



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

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**REVISED STAFF REPORT AND RECOMMENDATION OF APPROVAL TO THE  
DESIGN COMMISSION**

**CASE FILE: LU 16-144846 DZM, AD (PC # 15-210283)**

*New Hotel, SW 11<sup>th</sup> & Alder*

REVIEW BY: Design Commission

WHEN: January 19, 2017

WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

Bureau of Development Services Staff: Grace Jeffreys / [Grace.Jeffreys@portlandoregon.gov](mailto:Grace.Jeffreys@portlandoregon.gov)

Note: Changes in this report from the September 23, 2016 Staff Report are boxed.

**GENERAL INFORMATION**

**Applicant:** Gary Golla, Sera Architects  
338 NW 5th Ave, Portland, OR 97209

**Owner:** The United Way  
619 SW 11th Ave #300, Portland, OR 97205-2646

**Site Address:** **SW 11th & Alder**

**Legal Description:** BLOCK 257 LOT 1&2, PORTLAND; BLOCK 257 LOT 3&4, PORTLAND  
**Tax Account No.:** R667728480, R667728500  
**State ID No.:** 1N1E33DD 04100, 1N1E33DD 04200  
**Quarter Section:** 3028  
**Neighborhood:** Portland Downtown, contact Rani Boyle at 503-725-9979.  
**Business District:** None  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.  
**Plan District:** Central City - Downtown - West End  
**Zoning:** **RXd**, Central Residential with design overlay  
**Case Type:** **DZM, AD**, Design Review with Modifications and Adjustments  
**Procedure:** **Type III**, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The applicant seeks Design Review approval for a new quarter-block, 15-story, 215 room hotel building with ground level restaurant, located in the West End Subarea of the Central City Plan District, Downtown Subdistrict. The site itself is located on the eastern half of the block bordered by SW Morrison Street, SW 11<sup>th</sup> Avenue, SW Alder Street, and SW 12<sup>th</sup> Avenue. The proposed 159' tall building will replace the 3-story, quarter-block structure (office) on the northeastern part of the block, while the 3-story, quarter-block structure (office) on the southeastern part of the block will remain.

Key components of the development program are (approximate quantities):

- Site – half-block site, 20,000 SF
- Floor Area –
  - Total Proposed FAR of 153,985 SF above grade, 7.7:1 FAR, as follows:
    - New Hotel at northern ¼ block, 126,540 SF above grade, 6.33:1 FAR;
    - Existing office at southern ¼ block, 27,445 SF above grade, 1.37:1 FAR.
  - Total achieved FAR, as follows:
    - Base FAR allowed: 6:1 FAR, or 120,000 SF;
    - Eco-roof Bonus: 0.9:1 FAR, or 9,008 SF, earned through 4,504 SF of eco-roof at 46% of the total roof area, which earns two SF of bonus floor area for every one SF of ecoroof;
    - Transfer of Residential Floor Area from a site with residential development: Minimum required will be 1.25 FAR, or 24,977 SF.
- Height – 150’ to the top of the main parapet with 159’ to the top of mechanical screen (150’ allowed - Modification requested).
- Program – Ground level will contain reception/lobby, lounge, restaurant, spaces suitable for small businesses, and support spaces; second level will contain meeting rooms and more support spaces; and 215 hotel rooms will be above;
- Parking – None;
- Loading - One 35’ x 10’ x 12’ loading space, accessed off SW Alder (Adjustment and Modification being requested);
- Bike Parking - 14 long-term bike parking spaces (14 required) in a locked, secure room on the third floor. 0 short-term spaces (14 required), code requirement will be met via paying into bike parking fund.

**Materials.** Exterior materials are:

- Primary Cladding – Buff-colored cast cementitious panels for outer frames, terracotta-colored cast cementitious panels with some serrated texture within frames, and buff-colored stucco for part of side walls.
- Base – Bronze-colored aluminum storefronts with glass and metal canopies.
- Upper Windows – Bronze-colored aluminum windows (with fiberglass as an alternate).

**Additional Reviews.** The following are requested:

- Modification #1, Loading Size (PZC 33.266.310.D) – To reduce the size of the loading space from 35’ long x 10’ wide x 13’ tall to 35’ long x 10’ wide x 12’ high.
- Modification #2, Exceptions to Maximum Height (PZC 33.120.215.C.2) - To increase the area of the rooftop mechanical enclosure allowance from 10% to 35%, and to reduce the setback from the roof edge on a street facing façade from 15’ to 11’.
- Adjustment request (PZC 33.266.310.C) - Reduce the number of loading spaces from 2 to 1.

Design review is necessary because the project proposes new development within a design overlay zone, per section 33.420.041 of the Portland Zoning Code.

**Relevant Approval Criteria:**

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

- Design Review, 33.825
- Central City Fundamental Design Guidelines
- Modifications, 33.825.040
- Adjustments, 33.805.040

**ANALYSIS**

**Site and Vicinity:** The subject site is the eastern half of the block bounded by SW Alder Street, 11<sup>th</sup> Avenue, Morrison Street, and 12<sup>th</sup> Avenue. The 20,000 SF site is occupied by two modern

three-story concrete office buildings. The northern 3-story ¼-block building is proposed to be demolished to construct this 15-story hotel. The southern 3-story ¼-block building on the site will remain.

The surrounding area has undergone changes in the past decades. New buildings have been constructed, and existing buildings have been renovated for new retail, restaurant, and office tenants. The Portland Streetcar now runs south along SW 11<sup>th</sup> Avenue and the MAX Light Rail runs west along SW Morrison Street.

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally, the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

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

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Goose Hollow Subdistrict of this plan district.

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

- LU 13-159355 DZ – A 2013 Design Review approval for new signs and furnishings at the United Way building.
- LU 15-259364 CU – A 2015 Conditional Use Review approval for up to 179,140 of net building area in non-residential use (Retail Sales and Service and Office).
- LU 16-128846 DZM – A 2016 Design Review approval with conditions for exterior alterations to the ¼-block United Way office building on the southern half of the site. Proposal included a new perforated trash enclosure painted to match existing window frames, alterations to rooftop enclosure and a RACC approved mural on the south wall. Approval of Modifications to Required Building Lines, Ground Floor Windows, and Ground Floor Active Uses.

**Agency Review:** A “Request for Response” was mailed **May 24, 2016**. The following Bureaus have responded with no issues or concerns:

- Site Development Review Section of Bureau of Development Services (Exhibit E.1)
- Fire Bureau (Exhibit E.2)
- Water Bureau (Exhibit E.3)
- Life Safety Review Section of Bureau of Development Services (Exhibit E.4)

The **Bureau of Parks-Forestry Division** responded with the following comment: Please see Exhibit E-5 for additional details.

*Urban Forestry has no objections to the proposal subject to the following conditions of approval (for permitting):*

1. *Street Tree Planting prior to final plat approval*
2. *Street trees must be included in all proposed public works and building permit applications.*

The **Bureau of Transportation Engineering and Development** Review responded with comments, excerpts are provided below: Please see Exhibit E-6 for additional details.

*Portland Transportation/ Development Review (PBOT) has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.*

*There are no applicable transportation-related approval criteria associated with the proposed Design Review. However, the applicant has requested an Adjustment and a Modification for exceptions to the Zoning Code's loading space requirements. The applicant is seeking the Adjustment to reduce the number of required on-site loading spaces from two "Standard A" (35-ft wide x10-ft long x 13-ft vertical clearance) spaces to one (PZC Section 33.266.310.C). The Modification is being sought to reduce the associated clearance height from 13-ft to 12-ft (PZC Section 33.266.310.D). These requests are transportation-related and PBOT provide will provide the following analysis thereto.*

*PBOT's analysis has been integrated into the findings below.*

The **Bureau of Environmental Services** responded three times with comments, with the final certification memo, excerpts below: Please see Exhibits E-7a, E-7b, and E-7c for additional details.

*This certification memo is a revision to the BES certification dated September 20, 2016. The applicant has reduced the size of the ecoroof but continues to achieve an FAR bonus according to the Central City Plan District (33.510.210 C. 10. a).*

*The FAR bonus is reduced from a 3:1 bonus to a 2:1 bonus:*

*Per Title 33, BES is required to certify that a proposed ecoroof meets the BES criteria for an ecoroof in order to receive a Floor Area Ratio (FAR) bonus. BES finds the following with regard to the proposed ecoroof for the proposed SW 11th & Alder structure:*

1. *Based on information provided by the applicant, the United Way Hotel will include an ecoroof. The ecoroof will be at least 4,504 square feet. **With an impervious area building footprint of 9,762 square feet, the structure will have an ecoroof over 46% of the structure. Since the ecoroof is over 30% but less than 60% of the footprint, it qualifies the applicant to receive a 2:1 square foot bonus.***

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on July 26, 2016. One response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Jim Mark, September 13, 2016, wrote in support of the proposal. See Exhibit F-1 for details.

- Marc Batco, October 20, 2016, wrote in opposition of the proposal, with concerns about impact the construction might have on the streetcar. See Exhibit F-2 for details.

**Staff response:** *Refer to findings below, and to service bureau responses.*

- Tim Wolf, November 10, 2016, wrote with concerns about restaurant vents on third floor roof.

See Exhibit F-2 for details.

**Staff response:** Applicant has been working with adjacent owner regarding this issue.

**Procedural History:**

The applicant requested the project to be deemed complete on May 17, 2016, and requested a hearing date of July 21, 2016 although a July 7, 2016 hearing date was offered (Exhibit G.10). On June 13, 2016, the applicant requested the hearing date to be rescheduled to August 18, 2016 (Exhibit G.10). Following the submission of a substantially revised scheme, the hearing date was again rescheduled to September 29, 2016 to allow for public re-noticing (Exhibit G.11). A hearing was held on September 29, 2016 and continued to November 17, 2016.

**ZONING CODE APPROVAL CRITERIA**

**(1) Design Review**

**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 proposed site is eleven blocks west of Governor Tom McCall Waterfront Park; therefore, it is not adjacent to the greenway of the Willamette River. The park can be accessed by heading east along SW Alder, and the project proposes the following elements to increase the connection to the Willamette River.

- The two-story, highly-glazed base with a canopy has the potential to support active streetscapes, which will enhance pedestrian connections towards the river;
- Guestrooms on the east side will have views towards the river, and significant glazing is provided to support the visual connection;
- The main hallway from the elevators has windows at the end of each corridor to visually orient hotel guests east towards the river or west towards the west hills and Forest Park;
- A vegetated storm water flow-through planter is located at the third floor roof to enhance river ecology by improving water quality before it flows into the Willamette.

*This guideline is therefore met.*

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

**Findings:** Portland is a city with a depth of layers that are reflected in the different neighborhoods. In particular, the West End's vitality is driven by the restaurants, breweries, art galleries, neighborhood coffee shops and unique retail opportunities housed in a mix of modern and historic architecture. This creates a rich district filled with opportunities for exploration. This project integrates several themes related to the area and the city by incorporating the following features:

- Active frontages to reinforce the urban fabric and pedestrian scale;
- Restaurant/bar facing Eleventh Avenue to build on the Portland food cultural theme;
- Canopies to enhance the streetscape and support Portland's pedestrian culture; and
- Sustainable features including an ecoroof and stormwater planters.

*This guideline is therefore 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:** The proposed building occupies a quarter of a full 200 foot square Portland block. The building will support the Portland Block structure on its street frontages by massing the building near the property line and providing active uses at the majority of both street fronts on Alder and 11th.

*This guideline is therefore 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 proposed building will continue the pattern of contemporary buildings and additions that contribute to the diversity of the district. The proposed new hotel will incorporate common materials, including storefront windows and precast concrete panels with varied textures, utilized to unify the building with existing surrounding buildings. The transparent two-story base articulation is a common element in the West End district and incorporated into the proposed design along both street fronts.

*This guideline is therefore 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:** The West End district is known for its vibrant mix of residential, retail, restaurants, and bars, keeping the district active from morning until evening. The proposed design includes a ground floor restaurant/bar and lounge space to add to this local character, as well as scope for small business opportunities. The layout of this area will provide direct views to the activities along Eleventh Avenue including streetcar movement, food cart activities, and the historical architecture of the former Elks Temple (now the Sentinel).

*This guideline is therefore met.*

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

**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 for A6 and C3:** The existing United Way building on the southeast end of the block will remain, and has recently received Design Review approval with conditions for exterior alterations (LU 16-128846 DZM). The proposal included a new perforated trash enclosure painted to match existing window frames, alterations to rooftop enclosure and a RACC approved mural on the south wall. Approval includes Modifications to Required Building Lines, Ground Floor Windows, and Ground Floor Active Uses.

The existing building on the northeast quarter of the block will be demolished. Per the applicant, this building is not of historic significance, and its original façade was removed in the 1970's. They also advised that the building's existing structure is not robust enough to accommodate the new development; however, they will try to salvage timbers in the existing building basement for decorative use, depending on condition of the material.

*These guidelines are therefore 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 proposed building will provide a strong built edge along both SW Eleventh Avenue and SW Alder. The two-story glazed base is slightly set back from the 13-story tower above, providing a sense of urban enclosure for the street frontages. This highly glazed base responds to the local pedestrian scale, as well as the neighboring United Way building, which is roughly similar in height and scale. The building's overall height and articulation also responds to the urban enclosure defined by the Sentinel Hotel on Eleventh Ave, helping

to support the lively urban space of bars and restaurants that reflects the diversity of the food culture, pedestrian experience and style of the West End.

*This guideline is therefore 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:** The transparency of the bottom two levels and proposed interior uses will encourage sidewalk and storefront activity along both frontages. The canopies at the edge of the building are designed to protect pedestrians and create a transition space between the public realm and the private interior of the building. The glazed canopy at the corner entry defines the entry, and the flanking metal canopies along both frontages provide cover for outdoor seating and pedestrian activity.

*This guideline is therefore 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 proposed building will enhance the pedestrian system with program uses, active frontages, and a building frontage zone. The building entry is located facing Eleventh Avenue at the north end of the block near the corner of Alder, while the hotel lobby and reception run along SW Alder and lobby lounge and bar run along SW Eleventh. Restaurant and bar customers and reception check in/checkout activity will keep these spaces active throughout the day. The building facade will incorporate large areas of glazing, setback from the property. Deep canopies will also be incorporated to provide protection from the elements and areas for outdoor seating associated with the food and beverage operation on 11<sup>th</sup>, as well as pedestrian activity along Alder.

*This guideline is therefore 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.

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

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

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

**Findings for B2, B3, B4, and B6:** The building will be set back from the property line to incorporate the seating at the building edge and avoid interference with the pedestrian movement on the sidewalk. Deep canopies will be incorporated along both SW Eleventh Avenue and SW Alder to provide protection from the elements and areas for outdoor seating associated with the food and beverage operation. Street lighting currently exists along both SW Eleventh Avenue and Alder. Architectural lighting will be added to demarcate entries and



incorporated at street level. Most of the building's mechanical equipment will be located on the roof behind mechanical screens.

*These guidelines are therefore 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 main lobby of the building will be located at the corner of SW Eleventh Avenue and SW Alder and will be enclosed with two stories of glazing that will connect guests of the hotel to the dynamic streetscape of the neighborhood. Placing this high traffic area of the building on the corner will allow visitors of the hotel to connect with the mature trees and food cart culture of the city just across the intersection. The open interior design locates the most active program spaces such as the restaurant, bar and lounge along SW Eleventh Avenue with its large areas of storefront windows. These large expanses of glazing have the potential to maximize sunlight in the morning hours, enhance the pedestrian experience during the day, contribute to a vibrant nightlife in the evening, and overall visually connect these welcoming interior spaces with the public way.

*This guideline is therefore met.*

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

**Findings:** Entries to the building will meet code requirements for accessibility.

*This guideline is therefore 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:** With glazing on the bottom two levels on both SW Eleventh and SW Alder, all common areas will have enhanced views to the activities outside along the street. The remaining guest room floors (Level 3-15) have been designed to increase daylight and enhance views. The overall orientation intent is:

- Orient the building to maximize the number of guestrooms with views to the river and provide significant glazing in each guestroom for visual connection to the Willamette.
- Remaining rooms will be focused on the active and dynamic experiences in the Pearl District to the north or focused west to Forest Park.
- The main hallway at each floor from the building elevators has windows located at the end of each corridor to visually orient all hotel guests to the river or west hills.

*This guideline is therefore met.*

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

**Findings:** The building will use durable and attractive materials which include two colors of precast concrete panels, stucco plaster on the side walls, and upper windows of aluminum with fiberglass as an alternative. There is a 3-1/2" setback from the outer face of the precast frame to the inner pre-cast paneling, and another 3" setback to the windows, creating a full 6-1/2" deep punch to the upper windows, which will give the building depth and articulation. The first two floors are simple glazed façades comprised of aluminum storefront

windows. These quality and permanent materials will help unify the hotel façade with existing surrounding buildings.

*This guideline is therefore met.*

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

**Findings:** The bold sculpted concrete façade of the United Way at the southeast corner of the site is a modern statement that establishes the vocabulary for the south end of the block. The design of the hotel builds on the sculptural movements of the United Way facade by providing a depth in façade on the lower levels created by a setback from the property lines that mimic the adjoining structure. The proposed building will provide a strong edge along both SW Eleventh Avenue and SW Alder with a series of glazed facades. The base of the hotel responds to the neighboring United Way building by creating a transparent base similar in height and scale.

The transparent two story base articulation, which is common in the district, wraps the corner on to SW Alder and defines the public areas of the hotel in contrast to the guestroom floors above. The glazed public areas setbacks from the walls of the upper guest room levels also help articulate the massing of the upper stories. The glazing mullion patterns are simple and contemporary. This combination of design expression is consistent with new development in the neighborhood, while its scale and patterns fit within the district.

*This guideline is therefore 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 massing of the building is designed to articulate the program. The two-story base hosts mainly public functions of the building along its street facing facades. It is set back from the upper levels, further articulating the simple massing of the upper stories. The block of guestrooms occupying levels three to fifteen has its own massing and material pallet differentiating it from the programmatic elements of levels one and two. A pre-cast concrete façade combined with guestroom windows is used to create a woven lattice framework to embrace the movement of patterns of similar buildings of the neighborhood.

*This guideline is therefore 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 proposed hotel design places the entrance for the building along Eleventh Avenue near the intersection with SW Alder Street. The simple geometry of the pre-cast concrete is repeated at the base to enclose and protect glazed entry doors and visually define these entrances. The entrance is set back slightly from the property line, providing a buffer space from the flow of pedestrians on the sidewalk for those entering and exiting the building. A glazed, transparent canopy above the entrance further works to define building entries and create a transition between the building and the public right-of-way. Metal canopies flanking both frontages provide additional transition zones as well as pedestrian protection of the sidewalks.

*This guideline is therefore 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 proposed scheme places the entrance for the building along Eleventh Avenue near the intersection with SW Alder Street. The entrance is set back from the property line providing a semi-public/semi-private transition zone between the main flow of pedestrians on the sidewalk for those entering and exiting the building. At the base of the building, the corner at Eleventh and Alder has the highest concentration of glazing along the street facades and will be oriented to the streetcar stops just across SW Alder. This will connect hotel guests to the outdoor activities of the intersection, including streetcar movement, food carts, tree lined streets and the environmental conditions of the day. Signs will be added to the building corner to enhance an active intersection, but they will be submitted at a later date. Stairs, upper floor access, staff entry, and service areas have been located near the center of the block on each elevation.

*This guideline is therefore 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 proposed scheme places the entrance for the building along Eleventh Avenue near the intersection with SW Alder Street and will activate this important pedestrian connector. All active use spaces are arranged to front SW Eleventh and Alder such as the lobby, restaurant, lounge, check in desk, and lobby bar. The first two floors are differentiated from the upper floors via taller floor to floor heights, large areas of glazing, setbacks from the massing of the guestroom block above, and canopies to protect the pedestrian.

*This guideline is therefore met.*

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

**Findings:** The proposed scheme places the entrance for the building along Eleventh Avenue near the intersection with Alder Street. The hotel lobby reception run along SW Alder and the lounge and bar run along SW Eleventh Avenue. The hotel's public space program is purposely designed to be flexible to accommodate the needs of the guest throughout the day. Seating groups for those who like to be solitary or socialize are provided throughout the ground floor public spaces. The mix of activities they accommodate will keep these spaces active throughout the day.

*This guideline is therefore 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:** Proposed encroachments include canopies, which enhance the pedestrian environment, and will be designed to meet the standards of the City of Portland, PBOT, and the OSSC.

*This guideline is therefore met.*

**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:** Exterior architectural lighting will be used to demarcate entries at street level as shown on Exhibit C.15. and illustrated on Exhibit C.34. In addition to these external entry lights, the interior lighting will be visible through the highly glazed building skin. The applicant advises that the interior lighting will be designed to articulate the rhythm of large area of glazing at levels one and two, enhancing the buildings overall design concept.  
*This guideline is therefore 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:** Not applicable. Applicant has advised that signage will be integrated into the design but is not a part of this review. If not exempt, exterior building signage will be a separate design review at a later date.  
*This guideline is therefore not applicable.*

## **(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.

The following modification is requested:

#### **1. Modification of 33.266.310.D Loading Standards, Size of Loading Spaces.**

**Purpose:** A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

**Findings:** The Loading Standards require two Type A loading spaces. Proposal is to provide one Type A loading space on the property with access via SW Alder, and an Adjustment has been requested for this, see the findings below regarding this adjustment. Additionally, the loading space proposed is slightly smaller than a standard A space, therefore this modification

is requested to reduce the size of the loading space from 35' long x 10' wide x 13' tall to 35' long x 10' wide x 12' high.

The applicant advised that the project has minimal need for loading spaces as there is no move-in/move out as may be needed in a residential project and there are not extensive food service deliveries. Loading will only be used during garbage/recycle pick-up and deliveries of supplies. Full details on the delivery schedule and comparative buildings can be found in the Hotel Truck Loading Needs Assessment report produced by Kittelson and included in the record. On balance therefore, the proposed configuration better meets guidelines as follows:

**A. Better meet design guidelines.** *The resulting development will better meet the applicable design guidelines.* Minimizing the loading space height to only what is necessary will reduce the visual impact of the loading bay on the façade of the building. This will better meet the following guidelines:

*A8: Contribute to a Vibrant Streetscape.* The active street frontage opportunity afforded by the reduction in loading size will better enhance the streetscape.

*C5. Design for Coherency.* The reduced height in loading bay will allow for a more coherent elevation. *Therefore, this 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.*

PBOT addressed this criterion which refers to transportation-related issues as follows: As noted in the PBOT response regarding the requested Adjustment, and in relation to the loading analysis performed by the applicant's traffic consultant, observations were made at three other hotels in the downtown area for comparison purposes. Part of the conclusions that were made in relation to the surveillance of the other hotels was that the vast majority of the loading/delivery/service vehicles that were serving the other hotels could easily fit into the proposed 12-ft clearance height space (for the subject hotel). With similar delivery/loading functions expected in association with the proposed hotel, PBOT is supportive of the Modification request to allow a 12-ft clearance height.

As stated in 33.266.310.A above, the purpose of the Loading standards are to 1. Ensure adequate loading areas; 2. Ensure appearance will be consistent with parking areas; and 3. Ensure access to loading areas will not negatively affect the function of the right-of-way.

1. Ensure adequate loading areas: The proposed project will not require significant deliveries and one type A size loading space with 12' of clearance will be adequate to receive and store deliveries while awaiting distribution to storage areas within the building.
2. Ensure Appearance is consistent with parking areas: The project does not propose to have parking on site. The project intends to visually minimize the appearance of the loading area to better fit into the district.
3. Ensure access to loading areas will not negatively affect the function of the right-of-way: Based on the findings of the Hotel Truck Loading Needs Assessment report for the project, the 12' clearance can accommodate the types of trucks that will provide deliveries for the property. There will be no disruption to the right-of-way caused by the modification. *Therefore, this criterion is met.*

*This Modification merits approval.*

## 2. Modification of 33.120.215.C.2, Height, Exceptions to Maximum Height

**Purpose:** The height standards serve several purposes:

- They promote a reasonable building scale and relationship of one residence to another;
- They promote options for privacy for neighboring properties; and
- They reflect the general building scale of multi-dwelling development in the City's neighborhoods.

**Findings: The standard allows** exceptions to the maximum height for rooftop mechanical equipment, if the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades and the mechanical equipment covers no more than 10 percent of the roof area, they can extend up to 10 feet above the height limit.

The proposed design is seeking the Modification to Exceptions to Maximum Height for two aspects of the proposed rooftop mechanical enclosure:

- The area of equipment enclosure (10% allowed, requesting 35%); and,
- The setback from roof edge on a street facing facade (15' allowed, requesting 11' setback along 11th avenue facade. Alder street setback is compliant.)

The screen height itself is less than 10' high, and therefore compliant in height.

**A. Better meet design guidelines.** *The resulting development will better meet the applicable design guidelines.* This modification will allow the quarter block roof to accommodate the additional equipment that is required to support an HVAC system for the hotel guest rooms that does not require a through wall louver on the building facade at each guestroom. This allows the facade to be designed without metal louvers maintaining as much building skin as aluminum windows and cast cementitious product as possible, promoting quality and permanence of materials.

*C2: Promote Quality and Permanence in Development.* Use design principles and building materials that promote quality and permanence.  
*Therefore, this 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.* The mechanical screen has been designed to mimic the shape of the parapet and set back from the frontages to allow the disparate mechanical units to blend in with the design of the building. From the street, these screens will support a reasonable building scale and maintain privacy for neighboring properties.

*Therefore, this criterion is met.*

*This Modification merits approval.*

## (3) Adjustment Requests (33.805)

### 33.805.010 Purpose

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

to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

### **33.805.040 Approval Criteria**

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

The following adjustment is requested:

**Adjustment request: Loading, PZC 33.266.310.A, to reduce the number of required loading stalls from 2 to 1.**

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

**Findings:** As stated in 33.266.310.A above, the purpose of the Loading standards are to 1. Ensure adequate loading areas; 2. Ensure appearance will be consistent with parking areas; and 3. Ensure access to loading areas will not negatively affect the function of the right-of-way.

Per the applicant (Exhibit A.11), the use of the proposed building will not require significant deliveries and one type B size loading space will be adequate to receive and store deliveries while awaiting distribution to storage areas within the building. The project does not have parking on site. They intend to visually minimize the appearance of the loading area to better fit into the district. Reducing the number of loading spaces from 2 to 1 will better meet this intent. If the proposed project were to provide 2 spaces the width of loading would be at least 20 feet of the 100-foot SW Alder Street frontage. Without the adjustment, parking in the right-of-way might be reduced. The addition of more loading spaces would also create greater disruption of the pedestrian zone surfaces and street tree placement.

To address the above referenced approval criterion, the applicant submitted a loading demand analysis that was prepared by a professional traffic consultant. The analysis included a survey of three hotels located within the Central City to assess the loading needs and to help in identifying the anticipated loading demand of the proposed hotel and its needs in terms of loading space(s)/sizing. A 72-hour surveillance of each of the comparative hotels was documented by the applicant's traffic consultant. The conclusions reached for the surveyed hotels because of the multiple-day observations were that:

- Each of the hotels received most deliveries through service entrances as well as the main guest lobbies.
- Most loading activities for each hotel were performed on abutting streets – streets with high volumes of vehicles.
- Most garbage activities for each hotel were performed on abutting streets.
- Most vehicles performing loading/garbage activities ranged between 17-25 ft in length.
- All the loading vehicles, except one, would have fit within a loading space with a 10-ft high clearance.

Projected deliveries to the proposed hotel are expected to occur on a recurring basis, including those for guest/office supplies, food-beverage, linen/laundry, parcel pick-up, garbage/recycle pick-up. Much of the types of regular deliveries for the services noted above can be scheduled to avoid conflicts with the proposed on-site loading space. These delivery services, as evidenced by the survey conducted, can and are likely to occur along abutting streets. The applicant's proposed one on-site loading space should be sufficient to accommodate the number of anticipated loading activities associated with the proposed hotel. PBOT is supportive of the applicant's request to provide only one loading space on-site.

*For these stated reasons, the approval criterion is met.*

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

**Findings:** The zoning of this site is RX (Central Residential). A reduced loading area will allow for a greater percentage of façade to be active space with ground floor windows that visually connect to the sidewalk space. Active street frontages are a significant characteristic of the West End.

*This criterion is met.*

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

**Findings:** This criterion is not applicable as this is the only adjustment being requested.

*This criterion does not apply.*

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

**Findings:** The proposed adjustment does not impact designated scenic or historic resources.

*This criterion does not apply.*

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

**Findings:** Two loading bays are not necessary due to the amount of deliveries proposed for this site. Fewer loading bays are more consistent with the character of the district.

*This criterion is met.*

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

**Findings:** The proposed project is not in an environmental zone.

*This criterion does not apply.*

## **Development Standards**

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

## **CONCLUSIONS**

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The design of this new hotel is contextually responsive and yet clearly contemporary. The massing relates to nearby quality buildings and clearly articulates the program, with a pre-cast clad tower containing hotel rooms sitting on a highly glazed two-story base with more public spaces. The simple pre-cast frame expression of the tower contains the inner weave of panels and guestroom windows to create a coherent composition. The two-story base is setback from the property lines, which with canopies along both frontages will offer generous cover for outside seating as well as for passers-by, contributing to a vibrant streetscape. The proposed pre-cast cladding and aluminum



storefronts are permanent materials of suitable quality for this Downtown, West End location. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

**TENTATIVE STAFF RECOMMENDATION**

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

**Approval of Design Review** for a new quarter-block, 15-story, 220 room hotel building with ground level restaurant, located in the West End Subarea of the Central City Plan District, Downtown Subdistrict, located on the eastern half of the block bordered by SW Morrison Street, SW 11th Avenue, SW Alder Street, and SW 12<sup>th</sup> Avenue. The proposed building will replace the 3-story, quarter-block structure (office) on the northeastern part of the block, while the 3-story, quarter-block structure (office) on the southeastern part of the block will remain.

**Approval of Modification #1, Loading Standards (PZC 33.266.310.D)**, To reduce the size of the loading space from 35’ long x 10’ wide x 13’ tall to 35’ long x 10’ wide x 12’ high.

**Approval of Modification #2, Exceptions to Maximum Height (PZC 33.120.215.C.2)**, To increase the area of the rooftop mechanical enclosure allowance from 10% to 35%, and to reduce the setback from the roof edge on a street facing façade from 15’ to 11’.

**Approval of Adjustment to loading standards (PZC 33.266.310.D)**, to reduce the number of loading spaces from 2 to 1.

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**Procedural Information.** The application for this land use review was submitted on April 4, 2016, and was determined to be complete on **May 17, 2016**.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on **April 4, 2016**.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period as stated with Exhibit A.2. Unless further extended by the applicant, **the 120 days will expire on: August 5, 2017**.

**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. Look at [www.portlandonline.com](http://www.portlandonline.com). On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. 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, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record on hearing or if you testify at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged (one-half of the BDS application fee, up to a maximum of \$5,000.00).**

**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 Chair person 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 must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034  
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: January 13, 2016

**EXHIBITS - NOT ATTACHED UNLESS INDICATED**

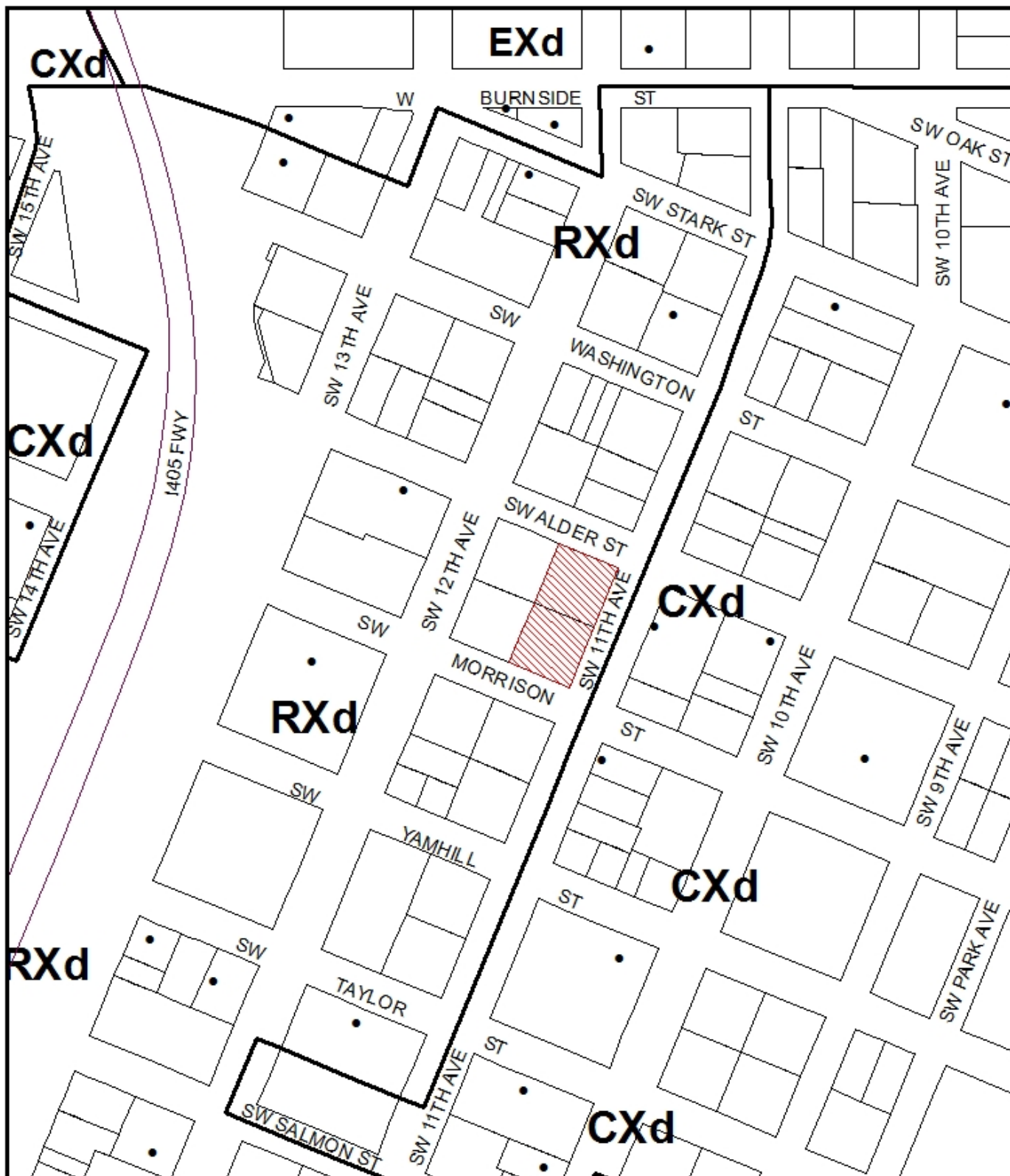
A. Applicant's Statement:

1. Initial application, narratives, drawings, cutsheets, stormwater report, 4/4/16
2. 120-day waiver, 4/11/16
3. Loading Demand Analysis, 5/3/16
4. FAR strategy, 5/16/16
5. Revised narratives, drawings, cutsheets, stormwater report, loading analysis, 5/17/16
6. New design, digital set, 7/22/16
7. Revised narratives, drawings, cutsheets, stormwater report, loading analysis, 7/29/16
8. Email with suggested FAR language for SR, 8/3/16
9. Signed Acknowledgement of the draft convents, 8/11/16
10. Revised design, digital set, 9/2/16
11. Revised narratives, drawings, cutsheets, stormwater report, loading analysis , 9/9/16

- B. Zoning Map (attached):
  - 1. Zoning Map
- C. Plans & Drawings:
  - 1. Cover
  - 2. Contents
  - 3. Aerial
  - 4. Site Photos
  - 5. Context
  - 6. - through 10. Narrative
  - 11. Three Block Study
  - 12. Site Plan
  - 13. Site Stormwater/Utility Plan
  - 14. FAR Diagrams
  - 15. Lighting Plan
  - 16. Floor Plan Level 1
  - 17. Floor Plan Level 2
  - 18. Floor Plan Level 3
  - 19. Floor Plan Levels 4-15
  - 20. Roof Plan
  - 21. East Elevation
  - 22. North Elevation
  - 23. West and South Elevations
  - 24. - through 31. Enlarged Elevation and Sections
  - 32. Street Level Perspective from SE
  - 33. Street Level Perspective from NE
  - 34. Night Perspective from SE
  - 35. Landscape Courtyard Plan
  - 36. Landscape Level 1 Plan
  - 37. Ground Floor Active Use Plan
  - 38. Ground Floor Windows
  - 39. Building Section
  - 40. Bike Parking – Level 3
  - 41. Materials
  - 42. - through 49. Details
  - 50. Ecoroof - Planting Plan
  - 51. Ecoroof - Drainage Plan
  - 52. Ecoroof - O + M Plan
  - 53. Ecoroof – Details
  - 54. Ecoroof - Irrigation Details
  - 55. East Elevation
  - 56. North Elevation
  - 57. West Elevation
  - 58. South Elevation
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant’s statement certifying posting
  - 5. Mailing list
  - 6. Mailed notice
  - 7. Revised Notice to be posted
  - 8. Revised Applicant’s statement certifying posting
  - 9. Revised Mailing list
  - 10. Revised Mailed notice
- E. Agency Responses:

1. Site Development Review Section of Bureau of Development Services
  2. Fire Bureau
  3. Water Bureau
  4. Life Safety Review Section of Bureau of Development Services
  5. Bureau of Parks, Forestry Division
  6. Bureau of Transportation Engineering and Development Review
  - 7a. Bureau of Environmental Services
  - 7b. Bureau of Environmental Services, FAR Letter of certification
  - 7c. Bureau of Environmental Services, Revised FAR Letter of certification
- F. Letters:
1. Jim Mark, September 13, 2016, wrote in support of proposal.
- G. Other:
1. Original LUR Application
  2. Pre-Application Conference notes, EA 15-210283 PC, 10/2/15
  3. Pre-Application Conference LU addendum, EA 15-210283 PC, 10/20/15
  4. Early Assistance Meeting notes, EA 15-192716, 8/26/15
  5. Conditional Use Approval, LU 15-259364 CU, 2/16/16
  6. Site Images
  7. Request for Completeness with BES & PBOT responses, 4/11/16
  8. Incomplete letter, 4/25/16
  9. Completeness request, 5/17/16
  10. Applicant time extension request, email chain, 6/13/16
  11. Hearing date change to allow public notice for substantial design changes, 8/4/16
  12. Signed acknowledgement of draft covenants, 8/11/16
- H. After first Hearing:
1. Staff Report for first hearing, 9/23/16
  2. Staff Memo for first hearing, 9/23/16
  3. Staff Presentation, 10/13/16
  4. Staff Notes from first hearing, 10/13/16
  5. Applicant request to move hearing date, 11/1/16

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



# ZONING

This site lies within the:  
 CENTRAL CITY PLAN DISTRICT  
 DOWNTOWN SUBDISTRICT  
 WEST END SUBAREA

-  NORTH
-  Site
-  Historic Landmark

File No. LU 16-144846 DZM AD  
 1/4 Section 3028  
 Scale 1 inch = 200 feet  
 State\_Id 1N1E33DD 4200  
 Exhibit B (Apr 05, 2016)