



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

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION -
DENIAL

CASE FILE: LU 22-121266 DZM - RiverPlace Block 1 South
PC # 21-103597
LU 21-053731 CCMS – Central City Master Plan
REVIEW BY: Design Commission
WHEN: **June 30, 2022, 1:30pm**
<https://www.portlandoregon.gov/bds/dcagenda>

This meeting will be held remotely over Zoom. To observe and participate remotely, please refer to the instructions included with this notice.

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

Bureau of Development Services Staff: Grace Jeffreys / Grace.Jeffreys@portlandoregon.gov

GENERAL INFORMATION

Applicant: Agustin Enriquez, GBD Architects Inc.
1120 NW Couch St, Suite 300, Portland OR 97209
Agustin@gbdarchitects.com Tel. (503) 224-9656

Representative: Aaron Jones, Eastbank Development
1640 NW Irving St, Portland, OR 97209

Owner: NBP 0150 S Montgomery LLC
1640 NW Irving St, Portland, OR 97209-2213

Site Address: **150 S MONTGOMERY ST**

Legal Description: BLOCK 104&105 TL 1000, PORTLAND
Tax Account No.: R667709440
State ID No.: 1S1E03CA 01000
Quarter Section: 3229

Neighborhood: Portland Downtown, contact Wendy Rahm at wwrahm@aol.com
Business District: None
District Coalition: Neighbors West/Northwest, contact at admin@nwnw.org
Plan District: Central City - University District
Other Designations: This site is part of a site identified as requiring a Central City Master Plan Review for new development.

Zoning: **CXd, g*** - Central Employment (CX) with Design (d) and River General (g*) overlays
Case Type: **CCMS** - Central City Master Plan Review

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

Proposal:

Applicant is seeking Design Review approval for a new 30-story multi-family residential tower on the former Riverplace Athletic Club (RAC) site. This development will be a Phase 1 of the in-process CCMP for the entire Riverplace site (LU 21-053731). This proposal will include approximately 344 residential units with parking provided by utilizing unused existing spaces in the adjacent Douglas Apartments garage. A total of 16,610 square feet of new public open area will also be provided in two locations - in the middle of Block 1 and at the southern end of Block 1. These two open areas will provide public links from the Harbor Drive Trail on the west of the property to the new Street "A" as well as publicly-accessible landscaped open space.

Five (5) Modifications are requested [PZC 33.825.040]:

1. 33.510.210.D.3.e Bonus heights, RiverPlace Height Opportunity Area. Request to allow an increased floor plate size from the allowed maximum 10,000 square feet to 12,500 square feet above 100' in height.
2. 33.510.251.A.3.e Special building height corridors and tower orientation. Request to modify "north-south" from cardinal north-south to being 90 degrees perpendicular to the easternly and westerly street grids west of the site.
3. 33.510.220 Ground Floor Windows, North Elevation - Request to reduce the ground floor window requirements from at least 40 percent to 26 percent of the ground level wall areas.
4. 33.510.220 Ground Floor Windows, South Elevation - Request to reduce the ground floor window requirements from least 40 percent to 21 percent of the ground level wall areas.
5. 33.510.243 Ecoroofs. Request to reduce the eco-roof coverage from 60 percent (100 percent with 40 percent allowance for services) to 58 percent.

Proposal includes:

- Parking. To be accommodated on the adjacent, common-ownership Douglas Apartments and Townhomes site (APP.9).
- Loading. To be provided at the SE corner of the site off of the future "A" Street. Two spaces 35'x10'x13' clear and paved for loading.
- Short term bicycle parking. To be distributed throughout the site near main building and entry locations.
- Long term bicycle parking. To be accommodated some in units (maximum 50% in units), on level 1.5, the main bike parking amenity, and the remainder in the ground floor storage area.

A Design Review is required for new development within a Design Overlay zone in Central City Plan District per Section 33.420.041 of Title 33, Portland Zoning Code.

Additionally, Central City Master Plan review is required for new development on this site per Section 33.510.255 of Title 33, Portland Zoning Code. This requirement has been addressed through the recently approved Central City Master Plan review LU 21-053731 CCMS.

Approval Criteria:

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

- *Central City Fundamental Design Guidelines*
- *33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: This proposal is for redevelopment of the former Riverplace Athletic Club (RAC) site, located at 150 South Montgomery Street. This will be a Phase 1 of the in-process Central City Master Plan (CCMP) (LU 21-053731 CCMS). The full site encompasses the RAC and

The Douglas Apartments and Townhomes, and is within the 8 acres of the RiverPlace Central City Masterplan CCMP that established the framework for redevelopment for this area.

The subject property is an 8.03-acre site (349,708 square feet) located within the University District/ South Downtown subdistrict of the Central City Plan District. The site is bound by South Harbor Way/ South Harbor Bike Path at the west, South Montgomery Street at the north, South River Drive at the east, and South River Parkway at the south.

Existing development on the site includes:

- RiverPlace Athletic Center, RAC (1986): At 105 S Montgomery Street, at the west side of the site, lies the 2-story, 20,520 sq. ft. former RiverPlace Athletic Center building, constructed in 1986.
- RiverPlace 2, the Douglas Apartments (1992): At 0308-0320 S Montgomery Street, at the north end of the site, lies the RiverPlace Parcel 2 plus the 5-story Douglas Apartment development constructed in 1992. It consists of an at-grade 1-story structured parking podium (visitor parking) with some retail frontage. Above this podium lies the Douglas Apartments over another floor of structured parking (resident parking), as well as 2-3 story townhomes, most with built-in garages.
- RiverPlace 2, the Douglas Townhomes (1993): At 2025 S River Drive, at the south end of the site, lies the 3-4 story RiverPlace 2 Douglas Townhomes which were constructed in 1993 and contain limited retail frontage (facing the Plaza at River Drive) and 2-3 story townhomes, most with built-in garages.

The total existing development is 583,726 gross square feet, which includes 528,264 gross square feet in the residential buildings, and 55,462 gross square feet in the RAC building, for a 1.67:1 FAR. The total existing uses include 290 existing residential units, 68,300 gross square feet of retail sales and service uses and 722 parking spaces (Exhibit C.39). Existing parking on site is located in two parking structures: one located roughly at the grade of S River Drive and the other located a level above it in the Douglas Apartments building, and most of the townhouses have a built-in garage (Exhibit C.79).

This site is located in the Downtown Pedestrian District. The City's Transportation System Plan has identified the following for the perimeter streets:

- South River Parkway: Considered a Major Transit Priority Street, Traffic Access Street, Major City Bikeway, and a Major City Walkway.
- South River Drive: Considered a City Bikeway, City Walkway, and a Local Service Street for Transit and Traffic.
- South Montgomery Street: Considered a City Bikeway, City Walkway, and a Local Service Street for Transit and Traffic.
- South Harbor Way/ South Harbor Bike Path: Considered a Major City Bikeway, Major City Walkway, and a Local Service Street for Transit and Traffic.

Note: The multi-use South Harbor Bike Path is considered a "street" per Portland Zoning Code Section 33.910, which defines "street" as "A right-of-way that is intended for motor vehicle, pedestrian or bicycle travel or for motor vehicle, bicycle or pedestrian access to abutting property".

The site is located within the University District/ South Downtown subdistrict of the Central City Plan District and the neighborhood around the RiverPlace site includes a marina, a park, and the greenway, as well as offices, three hotels, condominiums, apartments, and retail development, including retail spaces along Tom McCall Waterfront Park's esplanade.

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 River Overlay zones implement the land use pattern identified in the Central City 2035 Plan (2018). There are two River Overlay zones each with their own purpose:

- The River General “g*” overlay zone allows for uses and development that are consistent with the base zoning and allows for public use and enjoyment of the riverfront.

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 University District/ South Downtown Subdistrict of this plan district.

Land Use History: City records indicate that prior land use reviews include the following. Items that are *italicized* are conditions of approval that may apply.

Land Use History for this entire site:

- LU 21-053731 CCMS: Approval on appeal to City Council of a Central City Master Plan (CCMS) for this site.

Development on the west part of the site, at 0150 SW Montgomery Street, called the RiverPlace Athletic Club, was constructed in 1986. This includes the building, on tax account number R246187 (R667709440), and the private access drive to the east, referred to as S Harbor Place, on tax account number R246186 (R667709430):

- LU 12-214842 DZ (2012) Approval of 2012 Design Review for a LED, internally illuminated wall sign 13’-4” wide and 3’-8” high, approximately 49 sq. ft. in area.
- LU 08-112793 DZ, (2008) Approval of 2008 Design Review to install rooftop mechanical equipment, a 3’-0” x 3’-0” x 3’-0” rooftop condenser unit.
- LU 05-129602 DZ, (2005) Approval of a 2005 Design Review for two pairs of French doors, multi-sliding doors, and patio improvements.
- LU 97-014100 (LUR 97-00054), (1997) Approval of 1997 Design Review to construct a one-story building addition to enclose an existing deck.
- LU 97-00763 DZ and LU 98-00274 DZ, (1997) Approval of Design Review to remove “tiffany” lights and install white neon tubing.
- VZ 208-65: Approval of a 1965 Variance to have more than one sign in an “S” zone.

Development on the north part of the site, initially referred to as the first element of RiverPlace Parcel 2 development, was constructed in 1991 and includes a one-story parking podium with the Douglas Apartments and townhomes above. This includes tax account numbers R326736 (R991030290) and R326737 (R991030291):

- LU 10-124265 DZ (2010), Approval of a 2010 Design Review for railing change to balconies.
- LUR 94-00025 DZ: Approval of a 1994 Design Review for plantings of trees, shrubs, and groundcover, and installation of streetlights for a new City Street system.
- LUR 93-00604: Approval of a 1993 Design Review with a Modification so as not to require conformance with the Required Retail Standard of 33.510.225 at all but the SW River Drive frontage, and a Modification to the Ground Floor Windows standards of 33.130.230 in order to significantly reduce both the length and area of ground level windows at all of the proposed buildings, and a Greenway Review, for a 182-unit residential development.

- LUR 93-00603: Approval of a 1993 Conditional Use for parking within the Downtown Subdistrict and an Adjustment to the Southwest Waterfront Maximum Interim Parking Space Ratios of the Downtown Parking and Circulation Policy, in order to increase the number of parking spaces from the allowed 182 spaces to the proposed 212 spaces.
- LU 92-00006 CU (1992), Approval for 1992 Conditional Use for a 3-year request to provide 124 valet parking spaces on the roof deck of the RiverPlace garage as a Commercial Parking use in the Downtown Subdistrict of the Central City Plan District.
- LU 89-005412 GP / LU 89-005551 DZ (GP 12-89) (1989), Approval of 1989 Greenway and Design Review for 108 new apartments and 136 parking spaces on Parcel 2. The parking and housing will be constructed above a one-story parking structure (currently not built) that was approved in 1988. Design Review Approval (DZ 56-89) and CU approval (CU 51-89) were processed separately.
 - LU 89-004897 DZ (DZ 56-89): (1989), Approval of 1989 Design Review a blank wall for the west relating to GP 12-89 RiverPlace Project, subject to conditions A-J, including: *A. The east/ west public pathway through the project shall be located and designed in such a way as to facilitate its use.*
 - LU 89-003936 (CU 51-89): (1989), Approval of a 1989 Conditional Use review to relocate a previously approved parking lot (CU 19-88) and increase from the allowed 108 spaces to 136 spaces. *Subject to conditions A-I, including: A. The 136 new spaces being requested shall be used solely by residents of the residential units. G. Twenty-seven interior, convenient bicycle parking spaces shall be provided.*
- LU 88-004587 DZ (DZ 26-88): (1988) Approval of a 1988 Design Review for a parking structure east of the athletic club. *Approval subject to conditions including: 1) No blank walls shall be allowed, and 2) Public pedestrian access in the east-west direction at the elevation 39-foot courtyard level shall be provided.* See also: GP 005-88 & CU 19-88
 - LU 88-005328 GP (CU 19-88/GP 005-88). (1988) Approval of a 1988 Conditional Use and Greenway Review to construct a partially below-grade single-story parking structure for 301 cars with retail space of approximately 7,275 sf and residential lobby space of approximately 3,000 sf. This will serve as the first element of Phase II of the “South Waterfront Redevelopment” on Parcel 2. The parking structure will serve the marina, retail shops and restaurants that were built during Phase I of the “South Waterfront Redevelopment”. Residential units will be constructed above the proposed garage in a future phase. *Approval subject to conditions including: D) The use of the parking structure shall be primarily for short-term parking (under 4 hours).* See also: DZ 26-88.
- LU 88-100132 MP (MP 46-88). 1988 Review of a Minor Partition for SW Montgomery east of Harbor Way - Block 104 & 105, TL 1 of TL's 18, 29, 47, 60, 65
- LU 88-026777 SU (32-88 SU) (1988) Approval of 1988 Subdivision Review with conditions regarding construction of new ROW's, including River Drive.
- CU 43-86 (1986), Approval of a 1986 Conditional Use review to allow off-street parking within the Greenway.
- CU 86-83 (1983), Approval of a Conditional Use for Willamette Greenway Review and for off-street parking for 771 vehicles.
- LU 83-000859/83-000860 CU (CU 13-83): Approval of a 1983 Conditional Use review for a temporary heliport.
- CU 46-81 (1981), Approval of a Conditional Use review for temporary parking lot for construction purposes.
- CU 58-80 (1980), Approval of a Conditional Use review for a terrace bowl, esplanade and a marina.

Development on the south part of the site, at 2025 S River Drive, was constructed in 1993. This includes tax account numbers R273071 (R779900200) and R273072 (R779900205). A number of the earlier land use cases listed above also apply to this part of the site.

- LU 05-131173 DZ (2005), Approval a 2005 Design Review for a new glass canopy and storefront system including entry door at a central storefront bay, re-wrapping and minor

alterations to existing awning frames, an area of sidewalk replacement, and construction of two interior walls at end bays.

- LU 97-014670 DZ (LUR 97-00624 DZ) (1997), Approval of 1997 Design Review for replacement awnings.
- 77-89 DZ (1988) Approval of a 1989 Design Review for a sign.

Agency Review: A “Request for Response” was mailed **May 16, 2022**. The following Bureaus have responded with comments:

- The **Bureau of Environmental Services**, in their response on June 13, 2022, noted the following (See Exhibit E1 for full details):

BES does not recommend approval of the design review with modifications application at this time for the following reasons: 1) the Public Works Concept Development plans have not been approved; and 2) there are inconsistencies between the stormwater management plan, the design review plans, and the Public Works Concept Development plans that must be addressed.

- The **Bureau of Transportation Engineering** responded on June 6, 2020 (Exhibit E.2.a), and then provided a revised response on June 17, 2022 (Exhibit E.2.b). They noted the following (See Exhibit E.2.b for full details)

Substantial progress has been made by the applicant team. With that said, PBOT cannot support approval of the request at the time of this writing due to the need for concept approval of the public works permit to meet condition of approval C.2 of the master plan review. Public works permit 22-150391-WT (TB0147 RP691) has been set up, but the review is still pending. The plans do appear to be coordinated between the public works permit and the land use submittal, but there remain many technical issues to be resolved. Staff looks forward to revisiting the response once the public works permit concept approval has been secured.

The following Bureaus have responded with no issues or concerns:

- Water Bureau
- Fire Bureau (Exhibit E.3)
- Site Development Section of BDS (Exhibit E.4)
- Bureau of Parks-Forestry Division (Exhibit E.5)
- Life Safety Section of BDS (Exhibit E.6)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on June 9, 2022. Two written responses were received from the Neighborhood Association and notified property owners in response to the proposal.

(Received prior to the staff report dated June 21, 2022)

1. Sandra Burlingame, 3-24-2022, concerns with lack of parking.
2. Walter Weyler, Chair Downtown Neighborhood Association Board, 3/16/2022, wrote with DNA concerns related to the approval criteria, requirements before Permitting, Open Space, Eco Roofs, FAR, Height, Inclusionary Housing, Tree Plan, and Modifications.

BDS Staff response:

- Parking. Per 33.510.261.F.2, there are no minimum parking requirements for Growth Parking, which is parking created in conjunction with new development.
- Design Review Purview. The purview of design review includes elements of the project that relate to the approval criteria, in this case, the *Central City Fundamental Design Guidelines* (for the Design Review) and *33.825.040 Modifications That Will Better Meet Design Review Requirements* (for the Modification Review).

- Approval Criteria. The approval criteria for this design review are the *Central City Fundamental Design Guidelines* and *33.825.040 Modifications That Will Better Meet Design Review Requirements*. The Central City 2035 Goals and Policies are not part of the approval criteria for this review. Please refer to the findings below for the applicable approval criteria.
- Requirements before Permitting. Please refer to the Infrastructure Bureau responses above regarding requirements for approval for this land use application.
- Open Space. The DNA asks the Southern Connection open area to be designed to support recreation for students, families and pets. Note, at the base of the ramps the proposal now includes an open grassy area which will provide a usable, flatter lawn area for more active uses for local residents. Please see findings below, especially under A8.
- Eco Roofs. The design has been revised since the DAR to provide 58% of the required 60% of ecoroofs, so this proposal now includes a much more modest Modification request, along with mitigation through two generous landscaped open areas. Please see findings below, especially under Modifications.
- Use allowances (such as FAR, height, inclusionary housing and parking requirements) in the Zoning Code are established in a legislative process with review and approval by the Planning and Sustainability Commission (PSC) and City Council. Concerns regarding these, or other development regulations, should therefore be directed to the PSC or Bureau of Planning and Sustainability Staff (BPS) (503) 823-7700.
- Tree Plan. Please see tree plans included in landscape drawings, especially C.44 and C.51.
- Modifications. Please see findings below, especially those under Modifications.

Procedural History:

- LU 21-053731 CCMS. Central City Master Plan (CCMS) approval for this site (Exhibit G.6).
- EA 21-103597 PC. A Pre-application Conference meeting was held on December 14, 2021 (Exhibit G.5).
- LU 22-119953 DA. A Design Request meeting was held with the Design Commission on April 14, 2022. (Exhibit G.4). This is a requirement per Condition of Approval J from the Central City Master Plan approval for the site LU 21-053731 CCMS. From the Executive Summary, the feedback from the Commission noted that:

“Most of the tower elevations seem well-related and simple in materials and forms. The most work is needed in the first three floors for a better relationship to surrounding streets and open spaces.”

- LU 22-121266 DZM. The application was submitted on March 10, 2022 and was deemed to be compete on May 6, 2022 per the applicant’s request (Exhibit A.8). The hearing is scheduled for June 30, 2022, which is 55 days from completeness.

ZONING CODE APPROVAL CRITERIA

(1) Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Central City Fundamental Design Guidelines

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

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

Central City Plan Design Goals

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

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

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

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

Findings: The River plays an important part in the organization of the RiverPlace Master Plan and of the proposed Block 1 residential tower. The podium rooftop offers a resident outdoor terrace that in the Phase 1 development will offer small glimpses of the river through the Douglas Apartments and Townhomes as well as views of the Marquam Bridge. This development will bring increased density near the river, expanding the number of stewards of the resource.

The proposal also includes the Pedestrian Accessway through the middle of the site and the South Pedestrian Connection to the south of the site, both of which will add and promote circulation through the site towards the River, and that flow will continue with the future development of Phase 2. The lobby of the building is located facing the River and immediately adjacent to the aforementioned Pedestrian Accessway.

This criterion has been met.

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

Findings: The concept behind the proposed tower is that the massing and texture of it reflect a flowing river that is a common theme in both Portland and the Pacific Northwest. The podium concept uses a landform concept that reinforces the use of landscape in design, but is also an eco-roof.

All of the rights-of-way adjacent to the site will be constructed to City of Portland standards, ensuring that continuity of experience from downtown to RiverPlace. The CCMS set forth small block sizes of approximately 200' to allow for more frequent N/S/E/W connections.

This criterion has been met.

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

Findings: Through the Central City Master Plan process (CCMS), the block structure of the entire RiverPlace neighborhood was gridded to closely imitate the traditional 200'x200' block structure present in the Central City of Portland. The Pedestrian Accessway bisects the Block 1 site, essentially creating two development pads, not exceeding 200' in their north/south dimensions.

This criterion has been met.

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

Findings: The connection to the surrounding landscape and the river is a concept that pervades the design of RiverPlace Block 1. The South Pedestrian Connection and the Pedestrian Accessway will add two new publicly accessible paths down towards the river, will help to better connect the Riverplace neighborhood with the Harbor Drive Trail and the active transportation network throughout the city.

Reconnecting the landscape to downtown and the S Harbor Drive gateway is also the concept of the podium of the building. Extensive eco-roof is held close to grade on the western edge, as an extension of the adjacent green right-of-way, allowing for a wider landscaped boulevard into downtown Portland from I-5.

The 325' tall tower location at Block 1 puts it in a prominent alignment with the bend in the Willamette River at the south end of downtown, creating a new architectural landmark.

This criterion has been met.

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

Findings: Connections to river and to landscape are sprinkled throughout the RiverPlace neighborhood in its parks, promenades, and beaches. The South Pedestrian Connection and the Pedestrian Accessway will provide publicly-accessible landscaped west-east connections from the Harbor Drive Trail towards the river, which will enhance the character of the local rights-of-way.

The landscaped podium roof continues the pervasive landscape theme of the water's edge, while the rippling tower façade form echoes the movement and fluidity of water, while the

future development of the northern parcel of Block 1 will be held back to allow for tree canopy and a strengthening of S. Montgomery as a Green Street.

This criterion has been met.

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

Findings: The property owner has indicated that prior to demolition of the Riverplace Athletic Club, they intend to salvage and re-use or donate any items of value.

This criterion has been met.

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

Findings: The site context for Block 1 is very different on its south and west sides from its north and east sides. The southern and western edges are dominated by landscaped spaces while the northern (S Montgomery St) and eastern edges ("A" Street) are directly adjacent to rights-of-way and will ultimately be a much stronger urban edge and streetscape as future phases of the RiverPlace masterplan come online. As a result of these differing influences, the proposed building allows for a graceful connection to the landscape through the extensive ecoroof that meets the adjacent green right-of-way landscape to the west. Then, as the grades fall to the east, the ground floor under the roof transforms to a much more urban solution with hard edges, significant active-use program and much more vibrant glazed walls with human-scaled entrances and a dramatic covered entry space.

This criterion has been met.

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

Findings:

East: To the east, the lobby and uses along S. Harbor Place (future "A" Street) have an expansive storefront wall, allowing those active spaces within to connect with the public realm as much as possible (C.12). Service uses, including the loading bay and the generator room, are located to the south away from the active lobby areas, and the design minimizes the impact of these spaces by use of vertical stone-clad elements and setting back the entry into the package room with glazing. The generator room has been positioned above the package room, so the louvers are within transoms which are above full height glazing. The entrance to the building is also called out by a subtle cant to the roof form of the podium, and by the significant, dramatic overhang of the roof, creating a generous covered outdoor space adjacent to the Pedestrian Accessway.

North: To the north, there is a challenging elevational drop of about 17 feet from the west to the east. The Pedestrian Accessway that bisects Block 1 here offers an opportunity to use the path and open space to create an inviting experience for pedestrians to move through and also stop and rest within the neighborhood (C.12). The stair that connects the east and west sides splays out near the bottom to spill out to the main entrance plaza along S. Harbor Place (future "A" Street) at the east. From here, across "A" Street, there is a pedestrian path east towards the river through the driveway of the townhomes to a stair which leads down to the plaza adjacent to South Waterfront Park. This connection will be further strengthened when future phases introduce a new "B" Street in this location, leading towards the river

and a new major open space. The design for the Pedestrian Accessway includes lush landscaping with multi-stemmed trees that will be accented by a slender forest of columns supporting the roof and carrying through into the main lobby space. Two translucent windows have been added on this elevation to provide a sense of depth in the solid building wall and these will provide some ambient spilling of light from the storage area within (C.23, C.33 and C.60)

West: To the west, the majority of the frontage of the tower is programed with amenity spaces and an entry (C.13). One ground level unit is located at the south end of this frontage, and planters have been added between this unit and the right-of-way and S. Harbor Trail to add some transitional layering.

South: There is a challenging elevational drop of about 20 feet from the west to the east. The South Pedestrian Connection here offers an opportunity to use the path, ramps and open space to create another inviting experience for pedestrians within the neighborhood (C.12). The ramp includes seating at the wider landings to stop and rest. The frontage includes residential units at the higher level looking down into the open area, and three of the units will have Juliet-style balconies that open towards the open area (C.13 and C.61). At mid-level the ramp angles back towards the building to a glazed entry for building residents providing access to bike storage and an adjacent pet wash room, which also contains glazing. The ramp then angles away from the building and the less active uses towards the east of the frontage, such as loading, and then returns at the bottom of the slope to join the new sidewalk. At the base of the ramps is an open grassy area which will provide a usable, flatter lawn area for more active uses for local residents.

This criterion has been met.

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

Findings: This site is not designated as a “Gateway”, but it should be acknowledged that this Block 1 development offers the opportunity to be a gateway to both the neighborhood and access to the River. The Pedestrian Accessway is also a gateway, both visual and physical, into the Riverplace neighborhood. That gateway is strengthened through a low podium height, which allows for visual connection through the site, and the canted plane of the podium’s eco-roof adds artistic, defining character to the welcoming gesture.

Both the Pedestrian Accessway and the South Pedestrian Connection strengthen existing gateways and will create new ones as Phase 2 of the Riverplace development continues.

This criterion has been met.

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.

Findings: The sidewalks adjacent the site along S. Montgomery and S. Harbor Place will be constructed to maintain the city standard for sidewalks and will replace street trees per city requirements. Extensive ground floor glazing is proposed along S. Harbor Place (future “A” Street), where the building’s grand lobby is located and at the base of the Pedestrian Accessway. The ground level of the building is set back at the east and west frontages, and along with the large, projecting roofs of the podium ecoroof, and the tower above, the proposal will provide generous coverage for pedestrians and building visitors. These projections will offer strong visual clues to the entrance as well as provide cover for the pedestrian zones. The Pedestrian Accessway provides a connection through the middle of the site, which is flanked on the north with the existing S. Montgomery Street sidewalk and to

the south with the South Pedestrian Connection, which will provide a new ramp connection from the S. Harbor Drive multi-use path. These will provide significant connections both through and around the Block 1 site.

This criterion has been met.

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

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.

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:

Tower lighting.

- Minimal exterior lighting of the tower is proposed. The nature of a multi-family residential project is that the many individual residences provide ever-changing illumination on any given day or time. Small downlights are proposed on the undersides of balconies that would help emphasize the rippling and off-setting movement to the façade.

East:

- For the development of the south half of Block 1, the east frontage is the only one with adjacent vehicle movement, along S. Harbor Place (future "A" Street). Here, along with ground level setbacks, the extended eco-roof edge projects over much of the eastern portion of the proposed development, providing overhead protection for pedestrians and building visitors.
- The podium lighting would be focused as wall lights and under-canopy downlights at all entry points. The main building entrance is intended to emanate a warm, woody and inviting glow. In concert with generous glazing of the building's main lobby and entrance, exterior building lighting will be provided under the large, cantilevered canopy, offering a very well-lit and safe pedestrian zone here (C.38). Standard Street lights are proposed along S. Harbor Place (future "A" Street) (C.58).
- The building's generator exhaust will be discharged well above the pedestrian zone in its location at Level 1.5 (mezzanine) (C.17, C.29 and C.60).

North:

- As noted above, exterior building lighting will be provided at the east end under the large, cantilevered main entrance canopy, offering a very well-lit and safe pedestrian zone (C.38). Stair light fixtures are proposed alongside either side of the stairs (C.58).
- As the stairs travel up the slope to the west, they angle away from the face of the building creating room for a landscaped buffer between the stairs and the inactive frontage of the building along the steep slope. Overhead coverage along the stairs will be provided by landscape and trees.
- No building exhaust is proposed on this frontage at the pedestrian level (C.24, C.30 and C.60).

West:

- Lighting at the west entry will be provided by wall lights and under-canopy downlights (C.38).

- Along Harbor Way, standard Street lights are shown at the north end of the trail; **however, fixtures are not yet shown at the south end of the west trail (C.58).**
- No building exhaust is shown on this frontage at the pedestrian level (C.20, C.31 and C.61).

South:

- While the narrative states that the podium lighting would be focused as wall lights and under-canopy downlights at all entry points, **the drawings do not yet show pedestrian level fixtures at the south frontage entry area (C.38).** Pedestrian Pole fixtures are proposed alongside the ramps (C.58).
- As the stairs travel up the slope to the west, they angle away from the face of the building creating room for landscaped buffers between the stairs and the inactive edges of the building along the steep slope. Overhead coverage along the ramps will be provided by landscape and trees.
- Building exhaust proposed on this frontage includes louvers into the loading bay. These are placed where the ramp is away from the building frontage, so pedestrians will be away from the louvers (C.24, C.30 and C.61).

These criteria have not yet been met.

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.

Findings: A 60'-wide open area is provided via the Pedestrian Accessway through the site, combined with the existing S. Montgomery right-of-way and new south ramp at the South Pedestrian Connection, which will eliminate any barriers to passage through or around the site and strengthen connection to the Harbor Drive Trail. Two crosswalks along the S. Harbor Place (future "A" Street) right-of-way will meet the City standards and provide a generous and well-marked opportunity for crossing to and from the Douglas Apartments.

This criterion has been met.

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.

Findings: This proposal provides a number of safe, comfortable places where people can stop, view, socialize and rest. The large entry plaza in front of the main lobby on S. Harbor Place (future "A" Street) will provide a covered place for people to stop, view and rest. The Pedestrian Accessway is designed to welcome users from both sides of the site and allow for a pleasant, landscape-heavy experience. The stairs are meant to have a meandering, trail-like quality that will offer integrated landscape seating elements and trees for shade and cover. It is intended to be both a place to pass-through as well as linger and enjoy. The South Pedestrian Connection will also welcome users from both sides of the site and offer places to stop, view and rest at each of the landings of the switchback ramps.

This criterion has been met.

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

Findings: The primary open spaces around the building, the mid-block Pedestrian Accessway and the South Pedestrian Connection ramps, are very much connected with the proposed residential tower. The Pedestrian Accessway spills out into the covered main entrance plaza to the building and is overlooked by the occupied resident outdoor terrace on

the podium roof. The southern ramps are connected to an entrance to the Level 1.5 (mezzanine) lobby and the bike parking and repair amenities within the building. This space is also overlooked by 4 residential units on Level 2.

At the top and the bottom of the Pedestrian Accessway, site-specific public art pieces are proposed (C.45), which will identify and enhance the junctions of this new accessway and signal the location towards the future B Street.

This criterion has been met.

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

Findings: The overall design of the project provides accessible entrances to the building that are integrated with the surrounding accessible sidewalks of the neighborhood. The code required amount of type A units will be provided. The South Pedestrian Connection will have an ADA accessible ramp, creating universal access.

This criterion has been 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.

Findings: The Block 1 site is very unique in that the adjacent S. Harbor Drive creates a large separation from any adjacent buildable parcels to the west, allowing for many view opportunities to the south, west, and NW of downtown and the West Hills. The building's location at the bend in the Willamette River, combined with the available height and stepping of future RiverPlace development, allows for views in all directions. The tower's faceted façade, reminiscent of flowing water, also allows for emphasis on connecting residents to those surrounding views on all sides. Balconies are placed at canted angles to allow for panoramic views and connections to both local and regional views. The resident outdoor amenity terrace on the top of the podium is also positioned to allow for some visual connection to the Marquam Bridge and a glimpse of the Willamette River.

At the base of the tower, the most active uses have been placed along the more level adjacent grades on the west and east frontages to activate these frontages. Where there are large changes in grade along the frontages, especially the north and south facades, extensive landscape with inhabitable spaces has been used to add visual interest to these public spaces.

This criterion has been met.

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

Findings: The building's concept promotes a connection to the landscape through its ground-like podium form, while the tower is more reminiscent of water which has a large presence in the Pacific Northwest. The tower's form is derived from the fluidity and motion of flowing water, with its faceted window wall façade rippling on all sides and accented with punctuating balconies and corrugated metal panels. This composition speaks to the connection to nature and reflects the many view opportunities available.

The window wall system will include vision glazing with operable windows, spandrel glazing, and an accent metal panel that is corrugated to further emphasize the movement of the façade. The podium is sculpted to connect the landscape edge of the western right-of-way and to feel like an extension of the greenway, while the grand lobby below is carved into the

hill, exposing itself to the more urban eastern edge of the site. The podium materials are a mix of narrow, vertical stone panels, indicative of the basalt columns of the geology of the Pacific Northwest, and tall, glazed storefronts allowing for transparent, visual connections to the active lobby of the building.

The materials proposed will generally promote quality and permanence (APP.27-32).

However, to ensure quality and permanence, samples are needed of the wood-toned metal at the podium soffits and corrugated metal paneling on the tower and on the rooftop, as well as the gauges of metal panels, and a clear indication is needed of where and what type of corrugation is proposed.

This criterion has not yet been met.

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

Findings: The proposal is for a new development; therefore, this criterion is not applicable.

This criterion is not applicable.

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

Findings: The former Riverplace Athletic Club is being demolished for the redevelopment of the RiverPlace neighborhood. This allows for the phased development of the RiverPlace Master Plan to be built, strengthening the neighborhood and its connection to the river and pulling it into the future of Portland. The addition of 344 residential units will help to bring added life and vibrancy to the neighborhood and will strengthen the gateway to downtown along S Harbor Drive and the Willamette River along S. Montgomery Street.

Reconnecting the landscape to downtown and the S Harbor Drive gateway will also complement and enhance the local context. The new Pedestrian Accessway through the middle of the site and the South Pedestrian Connection to the south of the site will both add and promote circulation through the site towards the river, and that flow will continue with the future development of Phase 2. The lobby of the building is located facing the river and immediately adjacent to the aforementioned Pedestrian Accessway.

The Riverplace neighborhood has a rich history of design, through its past development via Design Competition to the new Master Plan, bringing the neighborhood into the next generation of development along the river's edge. This proposed development is the third phase in the Riverplace neighborhood history and design character — a strong, ever-evolving river neighborhood.

This criterion has been met.

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: The building's composition of a simple, low landscaped podium base that reconnects the land around it with an elegant tower above makes a strong, simple statement. That tower form ripples and oscillates from base to top, adding movement and playfulness to the Portland skyline. The simple palette of glazing with interspersed corrugated metal panels in the widow wall system unifies the tower while also allowing variety, fluidity, and scale to make it truly unique and identifiable. The gestures of nature, landform and water, inherent in the massing of the building, tie it securely to the landscape of the region.

This criterion has been met.

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

Findings: The Block 1 site offers many opportunities to connect with adjacent public spaces, and the Pedestrian Accessway and South Pedestrian Connection ramps allow for new access between the bike path and Downtown towards the river and are keys to enhancing that porosity into the Riverplace neighborhood.

East: To the east, the lobby is set back, and paired with a large roof overhang, together they create a generous covered outdoor space adjacent to the Pedestrian Accessway and S. Harbor Place (future “A” Street).

North: To the north, the Pedestrian Accessway is seen as an opportunity not only to foster connectivity, but also to create a space that is enjoyable for both residents and guests. The Accessway opens up to the sidewalk along S. Harbor Place at the top and into a covered plaza outside of the building lobby at the bottom. The large scale of the covered space is meant to invite the public in and become a part of the open space Accessway. The multi-stemmed trees in the Accessway set the tone for the smaller scale columns of the covered entry area, blurring the line between indoor and outdoor while providing a comfortable space to pause.

West: To the west, the base of the tower is setback with a slight overhang above (C.13), with a walkway and planters to provide additional transition.

South: To the west, the tower is set back from the South Pedestrian Connection, and the ramps angle back and forth, touching the building at the top, the mid-level entry and at the bottom of the slope. The rest of the frontage has landscape and overhangs.

This criterion has been met.

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: The massing of the building’s podium is used to facilitate access around and through the site while connecting the varied adjacent grades. The building’s entrance is located mid-block on the southern portion of the Block 1 parcel but offers an extended covered and sloped entrance canopy that links west to the Pedestrian Accessway. This connection welcomes and encourages circulation throughout all seasons with the grand scale and coverage of the podium entrance canopy.

At the southern edge of the building, ramps are proposed which transition down from west to east, connecting to a smaller lobby entrance at the mid-level of the building where residents can connect to the bikeway system easily from the bike parking area located here. At the northwestern edge of the building, the resident amenity terrace is essentially located near grade and also overlooks the Accessway as it steps down to the east, creating another multi-leveled connection to the resident activities in the building.

This criterion has been met.

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

Findings: The building's conceptual massing is divided into two distinct parts, a base and a tower, and uses a recessed Level 2 "gasket" to clearly delineate those massing moves. The building podium is designed to connect the landscape with a large revealing cant at the main lobby entrance. This canted ecoroof form wraps the eastern face of the building, spiraling up the northern face and ends at the western amenity deck. To the south, it wraps to the mid-level entry to create a covered entry area.

The tower facade is derived from the movement and form of flowing water and is set atop the landscaped podium base, isolated by the recessed, glazed gasket. The building components are distinct in their forms, but strongly driven by the concept of connectivity with nature.

This criterion has been met.

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

Findings:

East: One of the primary pedestrian experiences for the southern portion of Block 1 is along S. Harbor Place (future "A" Street). That right-of-way houses the main building entrance which will look out upon a flow of activity throughout the day as residents of the 344 units come and go (C.11). The large recessed and covered entry plaza offers a flexible and inviting area to either pass through or pause and relax in.

North: To the north, as mentioned above, there is a challenging elevational drop of about 17 feet from the west to the east. That frontage consists of service spaces, and is buffered from the stairway by extensive landscaping with places for people to stop and rest (C.12).

West: To the west, the frontage consists of active resident amenity and entry spaces. There is one residential unit at the south corner, which is buffered from the frontage by a walkway and planters (C.13).

South: To the south, as mentioned above, there is also a challenging elevational drop of about 20 feet from the west to the east. That frontage is service spaces and is buffered from the ramp by extensive landscaping with places for people to stop and rest (C.12).

This criterion has been met.

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: The podium's landscaped roof has a continuously projecting edge that wraps the building and is intended to maximize the feeling of a meadow, but also to offer cover from the rain by extending 2' over the sidewalk in places where it touches the property line. That cover is further provided through the recessed building main entry plaza and transition to the north Pedestrian Accessway. This projected edge is intended to be a simple, elegant, and integrated architectural move.

This criterion has been met.

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central

City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: The applicant has indicated that the rooftop mechanical on the top of the tower has been minimized as much as possible. Their intent is to maintain a focus on the sculpted tower, while still creating a simple, complimentary top to the building. The mechanical screen wall has subtle facets that play with the tower massing and utilizes a similar vertical corrugated metal panel that is similar to the accent corrugated metal panel integrated into the window wall system.

The podium roof concept of a folded landform consists heavily of eco-roof in its elegant form that the tower sits on. Care was taken to not have any mechanical equipment housed on this lower roof but to treat it as an extension of the surrounding landscape.

This criterion has been met.

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: The applicant indicates that no significant signage has been included in this packet for review; however, a large sign is shown on the back wall of the main entry plaza (C.27). Because further information has not been provided for this sign, it is not included in this review. If this sign is not considered exempt from review, it may be subject to a future design review.

The applicant also advises that there is no significant signage planned for the tower that would be a part of the skyline, and that building signage would be more discrete and located near the building main entrance at a scale commensurate with the pedestrian zone and right-of-way. As above, if future signage is not considered exempt from review, it may be subject to a future design review.

This criterion has been met.

(2) Modifications

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.

Five (5) Modifications are requested [PZC 33.825.040]:

1. 33.510.210.D.3.e Bonus heights, RiverPlace Height Opportunity Area. Request to allow an increased floor plate size from the allowed maximum 10,000 square feet to 12,500 square feet above 100' in height.

2. 33.510.251.A.3.e Special building height corridors and tower orientation. Request to modify “north-south” from cardinal north-south to being 90 degrees perpendicular to the easternly and westerly street grids west of the site.
3. 33.510.220 Ground Floor Windows, North Elevation - Request to reduce the ground floor window requirements from at least 40 percent to 26 percent of the ground level wall areas.
4. 33.510.220 Ground Floor Windows, South Elevation - Request to reduce the ground floor window requirements from least 40 percent to 21 percent of the ground level wall areas.
5. 33.510.243 Ecoroofs. Request to reduce the eco-roof coverage from 60 percent (100 percent with 40 percent allowance for services) to 55 percent.

Modification #1: Bonus heights, RiverPlace Height Opportunity Area PZC 33.510.210.D.3.e.

Request to allow an increased floor plate size from the allowed maximum 10,000sf to 12,500 square feet above 100 feet in height.

Purpose Statement. In the RiverPlace height opportunity areas, additional building heights may be appropriate to meet density goals as well as:

- Provide diverse housing opportunities;
- Support high quality design;
- Create additional opportunities for visual access through the area;
- Promote the development of slender towers with an east-west orientation;
- Establish and maintain a pedestrian environment with access to sunlight;
- Create open space amenities connecting to the riverfront;
- Contribute to the area’s urban variety, adding visual interest at the pedestrian level and from vantage points outside of the area;
- Create an urban form that is visually permeable and maintains all protected public views and view corridors.

Standard. If the building is taller than 75 feet, the floors of the building above 100 feet must not be more than 10,000 square feet each. Adjustments are prohibited, however modification through design review may be requested if the north-south dimension of the building above 75 feet is 112 feet or less. The north-south dimension is measured as specified in 33.510.251.A.3.e.

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

Findings: The modification to increase the size of the floor plate size from the allowed maximum 10,000 square feet to 12,500 square feet above 100 feet in height better meets the applicable design guidelines A1 Integrate the River, A2 Emphasize Portland Themes and C1 Enhance View Opportunities, as it provides more visual permeability through the site towards the river by starting the 12,500 square feet tower plates lower than 75’, thus reducing some of the floor plates below 75’ by shifting that floor area into a more slender profile.

As a comparison, if this project were not utilizing the Bonus Height opportunity to reach 325 feet in building height and designed as a relatively slender tower of under 12,500 square foot floor plates, the likely alternative would be a visual impermeable slab building built to the base zone height of 125 feet with floor plates in the range of 16,000 square feet to 20,000 square feet that stretched the full length of the southern parcel of 200 foot in length.

This approval criterion is 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: In the purpose statement for RiverPlace Height Opportunity Area, the goals that are being described are being met with this proposal such as providing diverse housing

opportunities, supporting high quality design, and creating additional opportunities for visual access. The intent of the code is being met. With the floor plates being enlarged from 10,000 square feet to the South Waterfront modification standard of 12,500 square feet, even more housing is being delivered than would otherwise be available.

As there are 28 residential floors in the tower, the additional 2,500 square feet per floor results in an additional 70,000 square feet more of residential space in the building. At approximately 825 square feet per apartment, that additional square footage conceptually translates into 75-80 more apartments being constructed in Portland's Central City than would otherwise fit within the tower.

The request for modification to a larger plate size proposes moving the building bulk to the tower and spreading it more evenly over 28 floors and eliminating any substantial building above the S. Harbor Dr. ground plane. This allows the proposed building to maintain the visual permeability through the site, which is a benefit to the general public with the enhanced visual connection to the Riverplace neighborhood and by extension, the Willamette River.

This approval criterion is met.

Therefore, this Modification merits approval.

Modification #2: Special building height corridors and tower orientation PZC

33.510.251.A.3.e. Request to modify “north-south” from cardinal north-south to being 90 degrees perpendicular to the easternly and westerly street grids west of the site.

Purpose Statement. Special building heights along designated east-west corridors and tower orientation standards provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.

Standard. 33.510.251.A.3.e. Measurements for this paragraph. The measurements for the regulations of this paragraph are as follows. See Figure 510-1:

(1) The north-south dimension of a building is measured as follows:

- From the northernmost point of the portion of a building that is at least 75 feet in height, a line is drawn running due east-west;
 - From the southernmost point of the portion of a building that is at least 75 feet in height, a line is drawn running due east-west;
 - A line drawn at right angles between the two east-west lines is the north-south dimension;
- (2) The space between buildings on a site is measured using the east-west lines created under A.3.e.(1). A line drawn at right angles between the northern east-west line of one building and the southern east-west line of the other is the distance between the buildings.

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

Findings: The modification to modify “north-south” from cardinal north-south to being 90 degrees perpendicular to the easternly and westerly street grids west of the site better meets the applicable design guidelines as the code language being sited is particular to the South Waterfront Subdistrict and its street network, which is based on the cardinal directions. In the purpose statement of this code section, the language is “Special building heights along designated east-west corridors and tower orientation standards provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.” The South Waterfront Subdistrict street network and the buildings due west of the subdistrict are organized in a truly

north-south and east-west direction. As such, the code language matches the street network in that area.

In RiverPlace, the area due west of RiverPlace and most of the Central City of downtown, the street network is rotated approximately 20 degrees east of north. As such, the modification seeks to revise the code language such that it recognizes the orientation of the street grid in this area and have the building registered to its street grid and the grid due west of the site to meet the same intent as South Waterfront where buildings are registered and oriented along the street network in which the buildings are developed. This modification better meets the applicable design guidelines *A1 Integrate the River, A2 Emphasize Portland Themes and C1 Enhance View Opportunities*.

This approval criterion is 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 the standard is that along designated east-west corridors, tower orientation standards will provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.

The proposal to modify the way the Code is applied such that the buildings are arranged on the street network is entirely consistent with the purpose statement of the standard. The standard is about providing views through the site in an easterly and westerly direction along east-west corridors and streets. The modification to the manner in which this code language is applied recognizes the street network around RiverPlace and its unique characteristic compared to South Waterfront.

This proposal meets the standard by meeting the intent of the code relative to the immediately surrounding street grid and not the wording that was used to tie tower orientation to a cardinal direction.

This approval criterion is met.

Therefore, this Modification merits approval.

Modification #3: Ground Floor Windows, North Elevation PZC 33.510.220.B - Request to reduce the ground floor window requirements from at least 40 percent to 26 percent of the ground level wall areas; and,

Modification #4: Ground Floor Windows, South Elevation PZC 33.510.220 - Request to reduce the ground floor window requirements from least 40 percent to 21 percent of the ground level wall areas.

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

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

Standard. To meet the standards, ground floor windows must be windows that allow views into work areas or lobbies, or be windows in pedestrian entrances. Windows into storage

areas, vehicle parking areas, garbage and recycling areas, mechanical and utility areas and display cases attached to outside walls do not qualify. Windows into bicycle parking areas are allowed to qualify for up to 25 percent of the ground floor windows coverage requirement. The bottom of the windows of nonresidential spaces must be no more than 4 feet above the finished grade.

All other ground level facades that face a street lot line, sidewalk, plaza, or other publicly accessible open area or right-of-way must have windows that cover at least 40 percent of the ground level wall area. For street facing facades of dwelling units the regulations of 33.130.230.B.4 apply. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade.

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

Findings: The modification to reduce the ground floor window requirements from at least 40 percent to 26 percent of the ground level wall areas on the North Elevation and from least 40 percent to 21 percent of the ground level wall areas on the South Elevation will better meet applicable design guidelines *A5 Enhance, Embellish & Identify Areas, B1 Reinforce and Enhance the Pedestrian System* and *B4 Provide Stopping and Viewing Places*. The proposed development will provide two needed pedestrian connections along a very steep grade differential (two stories across 100 linear feet) and these connections will also provide pleasant and interesting environments:

North Elevation: To the north, there is a challenging elevational drop of about 17 feet from the west to the east. The Pedestrian Accessway that bisects Block 1 here offers an opportunity to use the path and open space to create an inviting experience for pedestrians to move through and also stop and rest within the neighborhood (C.12). The stair that connects the east and west sides splays out near the bottom to spill out to the main entrance plaza along S. Harbor Place (future "A" Street) at the east. The design for the Pedestrian Accessway includes lush landscaping with multi-stemmed trees that will be accented by a slender forest of columns supporting the roof and carrying through into the main lobby space.

South Elevation: To the south, there is a challenging elevational drop of about 20 feet from the west to the east. The South Pedestrian Connection here offers an opportunity to use the path, ramps and open space to create another inviting experience for pedestrians within the neighborhood (C.12). The ramp includes seating at the wider landings to stop and rest. The frontage includes residential units at the higher level looking down into the open area, and three of the units will have Juliet-style balconies that open towards the open area (C.13). At mid-level the ramp angles back towards the building to a glazed entry for building residents and bikes. The ramp then angles away from the building and the less active uses towards the east of the frontage, such as loading, and then returns at the bottom of the slope to join the new sidewalk. At the base of the ramps is an open grassy area which will provide a usable, flatter lawn area for more active uses for local residents.

Both elevations feature ventilation, which is also a necessary requirement of building functionality, but unpleasant to experience up close. Both paths provide landscaping and angle away from these elements where they occur.

This approval criterion is 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 the standard is to limit blank walls on the ground level of buildings in order to provide a pleasant, rich, and diverse pedestrian experience by

connecting activities occurring within a structure to adjacent sidewalk areas; encourage continuity of retail and service uses; encourage surveillance opportunities by restricting fortress-like facades at street level; avoid a monotonous pedestrian environment; and in the Central City Plan District to promote ground floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.

The proposed development will provide two new, much needed pedestrian connections along a very steep grade differential (two stories across 100 linear feet), and through careful landscape treatment, will provide a pleasant and interesting environment. The proposed solution meets the intent described in the Purpose statement for pedestrians and the zoning code specifically describes modifications being allowed for conditions like this where the ground floor is primarily in storage, parking, or loading areas:

North Elevation: In the purpose statement for Ground Floor Windows blank walls are limited in order to provide a pleasant, rich, and diverse pedestrian experience, encourage surveillance opportunities at street level, and avoid a monotonous pedestrian environment.

With the new circulation being provided where there is currently none, the design along the north and south elevations increases eyes and activity in those areas. The design of the space directly adjacent to these walls will be a uniquely natural environment creating an interesting pedestrian experience similar to a park-like setting to avoid a monotonous pedestrian environment.

To mitigate the impact, on the north facade of the building two vertical window openings are proposed along the Pedestrian Accessway that would be translucent and subtly illuminated. These would not be vision glass, as they look into a storage area (and future car parking). This would increase the perceived visibility onto the open space, while the light would increase the sense of security at night and likelihood of safer passage.

To further encourage the use of the Pedestrian Accessway adjacent to the north facade, the proposal also includes locations for site-specific art to be landmarks for the neighborhood.

South Elevation: In the purpose statement for Ground Floor Windows blank walls are limited in order to provide a pleasant, rich, and diverse pedestrian experience, encourage surveillance opportunities at street level, and avoid a monotonous pedestrian environment.

With the new circulation being provided where there is currently none, the design along the south elevation increases eyes and activity in those areas. The design of the space directly adjacent to these walls will be a uniquely natural environment creating an interesting pedestrian experience similar to a park-like setting to avoid a monotonous pedestrian environment.

To mitigate the impact, the proposal creates a stronger connection between the building and the South Pedestrian Connection by creating a much-improved pathway connection and lushly landscaped experience by working with PBOT to design and manage a broader transverse pathway that spans both properties. This allows for a wider, more comfortable pathway with larger landings for places of rest and seating. The design, management, and incorporation of adjacent PBOT property in the Southern Pedestrian Connection benefits residents of the neighborhood as well as visitors with a better functioning connection through the open space as well as enhancing the PBOT property with a more lushly planted edge to the S Harbor Drive Trail that includes larger trees and shrubs for habitat and improved right-of-way edge. This space is envisioned to be very park-like and contain larger trees and shrubs that will provide increased habitat for birds and other local wildlife. The smaller scale plantings in the open space will be chosen to be of particular interest to bees and other pollinators.

This approval criterion is met.

Therefore, these two Modifications merits approval.

Modification #5: Ecoroofs PZC 33.510.243. Request to reduce the eco-roof coverage from 60 percent (100 percent with 40 percent allowance for services) to 55 percent.

Purpose Statement: Ecoroofs provide multiple complementary benefits in urban areas, including 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; and
- Support the architectural variability of rooftops in the Central City

Standard: 33.130.243.B.1 Ecoroof standard. 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.

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

Findings: The proposed development requests a modest modification to reduce the eco-roof coverage from 60 percent (100 percent with 40 percent allowance for services) to 58 percent. With this modest modification request, the proposal will better meet the applicable design guidelines *A5 Enhance, Embellish & Identify Areas* and *C11 Integrate Roofs and Use Rooftops* in the following ways:

This development will provide two new, much needed pedestrian connections along a very steep grade differential (two stories across 100 linear feet). The South Pedestrian Connection and the Pedestrian Accessway will provide two publicly accessible, richly landscaped west-east connections from the Harbor Drive Trail towards the river, which will enhance the character of the local rights-of-way and provide pleasant, rich, and diverse pedestrian experience. The landscaped nature of the podium roof will continue this pervasive landscape theme.

To mitigate the impact of this modest request, from 60% to 58%, the applicant has worked with PBOT at the South Pedestrian Connection to design and manage a broader transverse pathway that spans both properties. This allows for a wider, more comfortable pathway with larger landings for places of rest and seating. The design, management, and incorporation of adjacent PBOT property in the Southern Pedestrian Connection benefits residents of the neighborhood as well as visitors with a better functioning connection through the open space as well as enhancing the PBOT property with a more lushly planted edge to the S Harbor Drive Trail that includes larger trees and shrubs for habitat and improved right-of-way edge. This space is envisioned to be very park-like and contain larger trees and shrubs that will provide increased habitat for birds and other local wildlife. The smaller scale

plantings in the open space will be chosen to be of particular interest to bees and other pollinators.

This approval criterion is 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 the standard is to provide multiple complementary benefits in urban areas, including 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; and support the architectural variability of rooftops in the Central City. As noted above the proposal includes two new, richly landscaped pedestrian connections along a very steep grade differential (two stories across 100 linear feet) and a richly landscaped podium roof. These spaces, long with ecoroof on the tower, will provide the multiple benefits of 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

To mitigate the impact of this modest reduction in ecoroof percentages, where possible on the podium, the proposal has increased the soil depth associated with the eco-roof to allow for a more intensive and lushier eco-roof with larger, taller plantings that provide the needed filtration.

This approval criterion is met.

Therefore, this Modification merits approval.

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.

Additionally, from the Final Findings for the recently approved Central City Master Plan (CCMS) for this site LU 21-053731 CCMS:

This approved Central City Master Plan is vested in the Zoning Code regulations that were in effect when this complete land use review application was submitted. Future land use review applications (including subsequent applications for individual buildings or other development) that are reliant on this approved Master Plan are vested in the Zoning Code in effect when this approved Master Plan application was submitted.

Amendments to this approved Central City Master Plan are vested in the amendment process in effect at the time the Central City Master Plan application was submitted but amended elements are subject to the Zoning Code in effect at the time of the amendment application submittal.

This vesting will be limited to the timeframe covered by the Central City Master Plan per 33.510.255.J. Duration.

CONCLUSIONS

The design review process implements the Design overlay zone, strengthening these areas as places designed for people. Design review supports development that builds on context, contributes to the public realm, and provides high quality and resilient buildings and public spaces.

At this time, the staff report does not yet recommended approval due to:

- The Bureau of Environmental Services and the Bureau of Transportation Engineering cannot yet recommend approval (Exhibits E1.a and E2.b)
- Although the majority of the approval criteria have been shown to be met, there remain some outstanding items:
 - Location of light fixtures on the west and south elevations (CCFDG's B2, B6 and C12).
 - Gauges of metal panels, samples of the wood-toned and corrugated metal paneling, and a clear indication needed of where corrugation is proposed are all needed (CCFDG C2).

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time prior to the Design Commission decision)

Denial

Procedural Information. The application for this land use review was submitted on March 10, 2022, and was determined to be complete on 05/06/2022.

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.

As noted above, per the recently approved Central City Master Plan (CCMS) for this site LU 21-053731 CCMS, "Future land use review applications (including subsequent applications for individual buildings or other development) that are reliant on this approved Master Plan are vested in the Zoning Code in effect when this approved Master Plan application was submitted. Because the Central City Master Plan Review application for this site, LU 21-053731 CCMS, was submitted on June 3, 2021, this application was reviewed against the Zoning Code in effect on June 3, 2021.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: September 3, 2022.**

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

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

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be

documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

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

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This Staff Report will be posted on the Bureau of Development Services website at <http://www.portlandoregon.gov/bds/35625>. Land use review notices are listed on the website by the District Coalition in which the site is located; the District Coalition for this site is identified at the beginning of this staff report. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, only evidence previously presented to the Design Commission will be considered by the City Council.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. Appeals must be filed within 14 days of the decision. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,513.00 will be charged.**

Appeal Fee Waivers: Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chairperson or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization’s bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

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

- *Unless appealed*, the final decision will be recorded after **a decision is rendered** by the Bureau of Development Services.

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

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

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

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

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

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

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

Planner's Name: Grace Jeffreys

Date: June 21, 2022

EXHIBITS - NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
 1. Original LUR Application - Narrative
 2. Original LUR Application - C Exhibits
 3. Original LUR Application - Appendix
 4. Original LUR Application - Neighborhood Contact
 5. Revised Narrative 5-6-22
 6. Revised C Exhibits 5-6-22
 7. Revised Appendix 5-6-22
 8. Request to deem complete 5-6-22
 9. Revised Narrative 5-16-22
 10. Revised C Exhibits C.1-59 5-16-22
 11. Revised Appendix 5-16-22
 12. Enlarged podium level elevations C.60 and C.61 5-21-22
- B. Zoning Map (attached):
 1. Zoning
- C. Plans & Drawings:
 1. Cover Page
 2. Table of Contents
 3. Introduction
 4. RiverPlace Master Plan Overview
 5. RiverPlace Master Plan Overview
 6. RiverPlace Master Plan Overview
 7. RiverPlace Master Plan Overview

8. RiverPlace Master Plan Overview
 9. RiverPlace Master Plan Overview
 10. Site Plan **(Attached)**
 11. Architectural Floor Plans
 12. Architectural Floor Plans
 13. Architectural Floor Plans
 14. Architectural Floor Plans
 15. Architectural Floor Plans
 16. Building Elevations
 17. Building Elevations **(Attached)**
 18. Building Elevations
 19. Building Elevations
 20. Building Elevations **(Attached)**
 21. Building Elevations
 22. Building Elevations
 23. Building Elevations **(Attached)**
 24. Building Elevations
 25. Building Sections
 26. Building Sections
 27. Wall Section Composite Sheets
 28. Wall Section Composite Sheets
 29. Wall Section Composite Sheets
 30. Wall Section Composite Sheets
 31. Wall Section Composite Sheets
 32. Wall Section Composite Sheets
 33. Wall Section Composite Sheets
 34. Wall Section Composite Sheets
 35. Wall Section Composite Sheets
 36. Wall Section Composite Sheets
 37. Wall Section Composite Sheets
 38. Exterior Lighting Plans – Ground Floor
 39. Exterior Lighting Plans – Level 02
 40. Exterior Lighting Plans – Typical Level
 41. Exterior Lighting Plans - Level 23
 42. Landscape Plans - CCMP
 43. Landscape Plans - Overall
 44. Landscape - North Pedestrian Access
 45. Landscape - North Pedestrian Access
 46. Landscape - North Pedestrian Access
 47. Landscape - North Pedestrian Access
 48. Landscape - Level 2 rooftop
 49. Landscape - Level 2 rooftop
 50. Landscape - South Pedestrian Access - Existing Conditions
 51. Landscape - South Pedestrian Access - Proposed
 52. Landscape - South Pedestrian Access - Proposed
 53. Landscape - South Pedestrian Access - Proposed
 54. Landscape - South Pedestrian Access - Proposed
 55. Existing Tree Plan
 56. Proposed Tree Plan
 57. Landscape Grading Plan
 58. Lighting Concept Plan
 59. Utility + Grading Plan
 60. Enlarged Podium Elevations - East and North
 61. Enlarged Podium Elevations - West and South
- D. Notification information:

1. Request for response 5-16-22
 2. Posting letter sent to applicant 5-23-22
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailing list 6-9-22
 6. Mailed notice 6-9-22
- E. Agency Responses:
1. a. Bureau of Environmental Services
 2. a. Bureau of Transportation Engineering and Development Review
 2. b. Bureau of Transportation Engineering and Development Review
 3. Fire Bureau
 4. Site Development Review Section of Bureau of Development Services
 5. Bureau of Parks, Forestry Division
 6. Life Safety Review Section of Bureau of Development Services
- F. Letters:
1. Sandra Burlingame, 3-24-2022, concerns with lack of parking. burlingamesandra6@gmail.com
 2. Walter Weyler, Chair Downtown Neighborhood Association Board, 3/16/2022, wrote with DNA concerns related to the Central City 2035 Subdistrict Policies, the CC Fundamental Design Guidelines, requirements before Permitting, Open Space, Eco Roofs, FAR, Height, Inclusionary Housing, Tree Plan, and Modifications.
- G. Other:
1. Original LUR Application
 2. Incomplete letter with BES RFC 4-8-22
 3. PBOT RFC 4-18-22
 4. EA 22-119953 DAR Summary Memo dated 5-6-22, DAR held 4-14-22
 5. EA 21-103597 PC SUMMARY dated 3-10-22, PC held 12-14-21

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).