



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

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Date: March 02, 2023
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NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 22-210247 DZ: ALTERATIONS TO PREVIOUS DESIGN REVIEW APPROVAL (LU 19-195718 DZ) OF NEW 14-STORY OHSU HOSPITAL EXPANSION PROJECT BUILDING

GENERAL INFORMATION

Applicant: Carl Tully | Nbbj
223 Yale Ave N | Seattle, WA 98109
206.621.2251 | pdxeplans@nbbj.com

Owner's Rep: Ed Trotter | Oregon Health & Sciences University
3181 SW Sam Jackson Park Road, Mail Code Csb210
Portland OR 97239

Owner: Oregon State Board Of Higher Education
3181 SW Sam Jackson Park Rd
Portland, OR 97239-3011

Site Address: 545 SW CAMPUS DR

Legal Description: TL 200 26.24 ACRES LAND & IMPS SEE R327745 (R991090552) FOR AIRSPACE & IMPS & R327746 (R991090555) FOR IMPS, SECTION 09 1S 1E; TL 500 1.94 ACRES LAND & IMPS SEE R327785 (R991091031) FOR AIRSPACE & IMPS, SECTION 09 1S 1E

Tax Account No.: R991090550, R991091030

State ID No.: 1S1E09 00200, 1S1E09AD 00500, 1S1E09 00600

Quarter Section: 3328, 3428

Neighborhood: Homestead, contact Milt Jones at land-use@homesteadna.org

Business District: None

District Coalition: Office of Community & Civic Life, contact at CivicLife@portlandoregon.gov

Plan District: Marquam Hill - Sub-District B

Zoning: EX(IC)c,d,s,p: Central Employment (EX) Base Zone and the following Overlay Zones: Environmental Conservation (c); Design (d); Environmental Protection (p); Scenic Resource (s).

Case Type: DZ: Design Review

Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

The applicant requests a Type II Design Review for alterations to the previously approved (LU 19-195718 DZ), but not yet built, new 14-story OHSU Hospital Expansion Project building on the Oregon Health Sciences University (OHSU) Campus.

Proposed alterations to the previously approved design include:

Building alterations:

- The total dimension of building height from Level G to top of parapet was decreased by 10" (from 208' to 207'-2").
- Finish floor elevation of level 11 was lowered by 1'-6" to increase the floor-to-floor height from Level 11 to Top of parapet from 20'-0" to 21'-6".
- Floor-to-floor heights from level 10 to 11 decreased from 14'-0" to 13'-8".
- Floor-to-floor heights from level 6 through level 10 decreased from 14'-0" to 13'-6" per floor.
- Revise an area of the ground floor, south and east elevations, removing approximately 12" of vision glass for metal panel.
- Alterations to door and mechanical equipment locations at the ground floor of the north elevation.
- Revision of 4 spandrel units below the bridge to metal panel MP-1 ~117 SF on Level 8 of the north elevation.
- Revise CMU at loading dock to be flat metal panel (north elevation).
- The addition of a set of double doors (8'x8') to the ground floor of the north elevation.
- Increase extent of the north elevation ground floor canopy.
- Addition of emergency egress stairs and doors to the ground floor of the north elevation.
- Addition of code required 1 hour fire rated wall system extending from Garage F.
- Addition of code required A code required 2-hour fire rated wall system to be added where the pedestrian walkways connect to new and existing buildings.
- Approximately 14 vision glass units are proposed to be changed to spandrel glass on Level 8 of the north elevation.
- Approximately 18 vision glass units are proposed to be changed to spandrel glass on Level 8 of the south elevation.
- Approximately 10 vision glass units are proposed to be changed to spandrel glass on Level 8 of the north and south elevation courtyards.

Site alterations:

- Increase in truck loading area on the north elevation.
- Adjust paving on the north elevation for the emergency egress door.
- Revise cable rail vehicle barrier at the ground floor of the south elevation to galvanized steel car barrier cable rail.
- The addition of an accessible passenger drop-off zone and widened vehicle drive at the south elevation.
- Fire Dept. Connection (FDC) to be located within the landscape south-east of the building.
- Installation of approximately 15 round utility access boxes within the landscape adjacent to the building.
- Installation of a code blue emergency response beacon bollard within the landscape adjacent to the building.
- Installation of a wi-fi access point bollard within the landscape adjacent to the building.
- Installation of two rectangular recessed utility boxes within the landscape adjacent to the building.

- Alterations to ramp and landings of path through landscape area east of the building.
- Relocation of proposed street tree south of the building.
- Site stair addition in path between the proposed building and existing ECEC, due to grade changes.

A Type II Design Review is required for proposed changes to an approved Design Review, per Portland Zoning Code 33.825, Table 825-1.

NOTE: The previous land use submittal, LU 22-156713 DZ, was withdrawn by the applicant because the scope of the project had not fully been determined and the allowed 180 days was nearly expired. LU 22-210247 DZ is the re-submittal of this proposal with a clarified scope.

Relevant Approval Criteria:

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

- Marquam Hill Design Guidelines
- Terwilliger Parkway Design Guidelines

ANALYSIS

Site and Vicinity:

Oregon Health & Science University's (OHSU) main campus lies on approximately 108 acres of land on southwest Portland's Marquam Hill. The campus is composed of many mid-rise buildings staggered over and across the hill and down into surrounding canyons. The first buildings on the hill were constructed in the late 1910s and early 1920s, and the most recent building on the hill was constructed within the last 10 years.

The subject site was the previous location of the School of Dentistry which was vacated and demolished for construction of both this building and the Elks Children's Eye Clinic facilities. The site is immediately west of the existing Casey Eye Institute (CEI) and the CEI parking garage, both five story masonry structures, which largely separate the subject site from the Terwilliger Parkway to the east. The proposed building and all adjacent facilities utilize the same access to SW Canyon Drive (to the south). South of the site is the Veteran's Affairs Medical Center (VAMC), which is completely obscured from the site due to existing established vegetation. The VAMC is connected to the central OHSU Hospital to the north through an approximately 700-foot-long, nine-story-high, skybridge. The aerial tram landing platform is directly north of the site and is accessible through the CEI parking garage.

The site slopes steeply down to SW Terwilliger Boulevard which is designated as a Transit Access Street, Neighborhood Collector Street, City Bikeway, and City Walkway in the Transportation System Plan (TSP).

Zoning:

The Central Employment (EX) zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The Environmental Conservation Zone "c" overlay conserves important resources and functional values in areas where the resources and functional values can be protected while following environmentally sensitive urban development.

The Design overlay zone "d" ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built

environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

The Environmental Protection Zone "p" overlay provides the highest level of protection to the most important resources and functional values. These resources and functional values are identified and assigned value in the inventory and economic, social, environmental, and energy (ESEE) analysis for each specific study area. Development will be approved in the environmental protection zone only in rare and unusual circumstances.

The Scenic Resource Zone "s" overlay is intended to protect Portland's significant scenic resources as identified in the *Scenic Resources Protection Plan* (1991) and the *Central City Scenic Resources Protection Plan* (2017); enhance the appearance of Portland to make it a better place to live and work; create attractive entrance ways to Portland and its districts; improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors; and implement the scenic resource policies and objectives of Portland's Comprehensive Plan. The purposes of the Scenic Resource zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

The Marquam Hill Plan District implements elements of the Marquam Hill Plan by supporting the preservation and enhancement of natural open space areas, existing scenic views, and neighborhood livability, while encouraging an intense level of institutional development including a dynamic mix of medical research, education, and patient care facilities that contribute to Marquam Hill's distinctive character. The plan district regulations enhance the character and features of the district through the implementation of development standards and design guidelines that preserve scenic resources and create a sense of place within the developed portions of the district through a network of plazas, courtyards, and formal open areas connected by a well-designed pedestrian circulation system. The regulations also encourage the development of additional patient care, medical research, and academic facilities and long-term traffic and parking management plans. The site is within Subdistrict B of this plan district.

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

- LUR 91-00159 DZ and LUR 91-00160 CU – approval of exterior stairway and mechanical shaft on exterior of south building;
- LUR 91-00749 DZ – 4-story clinic above an existing parking structure;
- LUR 91-00794 CU, AD – Approval of Master Plan and construction of two structures;
- LUR 92-00751 DZ – approval of floors 10-14 and a penthouse on the Hospital South C-Wing;
- LUR 92-00783 CU, AD – approval for additional square footage for Dotter Institute and relocation of existing parking information booth;
- LUR 92-00866 CU, EN, AD – Approval of four-level, 157-car parking garage on north end of Shriner's Hospital;
- LUR 93-00125 MS, ZC, AD – approval to amend master plan and relocate viewpoint VM 31-25;
- LUR 93-00702 CU, AD – Approval of Ambulatory Research & Education Center & Emergency room relocation & Helicopter Landing Facilities Relocation;
- LUR 94-00946 EN – Approval to prune Douglas Fir trees & two Broadleaf Maples;
- LUR 95-00155 DZ – Approval to cut down three trees in R1d zone;
- LUR 95-00324 MS & LUR 95-00366 DZ – Approval to construct Doernbecher Children's Hospital & an adjacent parking facility for 150 cars;

- LUR 98-00761 CU – Approval to install six rooftop antennas and four self-contained equipment cabinets on the rooftop of the Facilities Maintenance Building;
- LUR 98-00985 CU – Approval to install three pipe mounted rooftop panel pcs antennas and one gps antenna;
- LUR 99-00808 CU – Approval to add antennas to roof of existing building in R zone;
- LUR 00-00277 AD – Approval in increase maximum height and area of a non-illuminated, freestanding directional sign.
- LU 02-138020 DZ – Approval of Design Review, with conditions, for the Biomedical Research Building [BRB], 260,233 SF of program space distributed over 11 levels: four partial basement levels and seven levels completely above grade.
- LU 02-149248 EN – Approval of Environmental Review, with conditions, for the associated BRB disturbance area and mitigation proposal.
- LU 02-150331 PRM – Approval of a Parking Review for 340 new parking spaces and 31 replacement spaces in connection with the proposed Biomedical Research Building [BRB] located in Subdistrict A and 480 new parking spaces and 35 replacement parking spaces in connection with the proposed PCF located in Subdistrict B.
- LU 18-116134 DZ – Approval of Design Review for a new 5-story “Elks Children’s Eye Clinic” building.
- LU 19-195718 DZ – Approval of Design Review for a new 14-story OHSU Hospital Expansion Project.
- LU 20-105332 DZ – Approval of Design Review for a new Multi-Modal bicycle and pedestrian hub.
- LU 22-205462 DZ – Approval of Design Review for 2 new bicycle hubs.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **January 23, 2023**.

1. Fire Bureau: Dawn Krantz, January 23, 2023. (Exhibit E-1). With no concerns.
2. Portland Water Bureau: Michael Puckett: January 31, 2023. (Exhibit E-2). With no concerns.
3. Bureau of Transportation: Michael Pina, February 07, 2023. (Exhibit E-3). With no concerns.
4. Bureau of Development Services – Site Development: Ericka Koss, February 09, 2023. (Exhibit E-4). With no concerns.
5. Portland Parks Bureau, Urban Forestry: Mariano Masolo, February 10, 2023 (Exhibit E-5). With no objections to the proposal.
6. Bureau of Environmental Services: Ella Ruth, February 13, 2023. (Exhibit E-6). With no concerns.
7. Bureau of Development Services Life Safety/Building Code Section: Chanel Horn, February 15, 2023. (Exhibit E-7). With no concerns.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on January 23, 2023. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

DESIGN REVIEW (33.825)

33.825.010 Purpose

Design review 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.

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) and requires a Design Review approval. Because the site is located within the Marquam Hill Design District, the applicable design guidelines are the Marquam Hill Design Guidelines.

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

Marquam Hill Design Guidelines

1. Enhance views of Marquam Hill. Enhance views of Marquam Hill in visually prominent new development by emphasizing verticality, de-emphasizing a building's overall mass, and/or articulating building facades.

Findings:

As stated in the previously approved land use:

The site and development are located behind the existing Casey Eye Institute (CEI) and CEI parking garage to the north and east, and the new Elks Children's Eye Clinic (ECEC), also to the east. The proposed building intends to meet its full height allowance of 580 feet above sea level (ASL) and so will be a clearly visible addition to the OHSU Campus on the hill from both near and far.

While the overall design and scale of the building will not be impacted, alterations are proposed to the previous approval to adjust the floor-to-floor heights of levels 6-11. Proposed alterations are due to previous building height calculation errors coupled with the height restrictions within the Marquam Plan District, and changes to necessary rooftop mechanical equipment. Alterations include:

- Floor to floor heights from levels 6 to 10 are proposed to be reduced by 6-inches, from 14'-0" to 13'-6".
- Floor-to-floor height from level 10 to 11 is proposed to be reduced by 4-inches, from 14'-0" to 13'-8".
- The floor height of level 11 to the top-of-parapet is proposed to be increased by 18-inches, from 20'-0" to 21'-6".

Floor-to-floor height alterations are consistent across all elevations and will not impact the overall architectural design and continuity of the building. Alterations are relatively minor in comparison to the scale of the building and are not significant enough to impact views of the building.

In addition, due to unresolved internal programming to level 8 the applicant has requested approval for the replacement vision glass units to spandrel glass in the following areas:

- Approximately 18 vision glass units to spandrel glass on the south elevation,
- Approximately 14 vision glass units to spandrel glass on the north elevation,
- Approximately 10 vision glass units to spandrel glass on the north courtyard elevation, and
- Approximately 10 vision glass units to spandrel glass on the south courtyard elevation.

The addition of proposed spandrel glass is consistent with the approved material palette for the building. In addition, the alterations are proposed on the south and north elevations only and will have minimal impact on the building's architectural continuity as a whole: The south elevation faces established landscaping across (Lower) SW Campus Drive to the south; the north elevation faces the topographically higher, taller,

and more massive, OHSU Hospital building across (Upper) SW Campus Drive to the north. The previously approved east elevation which is the most prominent elevation from a distance and will be visible across the Willamette River will not be impacted.

Therefore, this guideline is met.

2. Develop Integrated Building Rooftops. Size and place rooftop penthouses, mechanical equipment and related screening elements to mitigate their impacts on views of the buildings. Consider the incorporation of rooftop gardens and/or roof-level stormwater management systems to enhance views of and views onto the rooftops of buildings and parking structures.

Findings:

Alterations proposed to the roof top level continue to mitigate impacts of mechanical equipment on views. Alterations to the previous land use approval include lowering the finish floor elevation of level 11 by 1'-6" to increase the floor-to-floor height from Level 11 to Top of parapet from 20'-0" to 21'-6". This condition applies universally to all building elevations. The finished floor elevation adjustment and increased floor-to-top-of-parapet dimension are required to fit the mechanical equipment into the building and to stay within the maximum allowable building height

The upper level mechanical floor (level 11) continues to be entirely enclosed by the building fenestration, providing a continuous and unified building expression. This treatment provides nearly complete screening from all mechanical equipment, vents, over-runs, etc. that would typically be visible on the roof. While the upper roof consists of various mechanical wells, fire-fighting appurtenances and roof hatches, no part of the upper roof projects above the maximum height of 580' (above sea level) allowed in Sub-District B of the Marquam Hill Plan District.

Therefore, this guideline is met.

3. Maintain and Enhance Views from Marquam Hill. Maintain and enhance views from existing designated viewpoints.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

Three viewpoints are mentioned in this guideline: VM 31-21 and VM 31-25 and VM 31-26. None of these viewpoints effectively exist at this time as they appear in, and are defined by, this guideline.

Viewpoint 31-21 has been moved and renamed. Now SW63, this viewpoint was originally located "behind the new Veteran's Hospital at the edge of the loading area" (as stated in the 1991 Scenic Resources Protection Plan), due to dense vegetation this viewpoint was moved to the Veterans Hospital/OHSU sky bridge.

Viewpoint 31-25 has also been moved and renamed. Due to the construction of Kohler Pavilion, viewpoint 31-25 was moved from its original location, at "the fountain in front of the Oregon Health Sciences University off of SW Sam Jackson Park Road" (per the 1991 Scenic Resources Protection Plan). In addition, viewpoint 31-25 has been divided into two new viewpoints and renamed: SW54 and SW55. Both new viewpoints are located at the northeast corner area of Kohler Pavilion: SW54 to the viewing platform, lower deck; SW55 to the viewing platform, upper deck.

Viewpoint 31-26 has not been moved or renamed but due to its being located on an area of the Veterans Affairs Medical Center that is fully obscured from view by dense vegetation the viewpoint has been "retired" (per the Central City 2035 plan adopted by City Council in 2018).

In addition to “retiring” viewpoint VM 31-16 the Central City 2035 plan decided to “not protect” viewpoint VM 31-21 (SW63) because the viewpoint is not located in a public space.

As written, this guideline is no longer applicable.

(Note: During LU 19-195718 DZ review staff had discussed this guideline at length with Bureau of Planning and Sustainability (BPS) staff who agreed this guideline does not apply. See Exhibit G-3 (which was Exhibit H-8 in the initial LU 19-195718 DZ).

4. Develop Successful Formal Open Areas. Orient formal open areas to take advantage of available sunlight, existing and potential visual connections, pedestrian movement, building entries, and adjacent active uses. Ensure that formal open areas provide visual, spatial, and tactile relief from the density of Marquam Hill’s institutional development. Depending on their desired functions, consider the incorporation of public amenities in formal open areas.

Findings:

The proposal continues to exceed the Formal Open Area (FOA) square foot requirement for the Sub-District (B) – see Exhibit C12. Proposed alterations within the FOA include necessary utilitarian features such as utility boxes for irrigation valves and meters, FDC, and a bollard for wireless access, and will not reduce the use, access, visibility, or overall aesthetic of the original design. Specific alterations within the landscaped area of the FOA boundary include: one (1) wireless access point bollard (57” in height x 12.5” in diameter); one (1) FDC (34” in height x 8” in diameter); thirteen (13) round utility access boxes – flush with grade (9” in diameter); and two (2) rectangular utility access boxes – flush with grade (one is 18 5/8” x 12 7/8”, the other is 32 1/4” x 19 1/4”). Specific alterations to approved hardscape areas within FOA boundary include: the addition of a single Code blue emergency response beacon (9’ in height and 12.75” in diameter). In addition, in five locations, ramps within the FOA are proposed to be extended approximately 8-inches further into adjacent landings to comply with ADA requirements – this will not impact landscaping.

Therefore, this guideline is met.

5. Strengthen the Pedestrian Network. Strengthen and enhance the pedestrian network and trail system by developing new segments that are safe, well-connected (both physically and visually), and rich in their amenities and material qualities.

Findings:

As stated in the previously approved land use:

The proposal provides improvements to both the internal and external pedestrian networks. The internal network, most notably the “9th Floor” is significantly strengthened with the integration of skybridges connecting to the OHSU Hospital to the north. External pedestrian networks, as mentioned previously, provide access and connection to ECEC through the FOA. The fully accessible switch-back paths, integrated within significant landscaping, utilize and incorporate a number of materials to enhance the pedestrian network, including: basalt pavers, cast-in-place concrete paving, metal railings, metal walkways and wood benches. The exterior network is also selectively lighted with wall mounted lighting along the pathway, pole lighting, and down lights within the porte-cochere. Also adding to the success of the pedestrian network is the sidewalk alteration adjacent to SW Campus Drive. Pulling the curb-tight sidewalk further away from SW Campus Drive allows for improved connectivity and increase vegetation to buffer pedestrians from vehicle traffic on the adjacent street. Collectively, creating a more comfortable and accommodating pedestrian environment and experience.

Proposed alterations to the previously approved land use maintain the pedestrian network while making the following utilitarian alterations:

- Skybridges: A code required 2-hour fire rated wall system is required to be added where the pedestrian walkways connect to new and existing buildings. In these locations vision glass and spandrel panel will be replaced with metal panel.
- At grade path: Two alterations to a portion of the path located between the building and the Elks Children's Eye Clinic to the south include: Addition of stairs due to grade changes; addition of approximately 200 square feet of paving in an area previously landscaped (not within the Formal Open Area) to coordinate with stair exit door.

Therefore, this guideline is met.

6. Support the Pedestrian Network with New Development. Support the pedestrian network by developing building facades that create strong physical and visual connections to the system. Incorporate building equipment and/or service areas in a manner that does not detract from the pedestrian environment, including trails.

Findings:

The pedestrian network will continue to be supported with proposed alterations to the previously approved land use review. Loading and back-of-house services continue to be located along the north elevation and away from the main entry on the south elevation and heavily landscaped Formal Open Area to the east of the building. Alterations within the landscaped areas such as: installing valve boxes; an internet bollard; an emergency response beacon, FDC, etc. are integrated within the landscape and not visually significant (see #4 and #7). Proposed alterations to the south elevation main entrance area reducing landscaping also maintain the pedestrian network (see #7). Landscaping in this area is reduced from the interior portion of the landscape circle to provide additional ADA accessible access, however, landscaping between the drop-off area and the sidewalk to the south is maintained for continued buffering, separation, and pedestrian comfort.

Therefore, this guideline is met.

7. Enhance Relationships with Adjacent Forested Areas and Terwilliger Parkway.

Strengthen the relationships between new institutional development and adjacent forested areas or Terwilliger Parkway by working to reduce site impacts and enhance the integration of the built and natural environments. Incorporate building equipment and/or service areas to strengthen the natural qualities of adjacent forested areas or Terwilliger Parkway.

Findings:

As stated in the previously approved land use, no existing surrounding landscaping will be affected and the proposed development of the OHEP will not reach into the Terwilliger Parkway or across (Lower) SW Campus Drive to impact the existing topography or vegetation.

Loading and back-of-house services continue to be located along the north elevation and away from the natural areas and landscaped areas to the west and south of the site. Maintaining the north elevation as the back-of-house, additional alterations are proposed including: increased area for loading; replacement of spandrel glass directly above the loading area for flat metal panel; replace 4 spandrel units below the "pedestrian walkway #2" bridge to metal panel on Level 8; replace proposed CMU at the loading dock with flat metal panel; addition of a set of 8'x8' double doors; addition of an emergency egress door and stairs; and the expansion of the proposed canopy along the north elevation to the west for additional weather protection above proposed new double doors. Proposed alterations to the north elevation are consistent with, and draw from, the previously approved materials palette for the building. Collectively, the proposed alterations are utilitarian, pragmatic, and a response to internal programming changes made after the initial land use approval.

Significant glazing on the west and south elevations is maintained from the initial approval to reflect the adjacent established 2nd growth vegetation across (Lower) SW Campus Drive to help integrate the building with the surrounding landscape. Due to unresolved internal programming to level 8 the applicant has requested approval for the replacement vision glass units to spandrel glass in the following areas: approximately 18 vision glass units to spandrel glass on the south elevation, approximately 14 vision glass units to spandrel glass on the north elevation, approximately 10 vision glass units to spandrel glass on the north courtyard elevation, and approximately 10 vision glass units to spandrel glass on the south courtyard elevation. The addition of proposed spandrel glass is consistent with the approved material palette and will continue to reflect adjacent landscaping to help integrate the building with the surrounding landscape.

Lastly, the previously approved landscaping to the south and east of the site, which adds landscaping at the entry of the site and continues the Formal Open Area design from the Elks Children's Eye Clinic, provides additional integration with the adjacent forested areas and Terwilliger Parkway. Landscaping previously approved to the east will be maintained and the Formal Open Area will continue to exceed the Sub-District B requirements while minor utilitarian and safety features (valve and meter boxes, FDC, emergency response beacon, etc.) are proposed to be incorporated as mentioned in #4 above. Similarly, previously approved landscaping within the drop-off area at the south main entrance will be reduced by approximately 175 square feet to allow for an additional ADA passenger drop off zone. Landscaping being replaced in this area is from the most interior and under cover area of the landscape circle; landscaping within this area adjacent to the sidewalk to the south will not be affected.

Therefore, this guideline is met.

8. Strengthen Connections to the Village Center. Create an active, urban interface with the Village Center by incorporating pedestrian-level spaces that can accommodate a variety of active uses.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

The proposed OHEP building is approximately a quarter-of-a-mile from the Homestead Neighborhood Village Center as it is described in the Marquam Hill Design Guidelines. That said, while this guideline does not apply to this site on the OHSU campus, the proposed design is consistent with the spirit of the guideline with the integration of new pedestrian-level spaces, through the Formal Open Areas requirements, that can accommodate a variety of active users and uses.

This guideline is not applicable.

9. Further the Implementation of the Site Development Concepts. Further the implementation of the functional areas, pedestrian, and vehicular circulation site development concepts.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

The site development concepts suggest that the institutional core functions should interact with each other efficiently, that lower intensities should be at the edges of the campus, that the campus should provide opportunities to interact with the neighborhood, that pedestrian connections should be provided throughout the campus and connect to open spaces and other pedestrian networks in the surrounding neighborhood, and that vehicle trips should be minimized. Staff notes that the proposed development is located at the eastern edge of the campus adjacent to the new ECEC building and existing Casey Eye

Institute. All told, the OHEP building is consistent with the guideline proposal to locate "Patient care" uses central to the campus but east of the Village Center. In addition, OHEP furthers the compact urban form aspect of this guideline in its being located adjacent to both ECEC and Doernbecher Hospital while also providing direct connection to, via skybridge, the OHSU Hospital to the north. Within the scope of this submittal the proposed pedestrian connections are provided across the site, providing connection from the main entrance of OHEP to the adjacent Formal Open Area and ECEC. The vehicle circulation aspect of this guideline is supported through utilizing the SW Campus Drive and Terwilliger Blvd intersection as the means for the additional patient and visitor parking, supported in the Marquam Hill Parking Review (LU 19-163449 PR).

Therefore, this guideline is met.

Terwilliger Parkway Design Guidelines

This site is located within the Terwilliger Parkway. City Council has adopted specific goals and design review guidelines for this area.

Terwilliger Parkway, Boulevard and Trail are unique and notably successful parts of the City which allow people to enjoy the natural beauty and setting of Portland while moving through it. There are sequential views of the City, Mt. Hood, Mt. St. Helens, the Willamette River and the wooded hills along which the Boulevard is constructed. These expansive views are contrasted by sections of the Boulevard which are lush and enclosed by tall stands of deciduous trees and second growth fir. Dominant masses of nature temperate forest set off park-like plantings of ornamental shrubs and mowed lawns.

Terwilliger Boulevard was originally envisioned as a centerpiece for the development of "high class suburban and country residences."¹ Urban development adjacent to the Parkway is sometimes hidden from the Trail and Boulevard. When visible, it often fits into the natural topography and enhances the aesthetic experience of the Parkway. Buildings which are set back from the Boulevard, well but simply landscaped, small in scale, and designed with care tend to add romance to the drive or walk.

The careful and balanced mix of urban and natural experiences, which makes Terwilliger both unique and successful, is also reflected in the way in which it is used. At its best, Terwilliger can accommodate walkers of all ages, runners, bicyclists and picnickers, as well as moderate numbers of motorists sight-seeing or driving to nearby locations along the Boulevard's easy grades and gentle curves.

Terwilliger changes as the landscape and the City grow. The quality of its future character will depend both on the effects of nature and the care taken by the citizens of Portland.

Terwilliger Parkway Goals

The following goals are general statements of the City's objectives for the Terwilliger Plan Area. They provide a framework for the Design Review process, defining its purpose and context.

- A. TO PRESERVE AND ENHANCE THE SCENIC CHARACTER AND NATURAL BEAUTY OF TERWILLIGER PARKWAY AND BOULEVARD.
- B. TO MAINTAIN AND ENHANCE UNOBSTRUCTED VIEWS FROM TERWILLIGER BOULEVARD AND TRIAL.
- C. TO IMPROVE OPPORTUNITIES FOR A VARIETY OF RECREATIONAL USES ALONG TERWILLIGER AND REDUCE CONFLICTS BETWEEN THESE USES.
- D. TO GUIDE THE SITING, SCALE, LANDSCAPING, TRAFFIC IMPACTS AND DESIGN OF NEW DEVELOPMENT TO ENHANCE THE AESTHETIC EXPERIENCE OF TERWILLIGER.

¹ Olmstead Brothers, Report of Park Board, Portland, Oregon, 1903, p. 41.

- E. TO MANAGE THE LOCATION AND DESIGN OF NEW VEHICULAR AND PEDESTRIAN ACCESS TO TERILLIGER IN ORDER TO REDUCE TRAFFIC HAZARDS AND INCOMPATIBLE VISUAL IMPACTS.
- F. TO REINFORCE THE PRIMARY TRANSPORTATION FUNCTION OF THE PARKWAY AS A LEISURELY, SCENIC DRIVE AND A BICYCLE COMMUTING PATH, RATHER THAN A HEAVILY USED ROUTE FOR VEHICULAR THROUGH TRAFFIC.
- G. TO IMPROVE PUBLIC SAFETY AND PROTECT CITIZENS FROM CRIME.
- H. TO REDUCE MAINTENANCE AND IMPROVEMENT COSTS.

The Guidelines which follow are intended to implement the Goals of the Terwilliger Parkway Corridor and the "Character of Terwilliger" Statement. They are intended to aid developers and designers in understanding the expectations of the City and the concerns and objectives of the Design Commission for development within the Terwilliger Plan Area.

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

A. Height and Setback:

- 1. Buildings should be set back sufficiently from the Parkway to allow for development of the landscape treatment prescribed in the Terwilliger Plan including adequate setbacks to protect the root system of trees within the Parkway, (The Terwilliger Landscape Concept Plan is shown on map 1, accompanying this document.)
- 2. Downhill from Terwilliger, new buildings should be limited in height and have sufficient setback to preserve unobstructed Major Views and Panoramas as identified in the Terwilliger Plan.
- 3. In commercial zones, buildings should be setback from the Parkway not less than ten feet.
- 4. In areas adjacent to Parkway lands obtained by Deeds of Gift from the Fulton Park Land Company, Terwilliger Land Company and the Oregon/Washington Railroad and Navigation Company, no building within twenty-five (25) feet of the uphill property line of the Parkway should be allowed. (This requirement is explained in Section VII of this Document.)

Findings:

The OHEP building, which is up-hill from Terwilliger Blvd, is set back approximately 500 feet from the Terwilliger Parkway behind the existing Casey Eye Institute, adjacent parking garage, and Elks Children's Eye Clinic. Although the OHEP building will be visible from the Terwilliger Parkway, it will not affect landscaping and vegetation within the Parkway. Proposed alterations within this land use review do not change or alter the location of the building from the previous approved land use review: LU 19-195718 DZ.

This guideline is met.

B. Landscaping

- 1. A landscaping plan should be incorporated into the proposed development which provides for the following:
 - a. Landscaping should be consistent with the Terwilliger Landscape Concept Plan shown on Map 1 and illustrated in Figures 3 through 10, Pages 11-14.
 - b. Preservation of as many trees over 6 inches in caliper as practical.
 - c. Preservation of the existing topography to the extent practical by reducing necessary grading and limiting cuts and fills to slopes of less than 2 to 1 (retaining walls are permitted if they conform with the "style, scale, siting, materials and color guidelines").

- d. Protection of Root Systems; trees designated for preservation should have no grading within the drip line diameter of the limbs of the tree. (see Figure 2)

Findings:

The project limit of work from the initial approved land use review (LU 19-195718 DZ) is not being altered by this land use review. The project limit of work is approximately 215 feet from the Terwilliger Parkway and will not impact existing root systems, topography, or vegetation within the Parkway.

This guideline is met.

C. Style, Scale, Siting, Materials and Color

1. Architectural scale, style, siting, lighting, building material, color and finishes should complement the landscape and be in keeping with the “Character of Terwilliger” statement.
2. Care should be taken with all aspects of the project seen from the Boulevard and Trail, including roofs, foundations, drives and parking areas, to ensure that they are aesthetically pleasing and in keeping with the “Character of Terwilliger” statement.

Findings:

Because of height restrictions within the Marquam Plan District and changes to necessary rooftop mechanical equipment, subtle alterations to the previous approval are proposed to the floor-to-floor heights of levels 6-11. Floor to floor heights from levels 6 to 10 are proposed to be reduced by 6-inches, from 14’-0” to 13’-6”. The floor-to-floor height from level 10 to 11 is proposed to be reduced by 4-inches, from 14’-0” to 13’-8”. The floor height of level 11 to the top-of-parapet is proposed to be increased by 18-inches, from 20’-0” to 21’-6. Floor to floor height alterations are consistent across all elevations and because they are minor will not impact the overall architectural design and continuity of the building. No additional alterations potentially visible from “the Boulevard” are proposed to the previous approval.

This guideline is met.

D. Views and Special Natural Features. *Preserve or improve views and special natural features identified in the Terwilliger Landscape Concept Plan (Map 1).*

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

No views identified within the Terwilliger Landscape Concept Plan (Map 1) (see Exhibit G4) will be impacted. Incidentally, the majority of views delineated on the Terwilliger Landscape Concept Plan (Map 1) are from Terwilliger Boulevard to the east. Views from Terwilliger to the west are strategically located to capture “Forest Views”. The only Forest View that is shown within proximity to the proposed development is located slightly north of the vehicle access point to (Lower) SW Campus Drive, directed south, to the established hillside trees and vegetation that screens the Veterans Affairs Medical Center. This Forest View will not be impacted by this proposal.

This guideline does not apply.

E. Signs

1. Permanent private signs should not be visible from Terwilliger Boulevard or Trail, except in commercial areas.
2. In commercial areas abutting the Parkway, all signs should be in keeping with the “Character of Terwilliger” statement.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

No signs are proposed with this submittal.

This guideline does not apply.

F. Vehicle Access

1. In areas adjacent to Parkway lands granted by the Fulton Land Company, Terwilliger Land Company or the Oregon/Washington Railroad and Navigation Company (see Section VII, Page 25) access points are limited first to existing access, then to natural future access points identified on the Access Plan²; then to other points where the City can establish roadways on easy grades. In all other areas, vehicle access is limited to existing access points, and new access is proposed only when no other reasonable alternatives are available.
2. New access to Terwilliger should be accommodated by consolidating with existing access points or, where this is not possible, by consolidating with access points planned for other new developments. (See Figure 11, page 16).
3. Traffic volumes generated by a proposed development should be reduced to the greatest extent practical. Measures considered to mitigate traffic impacts on Terwilliger should include, but are not limited to; encouraging use of public transportation, staggered work hours, carpooling, pedestrian and bicycle access, and parking limitations. New development shall not require the installation of turn lanes, special channelization or traffic signals at the point of the development's access to Terwilliger.
4. Vehicle access to Terwilliger Boulevard should have a vertical and horizontal sight distance adequate for Terwilliger speeds of 35 MPH, approximately 300 feet. (see Figure 12, Page 17).
5. The access has a 1 to 5 percent grade within 20 feet of the Boulevard or Trail, and less than 20 percent grade beyond the first 20 feet. (See Figure 12, Page 17).
6. Cuts and fills in access areas should be avoided. Where they are unavoidable, the resulting slopes should be limited to 2 to 1 slopes. (See Figure 12, Page 17).
7. Where crossing the Terwilliger Trail is proposed, adequate sight distance to ensure safe crossing must be provided.
8. Avoid access routes to Terwilliger which link other parts of the street system to Terwilliger consequently allowing the shift of additional through traffic onto the Boulevard. Access plans will be reviewed by the City Traffic Engineer, the Bureau of Parks and the City Forester whose comments will be considered by the Design Commission and where appropriate the Hearing Officer or the City Council on appeal.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

Although 220 new patient/visitor parking spaces are proposed within the new OHEP building (on levels 1, 2 and 3), the project does not intend to develop new access from Terwilliger Blvd. Because of this, the majority of the above numbered points within this guideline do not apply. In addition, as was pointed out by PBOT in the Marquam Hill Parking Review (LU 19-163449 PR) that was required with this development and approved by the Hearings Officer on September 12, 2019: "OHSU is proposing a much lower number of parking spaces within the hospital expansion than the supply that would be allowed by the Zoning Code (220 spaces provided versus the 675 spaces that would be allowed within the building)". Also, after reviewing the traffic study addressing additional trips to the proposed parking garage within the OHEP building PBOT states that, "The results show that the intersection of SW Campus Drive and Terwilliger is operating below standard on the (private) Campus Drive approach of the intersection."

² The Terwilliger Access Plan is shown on Map 2, accompanying this document.

While PBOT mentions that the “level of service” (LOS) would be improved with the addition of a traffic signal at the intersection of SW Campus Drive and SW Terwilliger Blvd, they do not currently support the proposed signal, “due to the widening necessary, and additional asset and maintenance obligations”. Lastly, PBOT notes, “The Southwest Corridor project is also considering improvements to this intersection for pedestrian access to the Corridor, but the project team has yet to make a final decision. Concurrently, PBOT has prepared a preliminary analysis for all-way stop control at the intersection. Upon final review of this report, PBOT may recommend installation of the necessary signage as a condition of building permit for the parking garage.”

On balance, this guideline is met.

G. Pedestrian Access

1. Pedestrian access through new development should be provided at the time of development, and at locations consistent with the Terwilliger Access Plan, Map 2.
2. All projects must provide for convenient and well-graded pedestrian access to transit service and the Terwilliger Trail.

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

This proposal does not include pedestrian access through the Terwilliger Parkway.

This guideline is not applicable.

H. Project Improvements Within the Parkway. *Project improvements within the Parkway shall be limited to access and other uses specified by the Terwilliger Access and Landscape Concept Plans, Maps 1 and 2.*

Findings:

No alterations are proposed to the previous approval impacting this guideline. As stated in the previous approval (LU 19-195718 DZ):

The proposal does not include improvements within the Terwilliger Parkway.

This guideline is not applicable.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The proposed building and site developments are consistent with previous approval, surrounding buildings and amenities on the OHSU campus, and fully meet the Marquam Hill Design Guidelines and the Terwilliger Parkway Design Guidelines.

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

ADMINISTRATIVE DECISION

Approval of alterations to the previously approved Type III Design Review, LU 19-195718 DZ, located on the OHSU Campus in the Marquam Hill Plan District, Sub-District B, and Terwilliger Parkway Design District, per the approved site plans, Exhibits C-1 through C-12, signed and dated February 23, 2023, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 22-210247 DZ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. NO FIELD CHANGES ALLOWED.

Staff Planner: Arthur Graves



Decision rendered by: _____ **on February 23, 2023.**
By authority of the Director of the Bureau of Development Services

Decision mailed: March 02, 2023.

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on December 8, 2022 and was determined to be complete on January 12, 2023.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore, this application was reviewed against the Zoning Code in effect on December 8, 2022.

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: May 12, 2023.**

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

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

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

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

Appealing this decision. This decision may be appealed to the Design Commission, and if appealed a hearing will be held. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477>. Appeals must be received **by 4:30 PM on March 16, 2023. The completed appeal application form must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision.** If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application. **An appeal fee of \$250 will be charged.** Once the completed appeal application form is received, Bureau of Development Services staff will contact you regarding paying the appeal fee. The appeal fee will be refunded if the appellant prevails. There is no fee for Office of Community and Civic Life recognized organizations for the appeal of Type II and IIX decisions on property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Please contact the planner listed on the front page of this decision for assistance in filing the appeal and information on fee waivers. Please see the appeal form for additional information.

If you are interested in viewing information in this file, please contact the planner listed on the front of this notice. The planner can email you documents from the file. A fee would be required for all requests for paper copies of file documents. Additional information about the City of Portland, and city bureaus is available online at <https://www.portland.gov>. A digital copy of the Portland Zoning Code is available online at <https://www.portlandoregon.gov/zoningcode>.

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

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

Recording the final decision.

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

- *Unless appealed*, the final decision will be recorded after **March 17, 2023** by the Bureau of Development Services.

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

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

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

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

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

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

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittal
 - 1. Initial Submittal: December 08, 2022
 - 2. Revised Drawings: January 12, 2023
 - 3. Revised Drawings: January 25, 2023
 - 4. Revised Drawings: February 10, 2023
 - 5. Revised Drawings: February 23, 2023
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Elevation: South (attached)
 - 2. Elevation: East (attached)
 - 3. Elevation: North (attached)
 - 4. Elevation: West (attached)
 - 5. Elevation: West/Skybridges
 - 6. Elevation: North Courtyard
 - 7. Elevation: South Courtyard
 - 8. Site Plan: North Alterations
 - 9. Site Plan: South Entry Alterations
 - 10. Landscape Plan
 - 11. Formal Open Area Calculations
 - 12. Manufactures Cutsheets
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Fire Bureau: January 23, 2023.
 - 2. Water Bureau: February 05, 2023.
 - 3. Portland Bureau of Transportation: February 07, 2023.
 - 4. Bureau of Development Services Site Development: February 09, 2023
 - 5. Portland Parks Bureau – Urban Forestry: February 10, 2023.
 - 6. Bureau of Environmental Services: February 13, 2023.
 - 7. Bureau of Development Services Life Safety/Building Code Section: February 15, 2023.
- F. Correspondence: None Received
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Letter: December 20, 2022
 - 3. Bureau of Planning and Sustainability letter regarding Viewpoints
 - 4. *Proposed Terwilliger Landscape Concept Plan and Terwilliger Plan Proposed Access Plan*
 - 5. Emails with Applicant

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).