 DZM
1/4 Section	3028
Scale	1 inch = 200 feet
State ID	1N1E33DC 1300
Exhibit	B Oct 29, 2019

**\*Approved\***  
 Bureau of Development Services  
 City of Portland  
 Planner: *[Signature]*  
 Date: 3/5/12  
 MCDONALDS

This approval applies only to the reviews requested and approval conditions. Other conditions may apply.



[Blue Box]	RETAIL SPACE
[Yellow Box]	RESIDENTIAL COMMON
[Orange Box]	RESIDENTIAL UNITS
[Green Box]	RESIDENTIAL AMENITY
[White Box]	BACK OF HOUSE

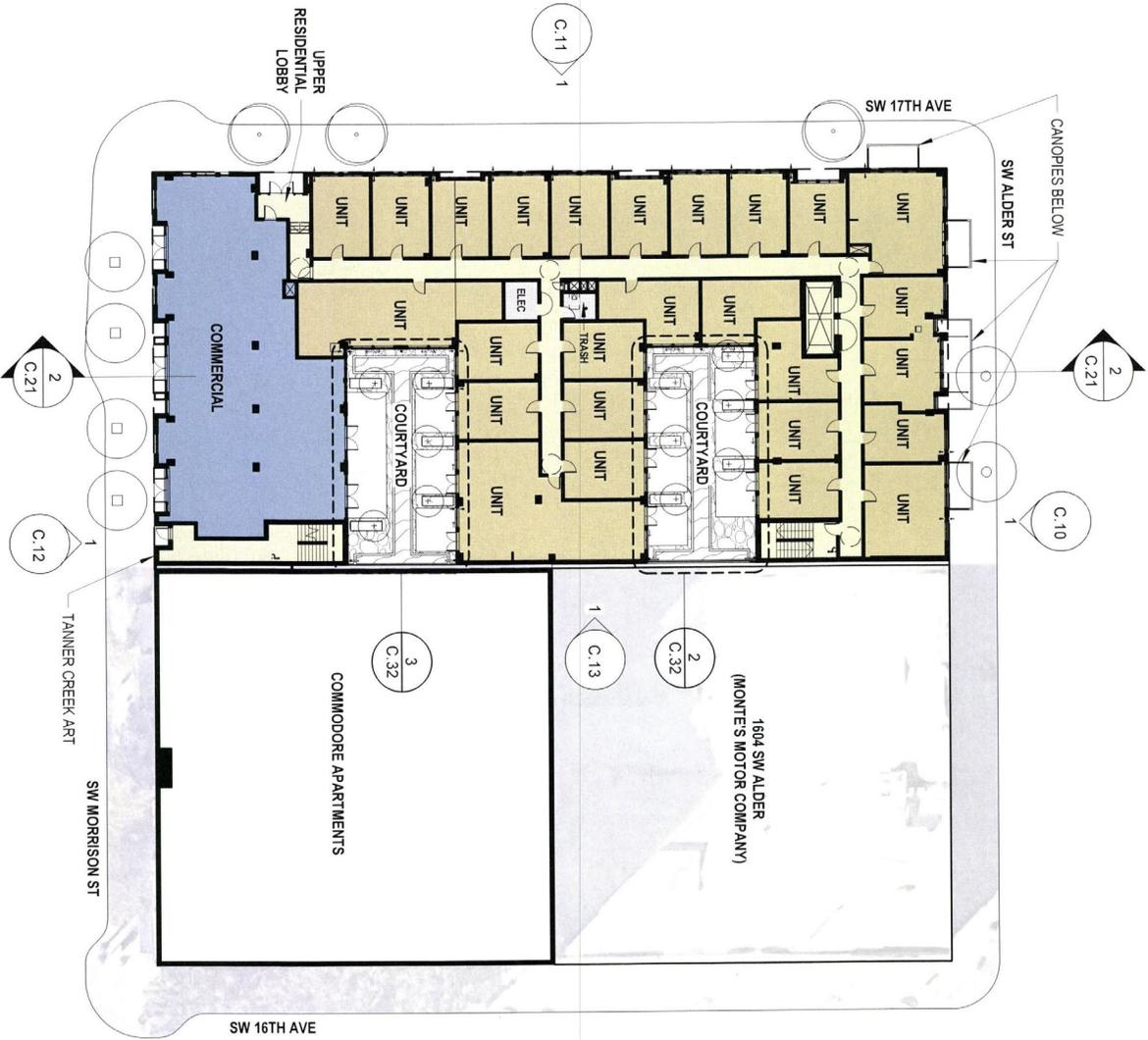


SITE PLAN



**\*Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 3/5/2020

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



**SERA** ALTA CENTRIC | LU 19-245419 DZM | 02.14.2020 | WOOD PARTNERS

FLOOR PLAN - LEVEL 1 (SW MORRISON)  
 0' 5' 10' 20' 30' 50'

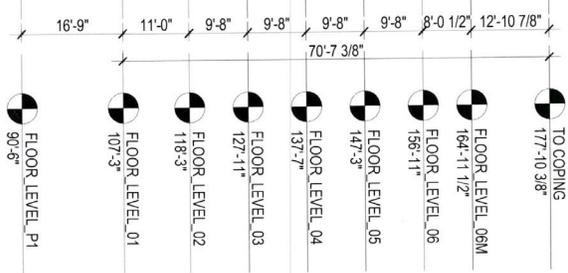
C-4



- 1 BRICK - COLOR 1
- 2 BRICK - COLOR 2
- 3 BRICK - COLOR 3
- 4 PAINTED FIBER CEMENT PANELS
- 5 VINYL WINDOW
- 6 METAL CANOPY
- 7 ALUMINUM STOREFRONT
- 8 CONCRETE BASE
- 9 METAL CORNICE
- 10 LOUVER
- 11 COILING GARAGE DOOR
- 12 TANNER CREEK MEDALLION

**\* Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner [Signature]  
 Date 3/5/2020

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



C.9

- 1 BRICK - COLOR 1
- 2 BRICK - COLOR 2
- 3 BRICK - COLOR 3
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- 10 LOUVER
- 11 COLLING GARAGE DOOR
- 12 TANNER CREEK MEDALLION



**\*Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 3/5/2020

*Condition of Approval F*

\* This approval applies only to the conditions and information contained in this approval. Additional zoning requirements may apply.

WEST ELEVATION  
 C-11

- TO COPING  
177'-10 3/8"
- FLOOR LEVEL 06M  
164'-11 7/8"
- FLOOR LEVEL 06  
158'-11"
- FLOOR LEVEL 05  
147'-3"
- FLOOR LEVEL 04  
137'-7"
- FLOOR LEVEL 03  
127'-11"
- FLOOR LEVEL 02  
118'-3"
- FLOOR LEVEL 01  
107'-3"



- 11'-0"
- 9'-6"
- 9'-8"
- 9'-8"
- 9'-8"
- 8'-0 1/2"
- 12'-10 7/8"
- 9'-4"
- 4"
- 4"
- 1"
- 3"
- 5"
- 1"
- 10'
- 6'
- 4'
- 12'

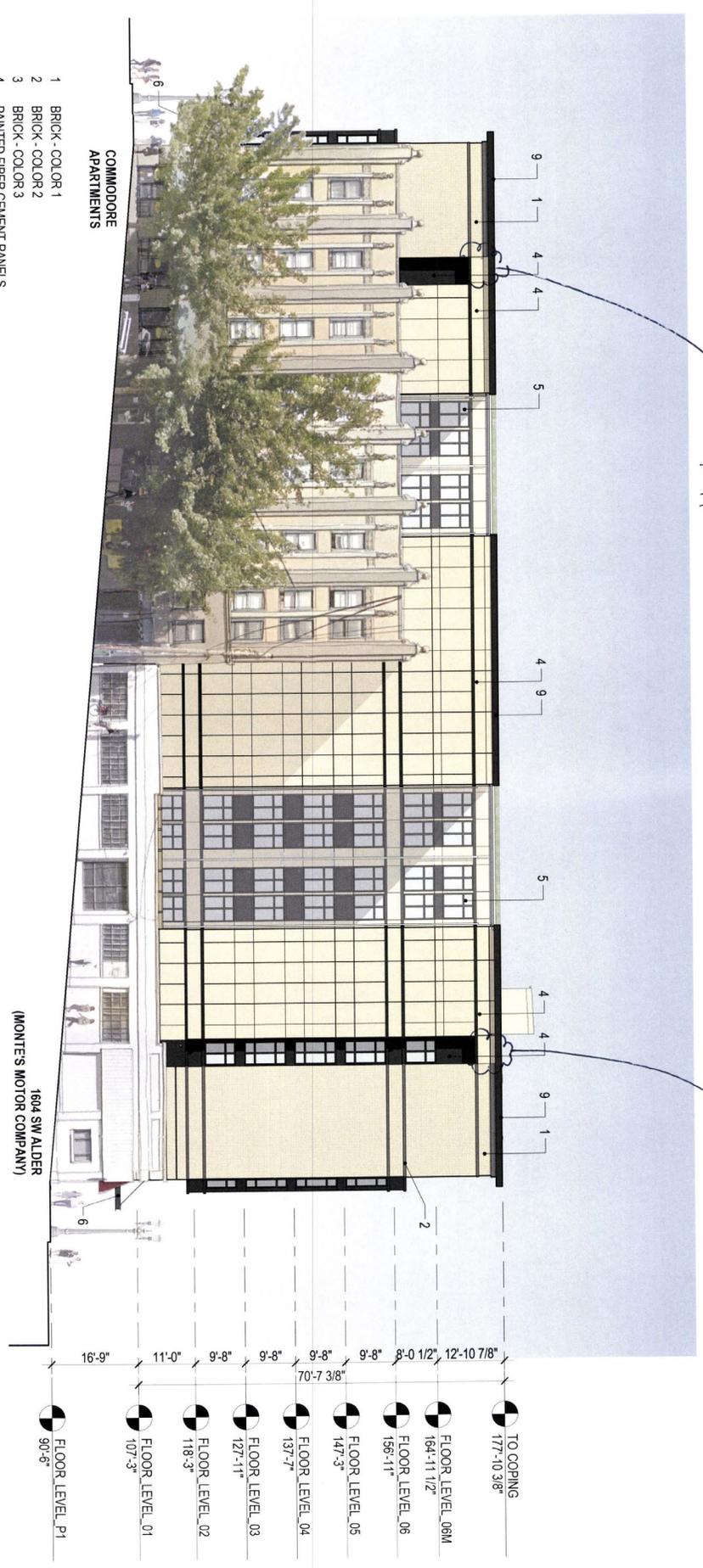
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\* Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 3/5/2020  
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 additional zoning requirements that may apply.



Condition of Approval D

Condition of Approval D



- 1 BRICK - COLOR 1
- 2 BRICK - COLOR 2
- 3 BRICK - COLOR 3
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**\*Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 3/5/2020

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

