



PORTLAND

canopy

BY HILTON

MAY 20, 2015 | DESIGN ADVICE REQUEST APPLICATION | LU-15-136319-000-00



Project Introduction

The Canopy Portland, Pearl District is a proposed 10-story, 153 room hotel located on a quarter block at NW Glisan Street and NW 9th Avenue. The Canopy is Hilton Worldwide's new lifestyle hotel brand that combines the most appealing facilities of a select-service hotel with the services and features more common at higher-end hotels. Canopy strives to be the energizing new hotel in the neighborhood offering simple, guest-directed service, thoughtful local choices, and comfortable spaces, so guests simply feel better going forward. For Canopy Portland, this means a day-lit winter garden that brings light into a banquet/conference facility in the basement level, a bar and café that spills out onto the sidewalk at the ground level serving artisanal breakfast featuring fresh, local ingredients, and a lobby where guests enjoy advice on local neighborhoods and restaurants, and nightly craft beer and wine tastings. A roof garden will provide guests with expansive city and mountain views. The building will be designed with the goal of achieving LEED Silver rating. The design will incorporate energy and water saving measures to achieve this rating.

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Project Data & Application Request Summary

Applicant

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Other Contact

Brian DeLawder
Portland Hotel Partners XXVII LLC
(302) 691-2099

Site Address

425-431 NW 9th Avenue

Cross Street

NW Glisan Street

Site Area

10,000 Square Feet

Site Tax Account Numbers

R141406

Adjacent Properties

R140562, R140558, R140561

Zoning

EXd (Central Employment with a Design “d” overlay in the River District Subdistrict)

Neighborhood

Pearl District

Pre-Application Conference

April 21, 2015; EA 15-136319 PC

Design Advice Request Conference

Scheduled, June 4, 2015

Development Staff Review

Chris Carouso
(503) 823-5747

Application Request

Type III Design Review for a new 10-story, full service hotel. The building consists of the hotel lobby, cafe, and support services at the ground level, banquet and support spaces in the basement, 153 hotel rooms on levels 2-10, and a roof terrace. The building is 79,970sf. The Applicant requests approval of site, usage, and building as detailed in the architectural drawings with the following modification:

Number of Loading Spaces

33.266.310.2.c:

The project seeks to reduce the required loading spaces from two to one to increase the amount of building frontage available for active use.

Transit Street Main Entrance 33.140.242.C.3:

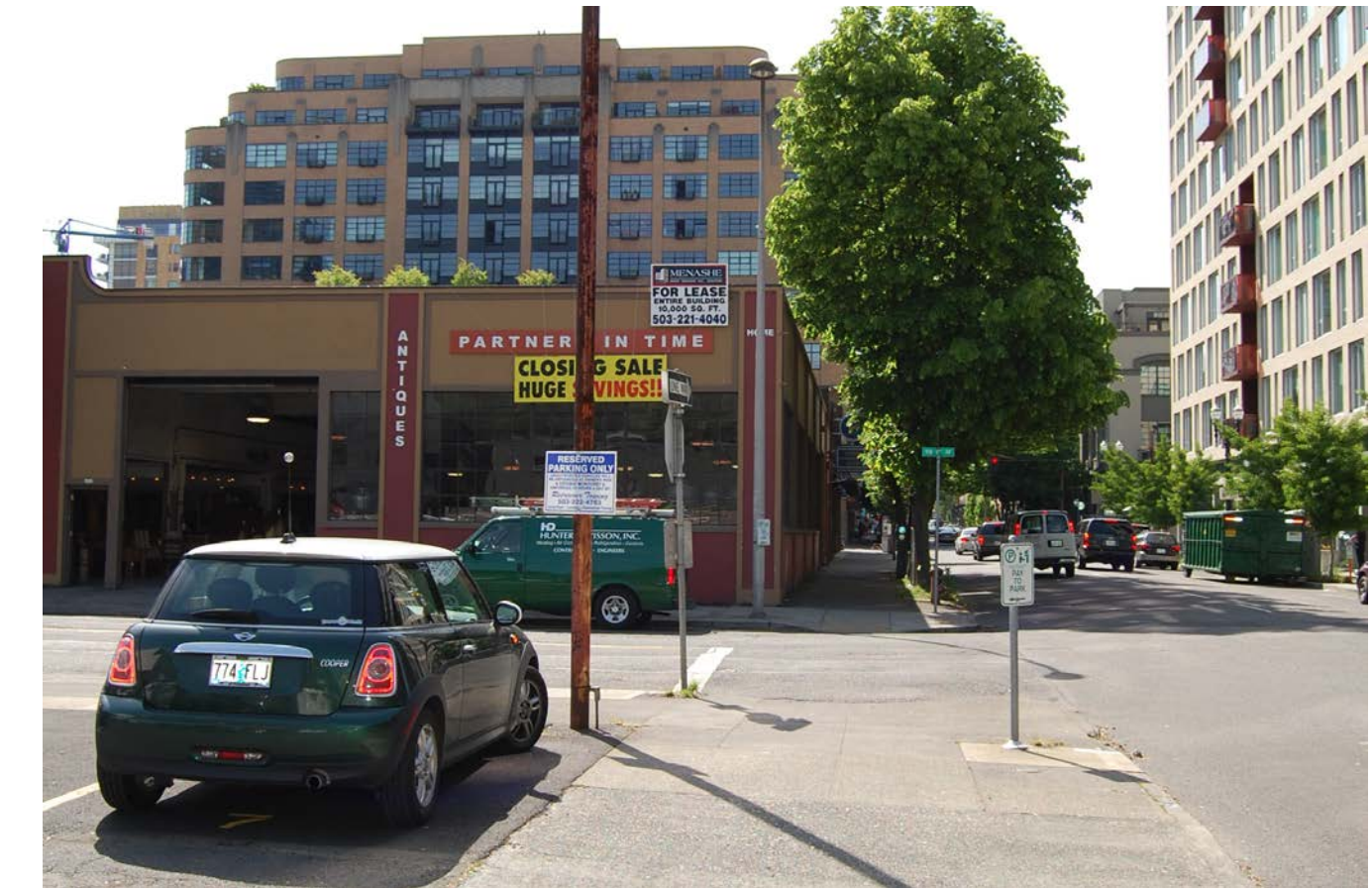
The project seeks to locate the hotel lobby entrance off of NW 9th Avenue instead of NW Glisan Street.



AT THE HEART OF THE PEARL



NW 9th Avenue looking North



NW Glisan Street looking West



NW Glisan Street looking West



NW Glisan Street looking East

Applicable Standards

Base Central Employment Zone Standards

The hotel site is zoned EXd (Central Employment with a Design “d” overlay in the River District Subdistrict). Applicable development standards are addressed including standards of the Base Zone and Central City Plan regulations and standards.

33.140.100: Primary Uses
Per 33.920.250, a hotel falls under the use category of retail sales and service. As defined in Table 140-1, retail sales and services is a permitted use in the EX zone.

33.140.200: Lot Size
The site meets the referenced 33.614.100 section C standard that the front lot line is at least 10 feet long.

33.140.205: Floor Area Ratio
The FAR standards of plan districts supersede the FAR standards of this chapter. Reference response to 33.510.200.

33.140.210: Height
Per table 140-3, the maximum height for EX is 65 ft. 33.140.04 states that plan district regulations supersede those of this chapter. Reference response to 33.510.205.

33.140.215: Setbacks
Per table 140-3, there is no minimum building setback. Additional maximum setback standards are required per Central City Plan District Standard 33.510.215 Building Lines.

33.140.220: Building Coverage
There is no limit to building coverage as defined in Table 140-3.

33.140.225: Landscaped Areas
There is no requirement for minimum landscaped areas as defined in Table 140-3.

33.140.230: Ground Floor Windows
The percentage of glazed street level facade exceeds the standard of 33.140.230 section B, paragraph 3 which states that windows must be at least 50% of the length and 25% of the ground level wall area. The frontage along NW 9th has glazing that is 54% of the length and 43% of the area. Along NW Glisan the glazing is 82% of the length and 70% of the area.

33.140.235: Screening
Garbage and recycling for the building is collected and stored at the loading dock and therefore does not require screening at the ground level. The mechanical equipment is placed on the roofs of the building, are screened and have been carefully integrated within the overall building massing and elevations.

33.140.240: Pedestrian Standards
The proposed project has a clear connection between NW 9th and the main lobby entrance. The entrance is located at the intersection of NW 9th and NW Glisan.

33.140.275: Demolitions
There are no historic structures located on the site that require special demolition procedures.

33.140.300: Street Trees
Street trees will be mitigated per chapter 11.50.

33.140.295: Parking and Loading
Recycling areas will be incorporated into the garbage collection areas inside the building and loading area and will not require screening. Appropriate signage will be incorporated into the design of all recycling areas.

33.140.300: Signs
Signs will follow regulations stated in Title 32, Signs and Related Regulations.

33.140.315: Recycling areas
Recycling areas will be incorporated into the garbage collection areas located in the service dock area.

Central City Plan District

The site is located within the Central City District as shown on Map 510-1

33.510.200: Floor Area Ratios
As defined on Map 510-2, the maximum floor area ratio for this site is 6:1. 1:1 of this was sold previously. Therefore, the project is seeking floor area bonuses of 3:1 to increase the floor area ration to 8:1. The gross site area is 10,000 sf and the total gross building area of 79,970 sf. See the appendix for FAR calculations and further explanation.

33.510.205: Height
As defined on Map 510-3, the maximum building height is 100 feet and is within the area eligible for general and housing height bonus. The building is 125' tall, and seeks additional building height through provision 33.510.210.D.2.c.

33.510.210: Floor Area and Height Bonus Options
The project seeks bonus floor area through options listed in 33.510.210 section C, paragraphs 8 and 10 - locker room and eco-roof bonus options. See the appendix for FAR calculations and further explanation. The total bonus floor area sought is 3:1. Per 33.510.210.D.2.c, the project earns a height bonus of 45 feet.

33.510.215: Required Building Lines
As defined on Map 510-6, the building has a required building line on the NW Glisan frontage and must extend to within 12 feet of the street lot line for 75 percent of the lot line. The project does not step back more than 6'-6" from the lot line along NW Glisan.

33.510.220: Ground Floor Windows
This standard requires adherence to the base zone standard. The ground floor portion of the proposed building composed of hotel lobby, cafe, and other support services, exceeds the minimum standard of 33.130.230 section B, paragraph 3 which states that windows must be at least 50% of the length and 25% of the ground level wall area.

33.510.221: Required Windows Above the Ground Floor
Windows cover more than 15 percent of the area of street-facing facades above the ground level wall areas.

33.510.224: Mechanical Equipment along the Portland Streetcar Alignment
Per Map 510-11, mechanical equipment will be screened from the sidewalk.

33.510.226: Minimum Active Floor Area
As defined on Map 510-7 the project falls within the minimum active floor area standard, and complies because at least 50% of the floor area is in the active use of a full-service hotel.

Cental City Fundamental Design

A Portland Personality
A1 Integrate the River
A2 Emphasize Portland Themes
A3 Respect the Portland Block Structures
A4 Use Unifying Elements
A5 Enhance, Embellish and Identify Areas
A6 Reuse / Rehabilitate / Restore Buildings
A7 Establish and Maintain a Sense of Urban Enclosure
A8 Contribute to a Vibrant Streetscape
A9 Strengthen Gateways

B Pedestrian Emphasis
B1 Reinforce and Enhance the Pedestrian System
B2 Protect the Pedestrian
B3 Bridge Pedestrian Obstacles
B4 Provide Stopping and Viewing Places
B5 Make Plazas, Parks and Open Space Successful
B6 Develop Weather Protection
B7 Integrate Barrier-Free Design

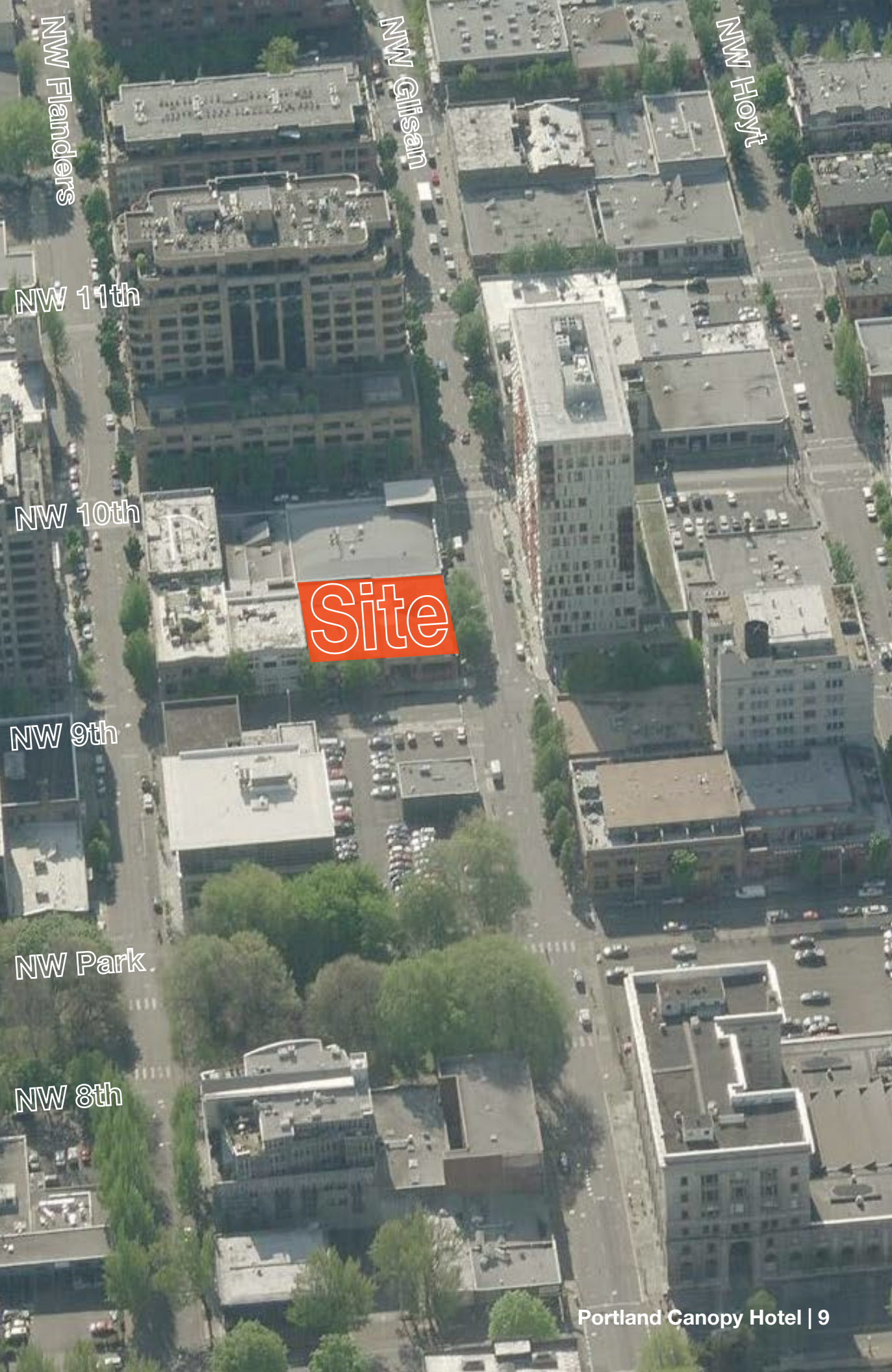
C Project Design
C1 Enhance View Opportunities
C2 Promote Quality and Permanence in Development
C3 Respect Architectural Integrity
C4 Complement the Context of Existing Buildings
C5 Design for Coherency
C6 Develop Transitions Between Buildings and Public Spaces
C7 Design Corners that Build Active Intersections
C8 Differentiate the Sidewalk-Level of Buildings
C9 Develop Flexible Sidewalk-Level Spaces
C10 Integrate Encroachments
C11 Integrate Roofs and Use Rooftops
C12 Integrate Exterior Lighting
C13 Integrate Signs

River District Design Guidelines

A Portland Personality
A1-1 Link the River to the Community
A3-1 Provide Convenient Pedestrian Linkages
A5-1 Reinforce Special Areas
A5-1-1 Reinforce the Identity of the Pearl District Neighborhood
A5-1-2 Reinforce the Identity of the North Park Blocks Area
A5-1-3 Reinforce the Identity of Chinatown
A5-1-4 Reinforce the Identity of the Union Station Area
A5-1-5 Reinforce the Identity of the Waterfront Area
A5-2 Emphasize N.W. Broadway Bright Lights
A5-3 Incorporate Water Features
A5-4 Integrate Works of Art
A8-1 Design Fences, Walls, and Gateways to be Seen Over
A9-1 Provide a Distinct Sense of Entry and Exit

B Pedestrian Emphasis
B1-1 Provide Human Scale to Buildings along Walkways
B5-1 Recognize the Roles of the Tanner Creek Parks
B5-2 Strengthen the Significance of the Classical Chinese Garden

C Project Design
C1-1 Increase River View Opportunities
C3-1 Integrate Parking
C9-1 Reduce the Impact of Residential Unit Garages on Pedestrians



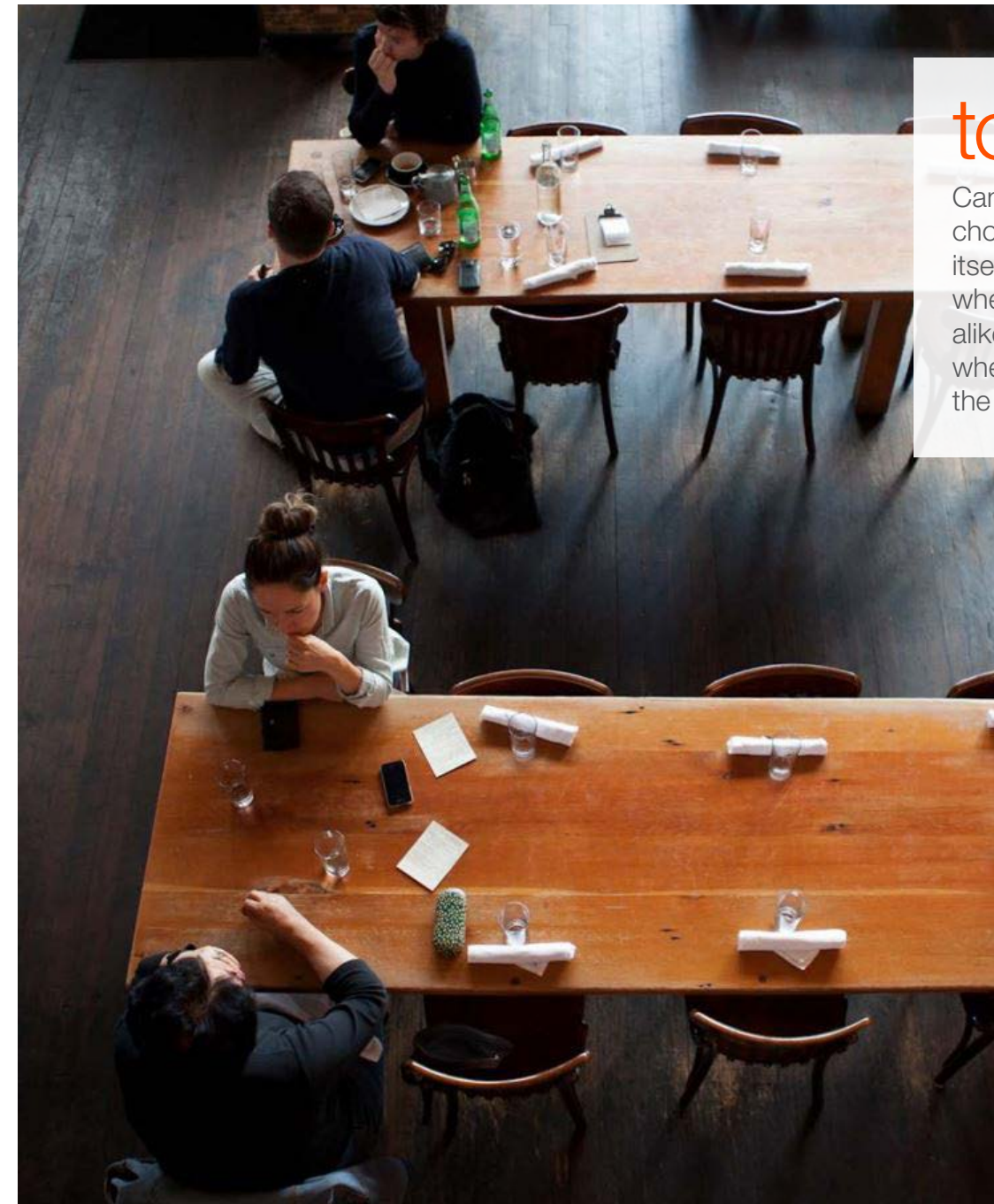


CONNECT...



to the City

Canopy strives to be the energizing new hotel in the neighborhood offering simple, guest-directed service, thoughtful local choices, and comfortable spaces. The hotel seeks to connect guests to an authentic, local experience on all scales. The building itself, is laid out so that connections will occur at multiple levels. The first happens at the more public realm of the ground floor, where the café and bar are located with their main entrance off of NW Glisan. This space offers residents of the city and guests alike a place to gather, be social, and unwind. The second connection happens at the upper guest room floors and the roof, where there is a roof terrace guest amenity space. Views of downtown, the East and West Hills, and Mt. Hood can be seen from the upper floors, and connect guests visually to their surroundings.



CONNECTED TO...

Applicable Design Guidelines

A1 Integrate the River

The roof terrace is oriented to the Southeast to provide a visual and metaphorical link to the river.

A1-1 Link the River to the Community

While our site does not offer any immediate visual or physical connections to the Willamette, the roof terrace is designed to take advantage of the broad sweeping views towards the river and Mt. Hood..

A5-3 Incorporate Water Features

The building's eco roof manages most of the site's stormwater. It not only enhances the experience of the hotel guests that visit the roof terrace, but also residents of nearby buildings who look down upon the roof.

B6 Develop Weather Protection

The outdoor roof terrace is oriented towards the south to take advantage of the sun's path. The terrace has a large trellis/screen structure that provides shade for the warm summer months. The main lobby vestibule is set back away from the edge of the sidewalk to create a transition area and shelter from the weather.

C1 Enhance View Opportunities

Views out towards the city and beyond can be seen from the upper guest room windows and the roof terrace.

C1-1 Increase River View Opportunities

The Southeast orientation of roof terrace is designed to orient views to the river and Mt. Hood.

C11 Integrate Roofs and Use Rooftops

The eco-roof provides an important contribution to stormwater management. Mechanical equipment is screened from the sidewalk level and from nearby residential units that are above our building.



Park Blocks



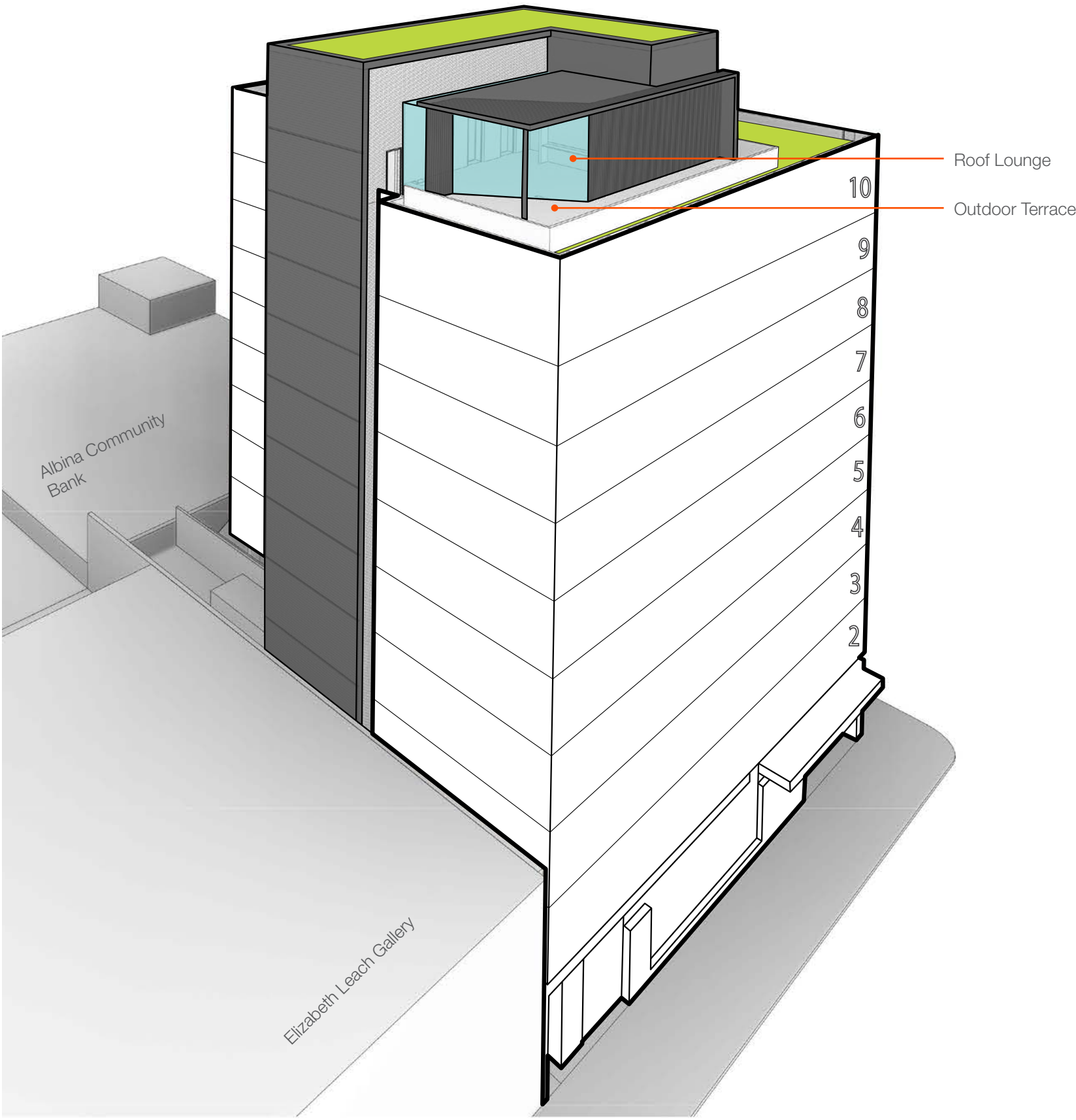
Downtown



Mt. Hood



West Hills



Roof Terrace



ENHANCE...



the Public Realm and Embrace the Street

Located on the corner of NW Glisan and NW 9th, the project engages the streets in both program and form. Active program is deliberately placed at the street edges of ground floor to enhance the pedestrian experience, both day and night. Large expansive windows at street level allow for the activity of the hotel's lobby, cafe, bar, fitness center and locker lounge to be expressed at the sidewalk. The open nature of the base not only allows for visual passage into the building, but also physical access through doorways on NW Glisan and the main lobby entry on NW 9th. Views of the winter garden, through the north facade provide visual access of activity deep into the site. Where the storefront steps back away from the sidewalk, it provides a place of transition from the public right-of-way to the more private nature of the lobby. Main entries are provided in these locations. In activating the street edges, the project strives to be a streetlamp to the neighborhood and enliven NW Glisan and NW 9th.



Applicable Design Guidelines

A3-1 Provide Convenient Pedestrian Linkages

Both building frontages along NW Glisan Street and NW 9th Avenue facilitate pedestrian movement. The outdoor cafe/bar seating along NW Glisan is setback from the sidewalk to allow for pedestrian movement. The seating also adds activity to NW Glisan, emphasizing the major east-west connection towards the river.

A8 Contribute to a Vibrant Streetscape

The project's main entries are strategically located to help contribute to the pedestrian experience. The main lobby entrance is located on NW 9th to promote activity on the street, and take advantage of slower traffic for taxi arrivals/departures. The cafe/bar is located with access to NW Glisan. The base of the building steps back away from the sidewalk on NW Glisan to provide space for cafe seating. The day-lit, two-story winter garden can also be seen from the street level. Both contribute to a vibrant streetscape.

B1 Reinforce and Enhance the Pedestrian System

The different zones of the sidewalk are defined by the seating/stopping opportunities provided in the set back areas on both NW Glisan and NW 9th, and the planting and bike parking areas along the curb.

B1-1 Provide Human Scale to Buildings along Walkways

The base is varied in use and in form. The expanses of glazing that are set back from the sidewalk allow for a porch like atmosphere adding to the vibrancy of the street and enhancing the experience of the passer-by.

B4 Provide Stopping and Viewing Places

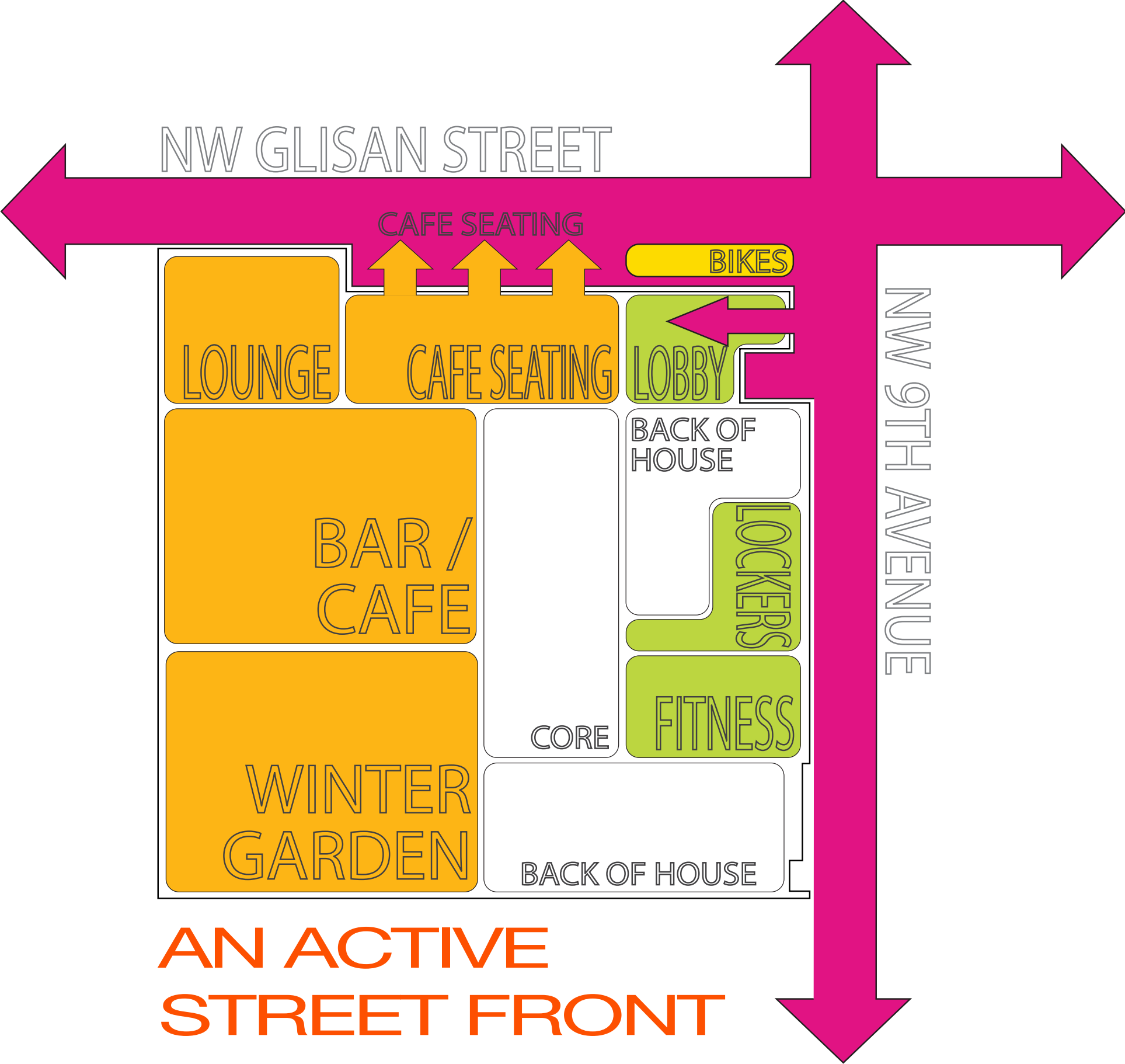
Seating for cafe/bar on NW Glisan and at the lobby entry on NW 9th provides a stopping/viewing place without interfering with the movement zone of the sidewalk.

C1 Enhance View Opportunities

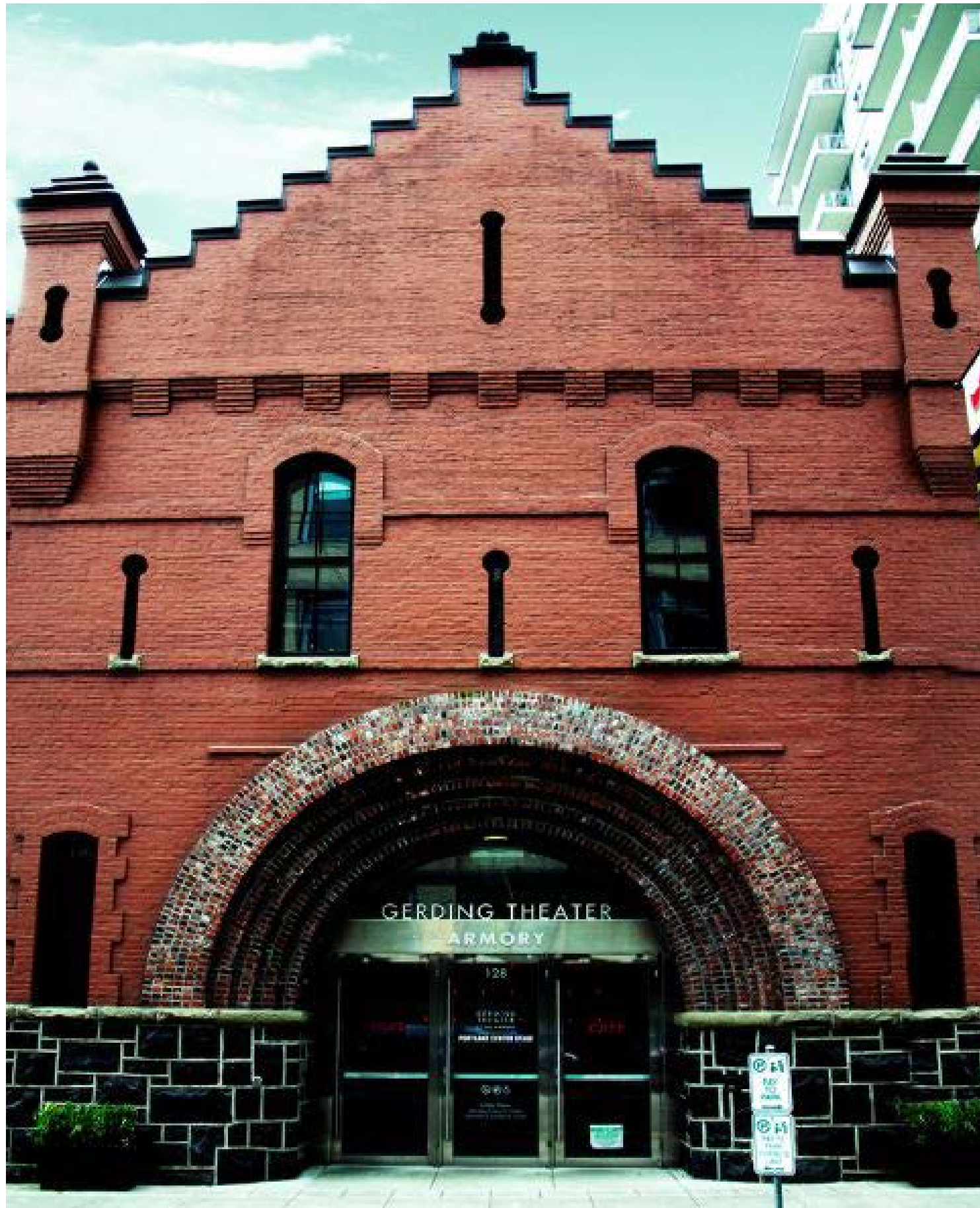
Openings in the window wall along NW Glisan give patrons an easy connection to the sidewalk and offer pedestrians views into the building's lobby, cafe/bar, and further to the winter garden below.

C6 Develop Transitions Between Buildings and Public Spaces

The base is articulated along the public-right-of-way, creating a careful transition between the private realm and the public space of the adjacent sidewalk and to provide shelter from weather.





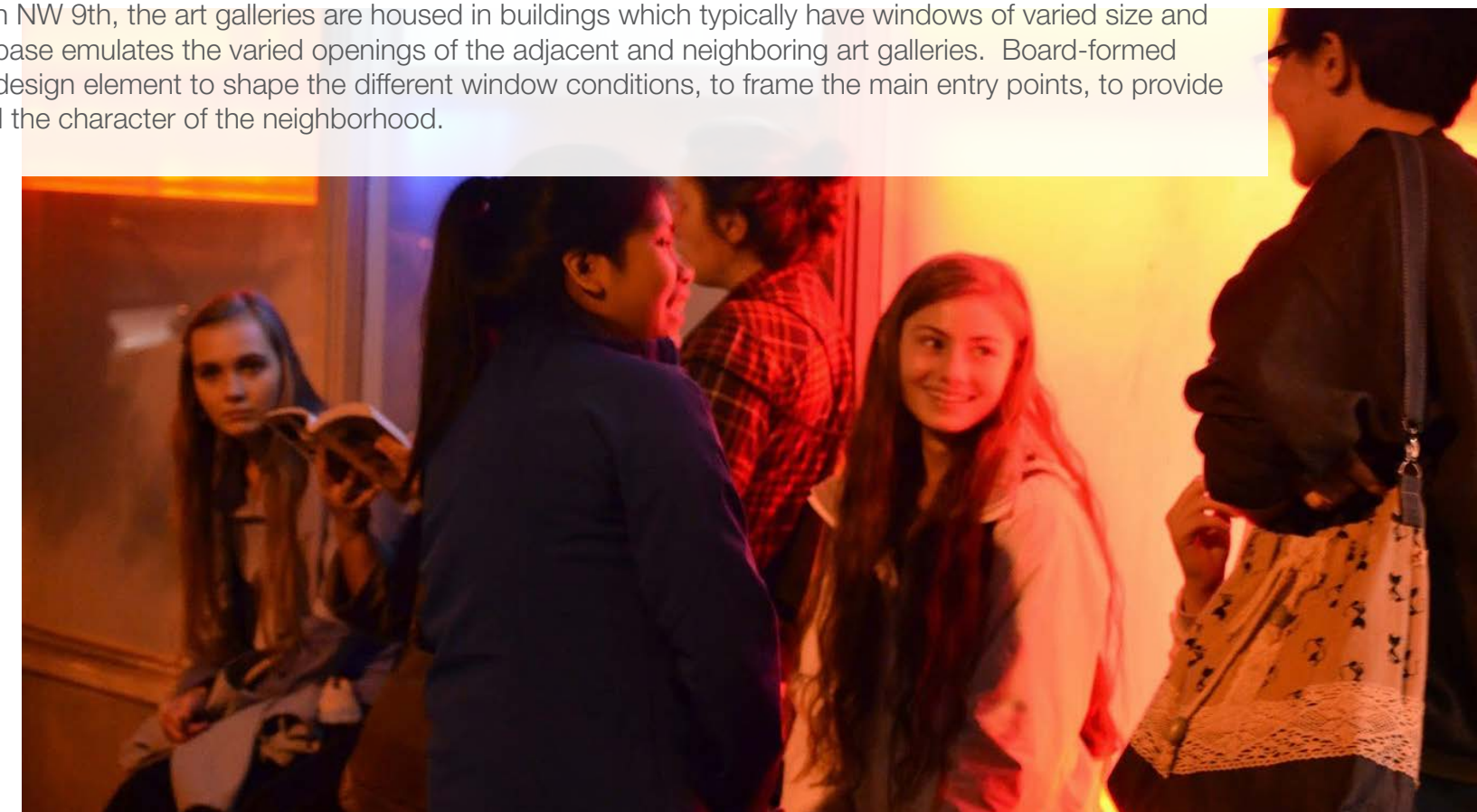


ENRICH...



the Neighborhood Character

The Pearl District is home to a culture of making - world class art galleries, advertising agencies, software firms, breweries, coffee roasters, bakeries, restaurants, and art schools. It is a place where craft and creation thrive. Situated on NW 9th Avenue, which hosts a large concentration of the Pearl's art galleries, the project site is ideally located to take advantage of and add to the cultural offerings of the neighborhood. On NW 9th, the art galleries are housed in buildings which typically have windows of varied size and height. The design of the hotel's base emulates the varied openings of the adjacent and neighboring art galleries. Board-formed concrete is used as a ribbon-like design element to shape the different window conditions, to frame the main entry points, to provide weather protection, and to extend the character of the neighborhood.



Applicable Design Guidelines

A4 Use Unifying Elements

The project references old and new neighboring buildings through the form of the base and its window openings. In doing so, it maintains a consistent streetscape and unifies the new with the old.

A5-1-1 Reinforce the Identity of the Pearl District Neighborhood

The project's ground floor contributes to the Pearl District's arts and crafts culture through its form and program. In form, the base links to existing the windows on 9th Avenue and, in program, it provides active uses to activate the sidewalk day and night.

A7 Establish & Maintain a Sense of Urban Enclosure

The articulation of the project's base extends a more cohesive expression to the pedestrian experience. By abutting the public right-of-way, the upper building facade creates a sense of urban enclosure.

B1 Reinforce and Enhance the Pedestrian System

The ribbon of board-formed concrete provides variation and interest to the pedestrian, and expresses a transition zone from the public realm of the right-of-way to the entries of the hotel and cafe.

B2 Protect the Pedestrian

Street trees and stormwater planters define the curb zone of the sidewalk. Exterior lighting at the base of the building extends pedestrian safety into the night. The hotel lobby entrance is located on NW 9th under a canopy. Locating the proposed hotel loading zone at the lobby entrance on NW 9th allows for easier passenger exiting where traffic is slower than on NW Glisan.

B6 Develop Weather Protection

The hotel lobby entry has a canopy that extends over the sidewalk and the vestibule is set back away from the edge of the sidewalk to create a transition area and shelter from the weather. On the north, where the main cafe/bar entrance is, the facade steps back where expansive openings are provided.

C4 Complement the Context of Existing Buildings

By varying the rhythm and scale of the windows at the base of the building, the new construction is better integrated with the existing street fabric.

C8 Differentiate the Sidewalk-Level of Buildings

The building seeks to reinforce the human-scale of the built environment by differentiating the sidewalk level of the building from the upper levels. The large windows, recesses, and materials are different at the base help to demarcate the pedestrian scale along the street.



Cafe Allora NW Glisan Blackfish Gallery Ann Sacks NW Flanders Hotel

View East along NW 9th



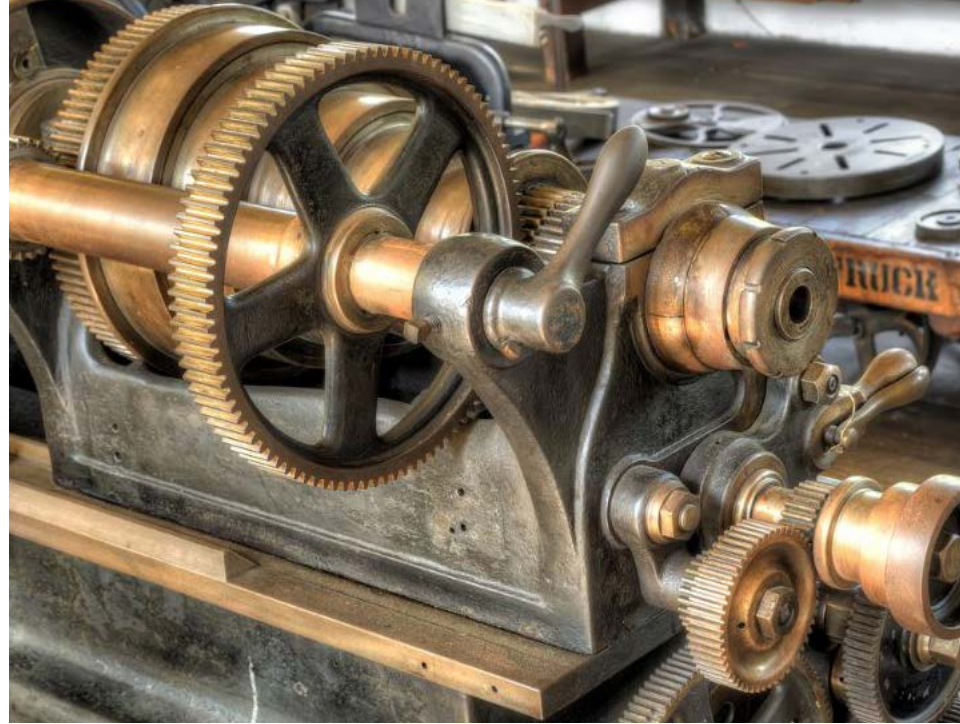
NW Flanders PDX Contemporary Art Elizabeth Leach Gallery Canopy Hotel NW Glisan 937 Condominiums

View West along NW 9th



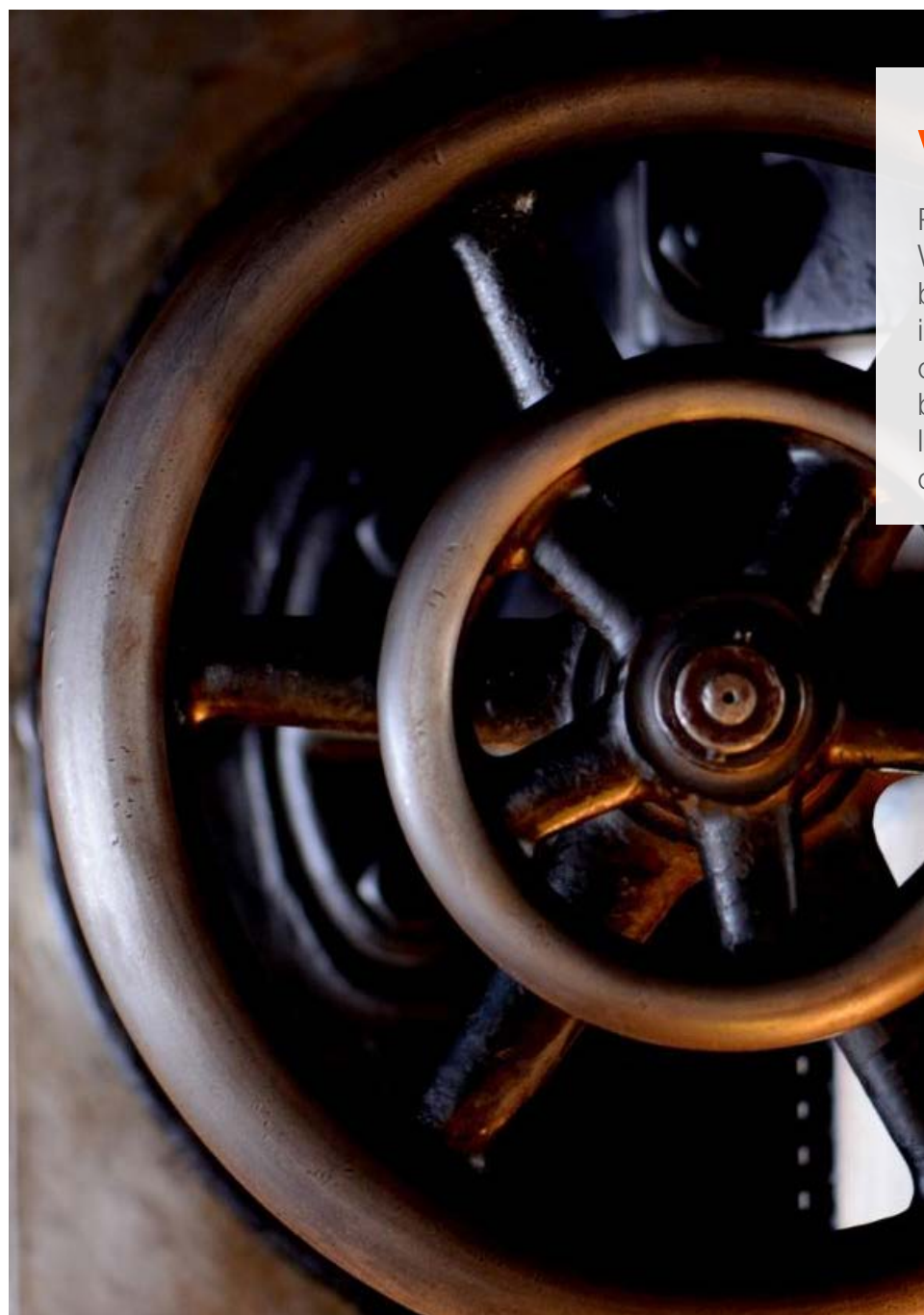


COMPLIMENT...



with Materials of the 'Place'

Previously known as the "Northwest Industrial Triangle", the Pearl District was historically home to industry, freight, and warehouses. While the original activities of the district are slowly being replaced, the industrial heritage of the neighborhood remains. Existing buildings of brick and stone are being rehabilitated or replaced with newer modern structures. The project strives to purposefully incorporate a palette of exterior materials that reflect and complement this context. In a simple and humble application, the corrugated metal cladding references the machined oil rubbed brass of manufacturing. It is complemented by the materials at the base which provide texture and warmth to the pedestrian experience. Consisting of board-formed concrete ribbon that wraps around large expanses of glazing and wood cladding, the base references the timber industry that Portland was built upon. In using materials of craft and industry in different ways, the project diversifies the architectural language and palette of materials of the local fabric.



Applicable Design Guidelines

A2 Emphasize Portland Themes

The project seeks to reference the history of the neighborhood and the city through material. Wood and board-formed concrete are used at the ground level to reference the timber industry that Portland was built upon. The metal cladding of the upper floors is tied to the Pearl District's industrial past.

A5 Enhance, Embellish and Identify Areas

The lobby vestibule is embellished by a wood screen signifying that it is the main entry. The loading door is also clad in wood.

A5-1-1 Reinforce the Identity of the Pearl District Neighborhood

By recalling the original uses of the district - industry, freight, and warehouses - through the use of material, the identity of the Pearl District is reinforced. In using metal panel for the cladding, the project diversifies the architectural language and palette of materials in the area dominated by brick and stone.

B1-1 Provide Human Scale to Buildings along Walkways

This complies in materials and in form. Using wood and board-formed concrete at the base to give warmth to the pedestrian experience and its texture provides interest.

C2 Promote Quality and Permanence in Development

The use of metal, concrete, and wood complement the context of existing buildings. The project incorporates thoughtfully detailed facades to help promote craft and industry in the district. The metal and concrete materials are high quality and durable. Exosed wood is sheltered by overhangs to preserve its warm color.



Corrugated Printed Metal Panel



Wood



Flat Metal Panel



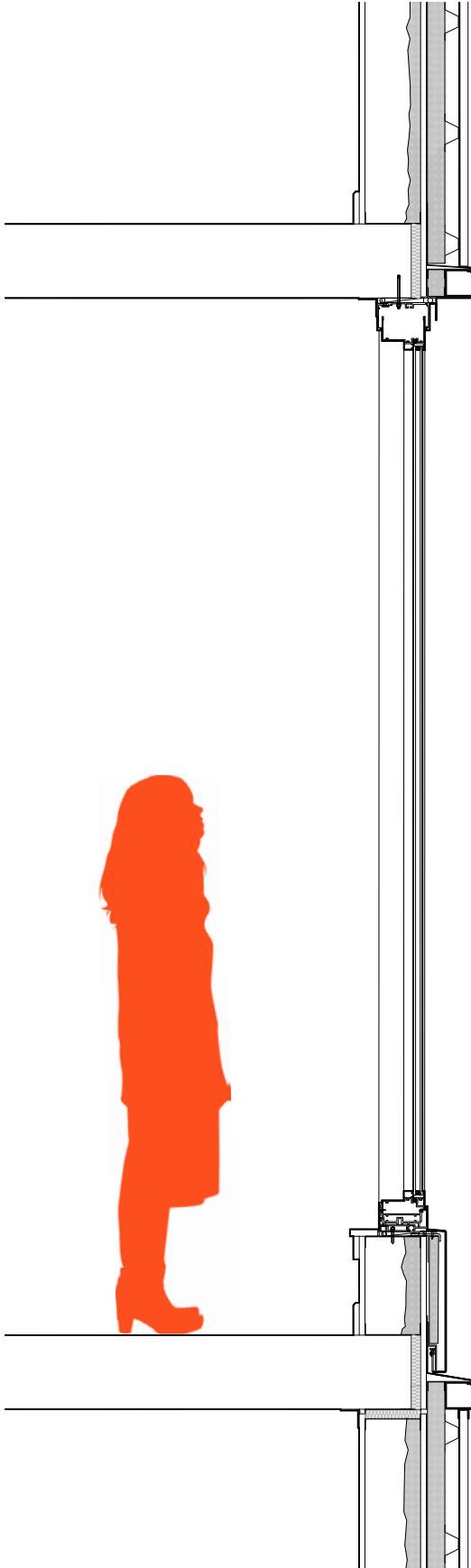
Glass



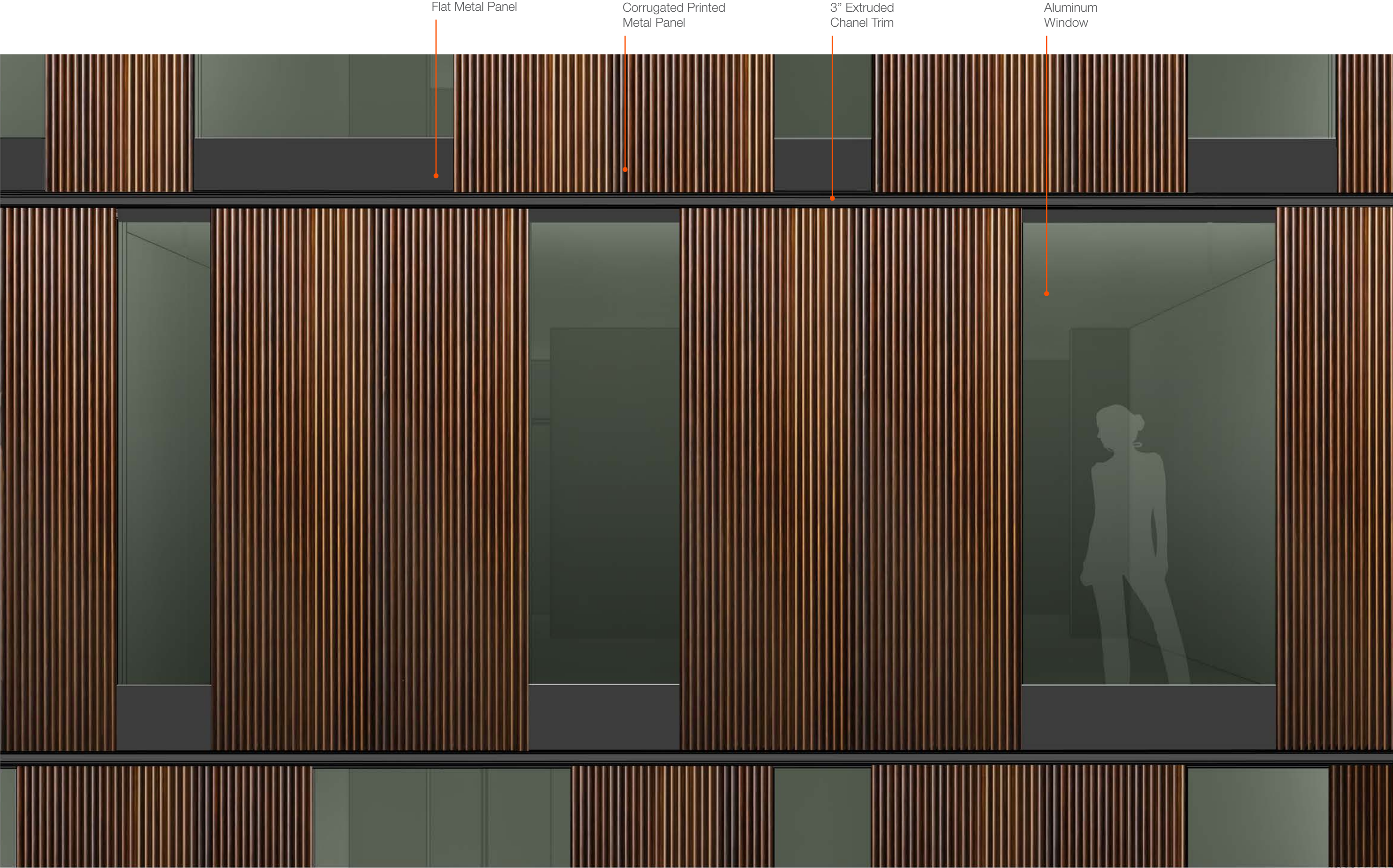
Marble



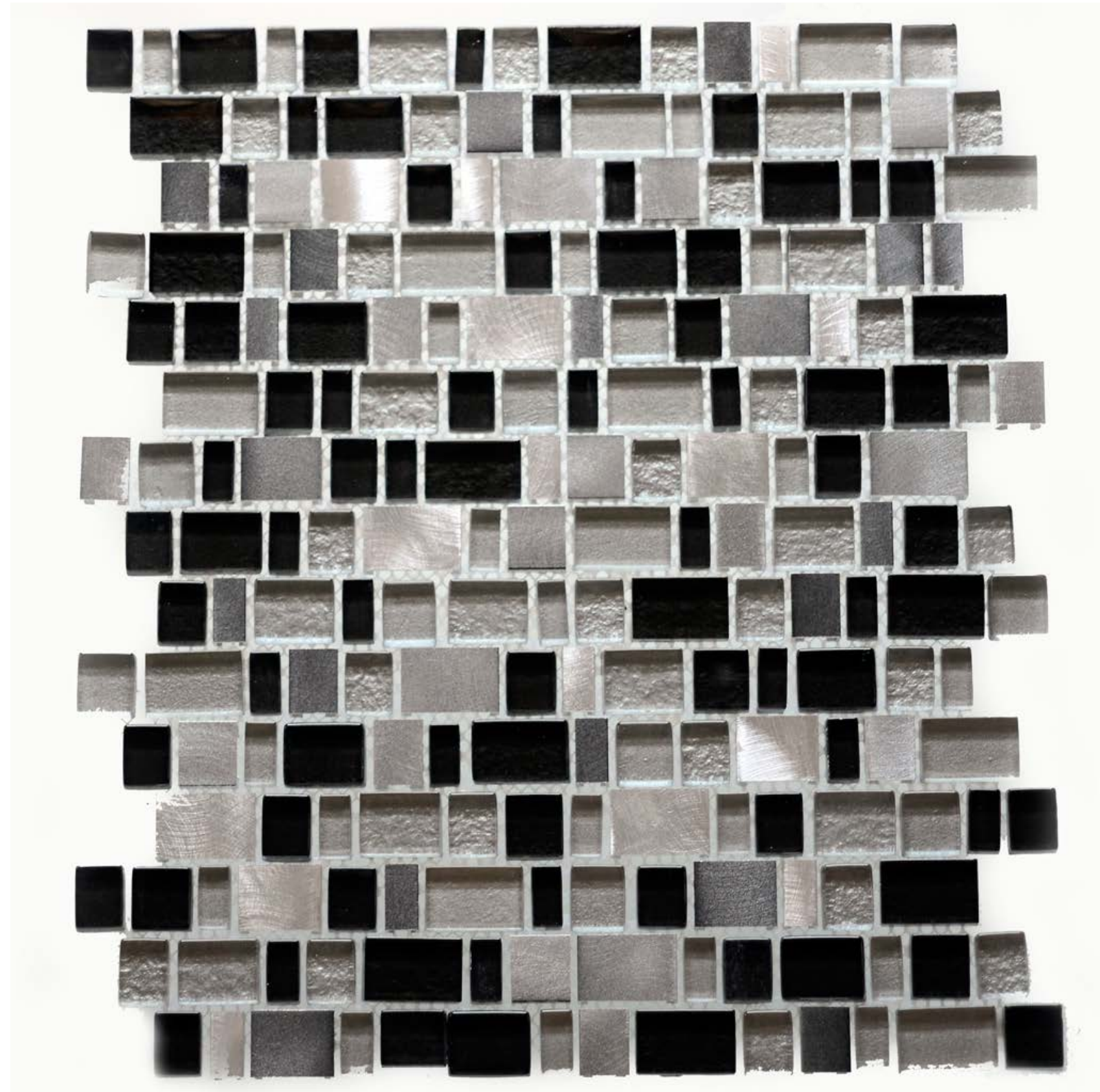
Board Formed Concrete



Wall Section



Facade Detail



ARTFUL...



Abstraction

The upper façade of the building expresses the transitive nature of a hotel. The design of a hotel facade can read as organized and regular during the day, but it becomes disordered as soon as it becomes dark, when the windows express their occupants. By artfully abstracting and embracing the varied movement and occupation inside, the upper façade constructs an order for the disorder. Equal amounts of glazing are provided to each room through the use of 2'-0", 3'-0", 5'-0" wide and anear floor to ceiling height windows. The varied widths have been placed in a rhythm that allows for the activity on the inside to be expressed outside and helps to tie the building back to the larger context of the city at night. At the corner of NW Glisan and NW 9th, the upper facade is anchored by a strip of stacked windows facing north. In differing the window placement at this location, the corner is strengthened.

Applicable Design Guidelines

A9 Strengthen Gateways

On NW Glisan, the site sits at a gateway between the north park blocks, potential development of the post office block, and on the edge of the Pearl District itself. Because of this, the corner of the building has increased importance. A ribbon of windows is placed on the north facade to anchor the corner.

A9-1 Provide a Distinct Sense of Entry and Exit

The site is not located at a significant district gateway, but the building massing and form are oriented towards the intersection.

C2 Promote Quality & Permanence in Development

Design quality extends beyond materials. By relating to the city fabric, the building facade promotes its contextual permanence.

C5 Design for Coherency

The building form is carefully articulated: not only is there a clear distinction of base, body, and top, there is also a clear separation of material and form for the building's core and the hotel guest room facades. The building's core rises up to capture the roof terrace trellis/screen.

C7 Design Corners that Build Active Intersections

The hotel lobby entrance vestibule is located at the intersection of NW Glisan and NW 9th (facing 9th) while the main cafe/bar entrance is off of NW Glisan. The wood screen along the vestibule highlights the building corner. While, higher up on the building, the windows placed in the upper facade anchor the corner.

C12 Integrate Exterior Lighting

Use of exterior lighting on the building, particularly at the base will enhance its presence at night. Exterior lighting will be integrated into the ground floor's canopies, signage and soffit elements.

C13 Integrate Signs

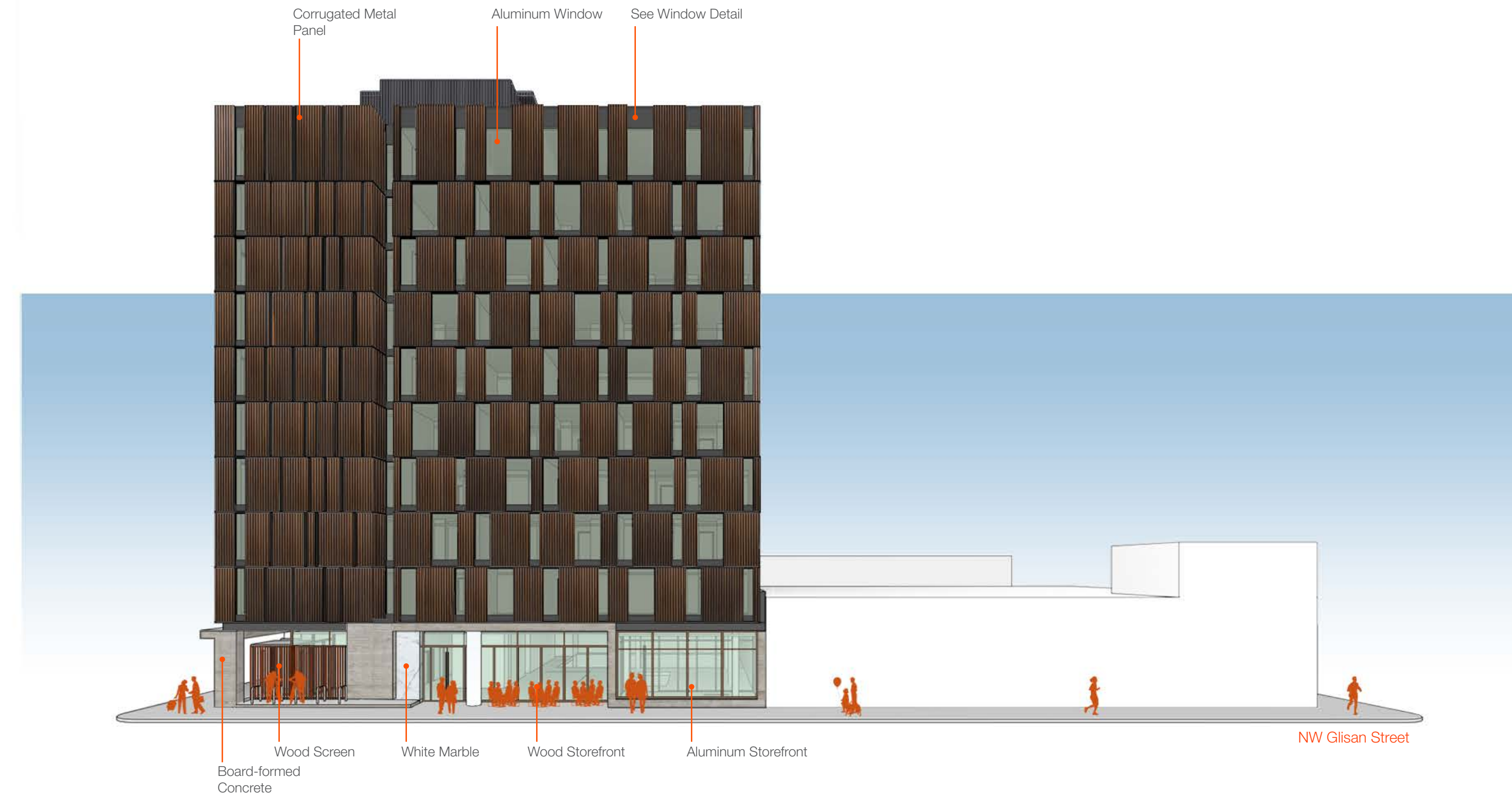
Signage on the building will be carefully integrated into the overall architectural and lighting design.



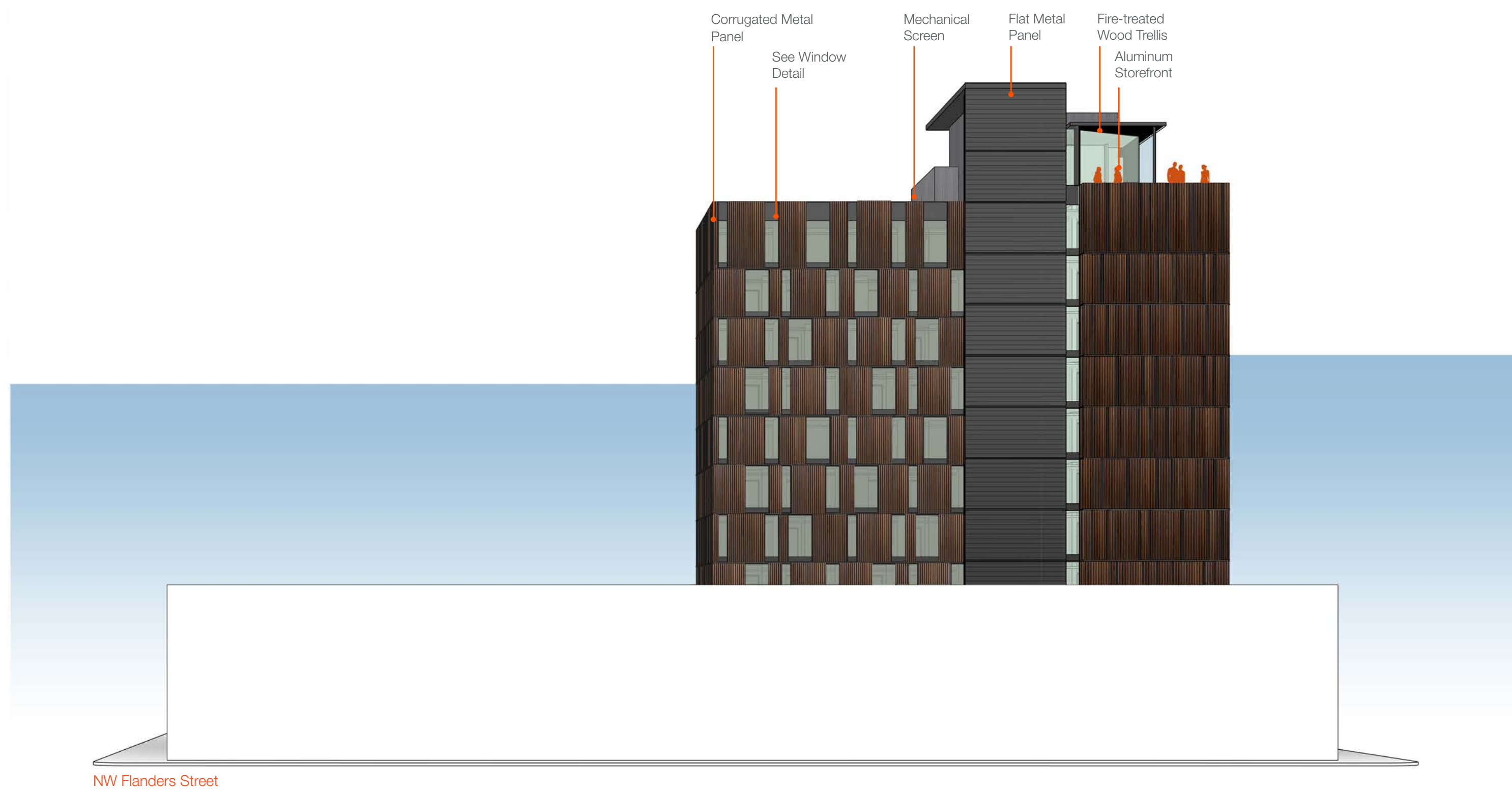




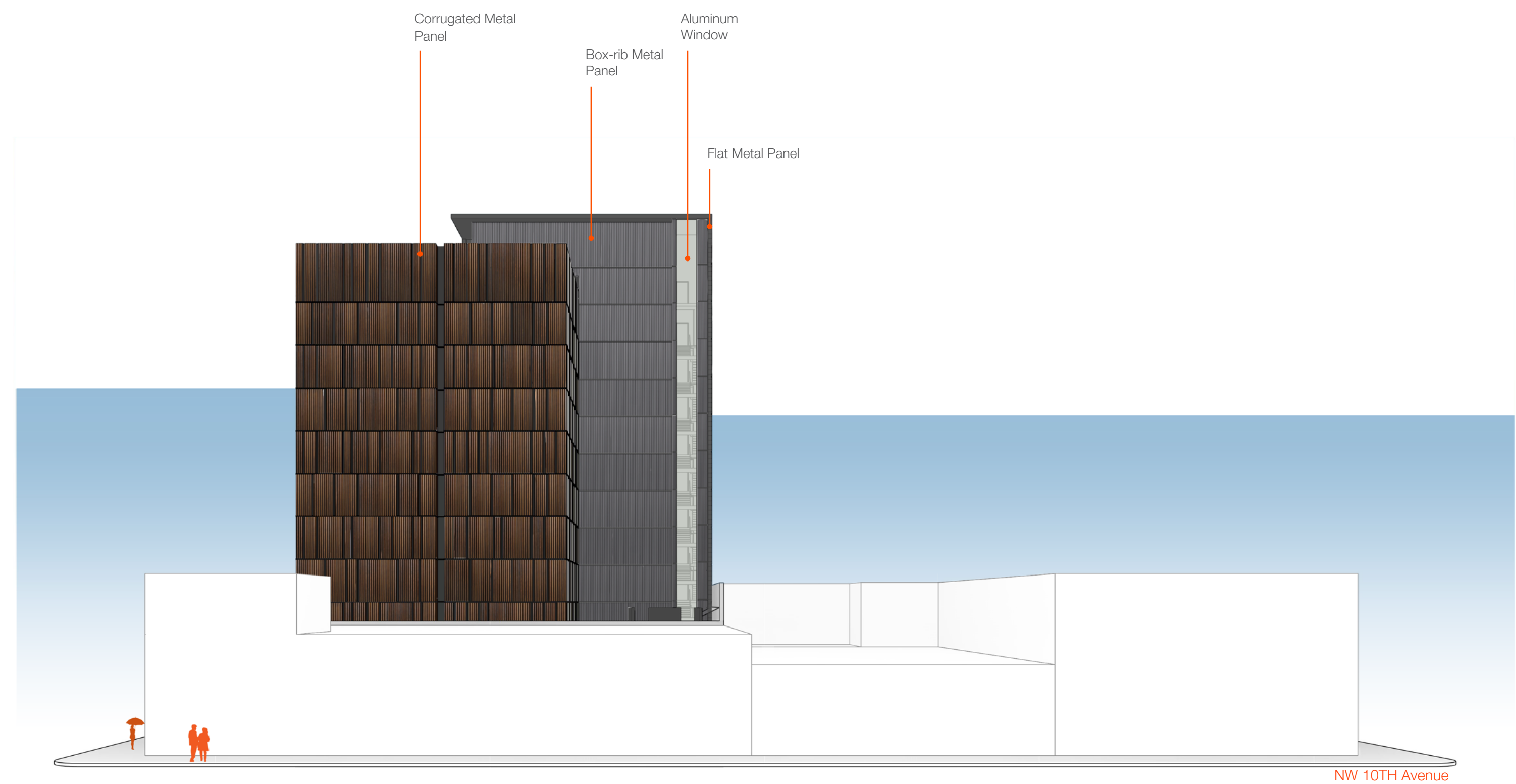
East Elevation



North Elevation

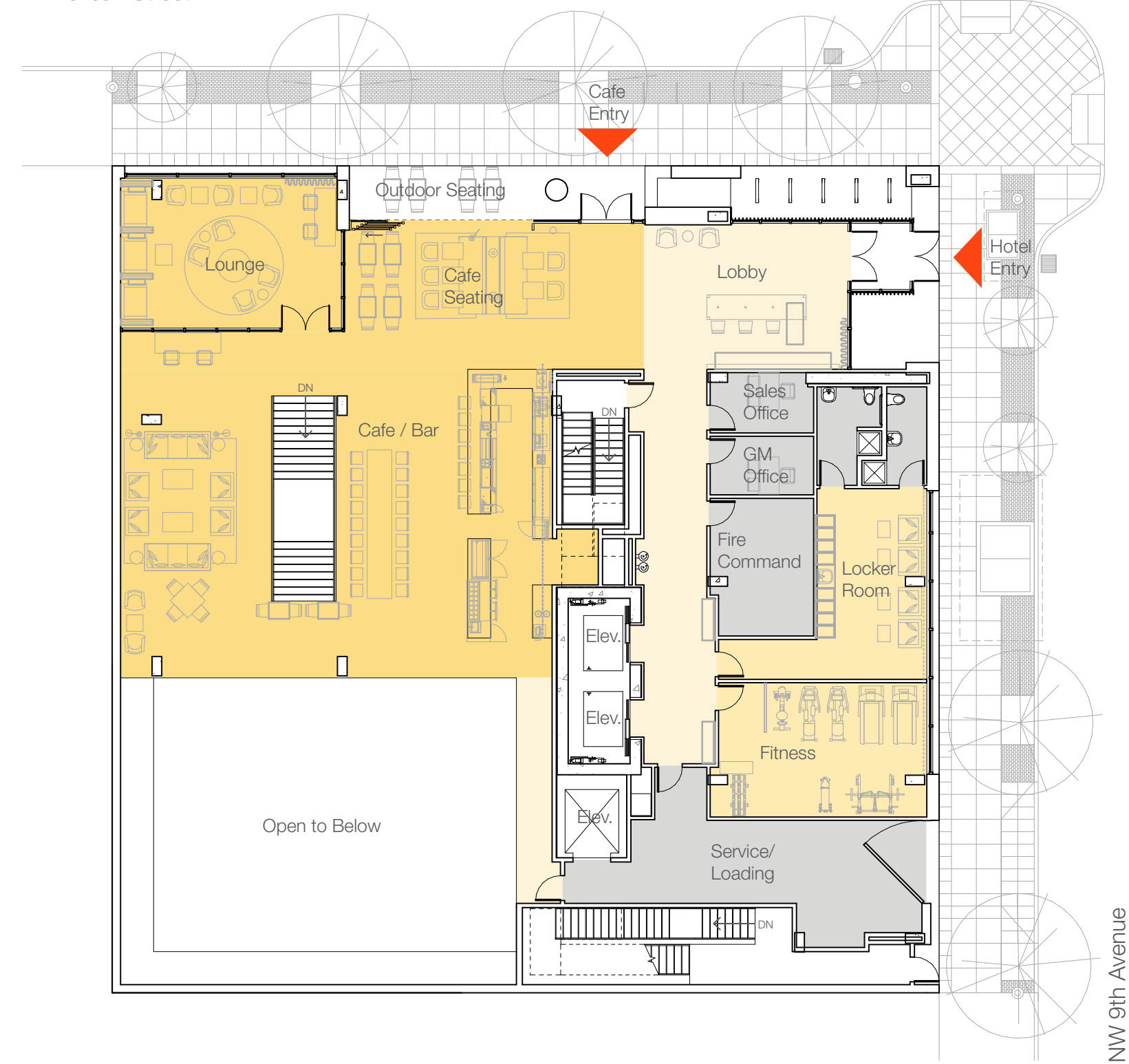


South Elevation

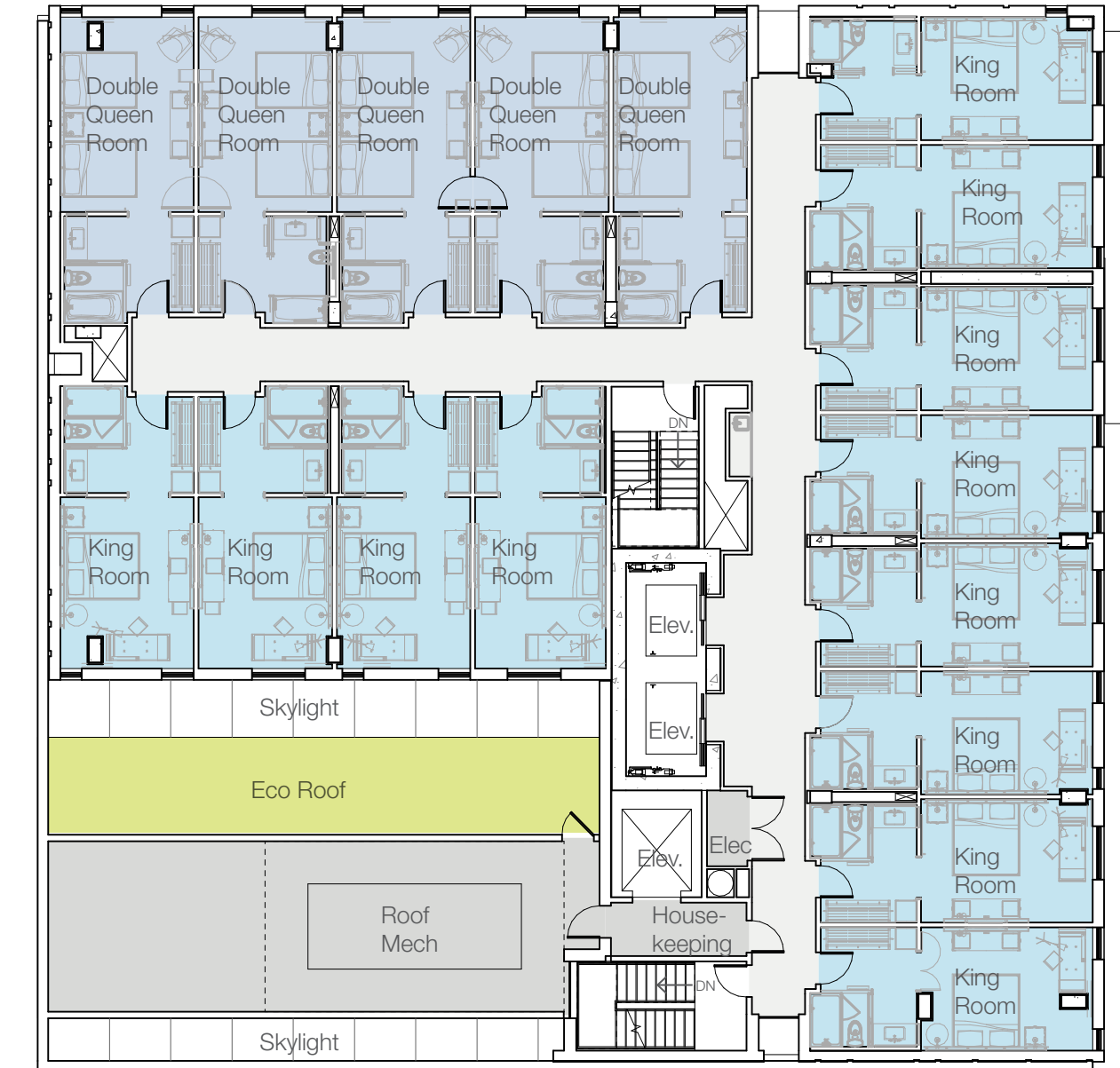


West Elevation

NW Glisan Street



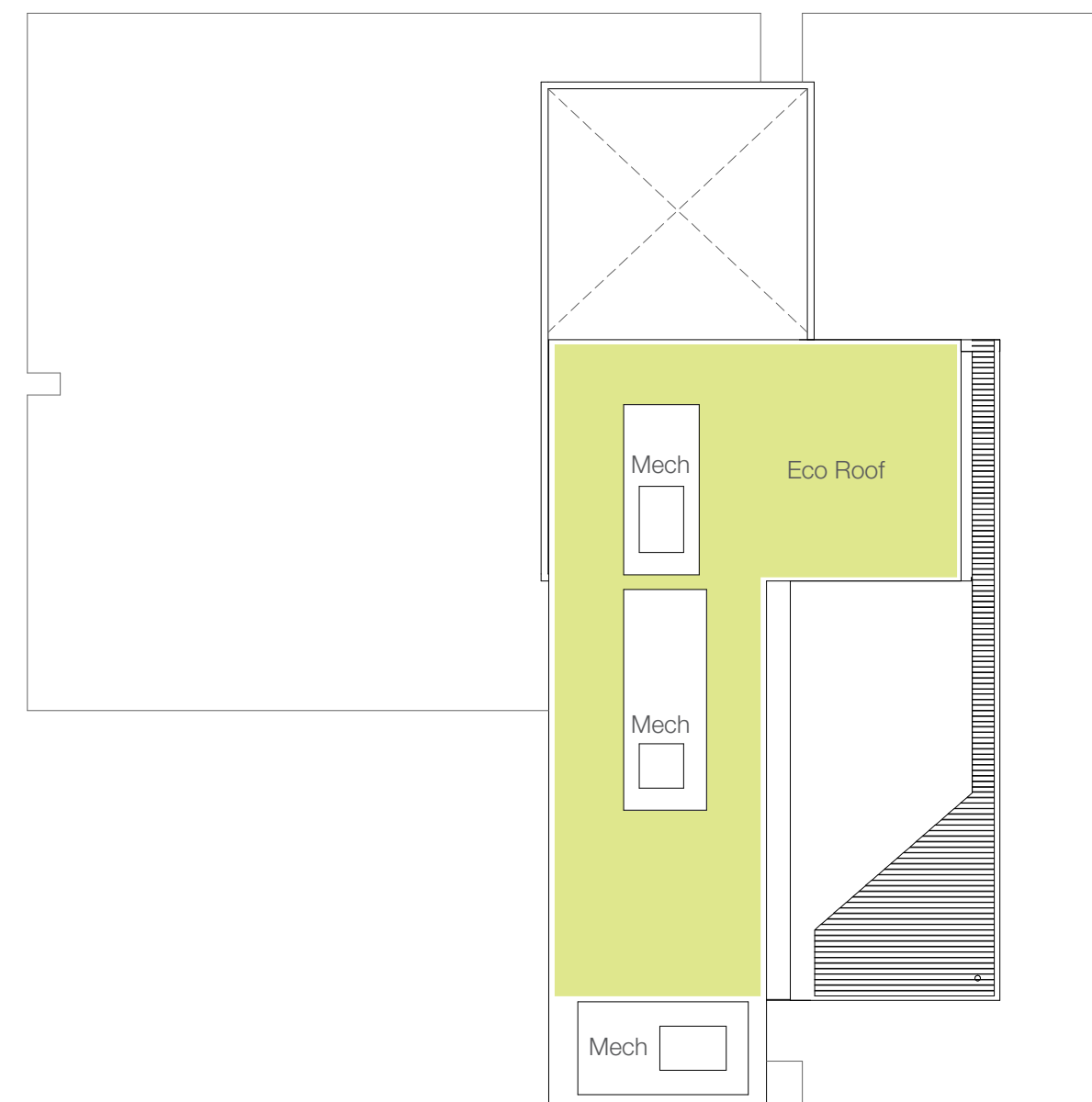
 **Ground Floor Plan | 1/16" = 1'-0"**



 **Typical Guest Room Floor Plan | 1/16" = 1'-0"**



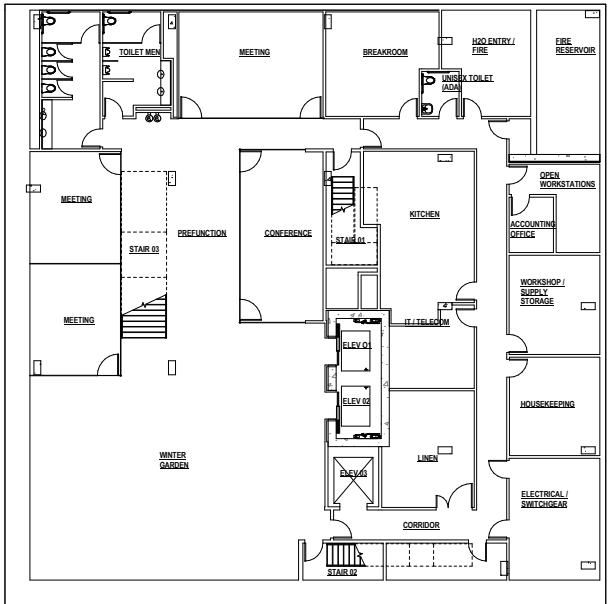

Roof Terrace Plan | 1/16" = 1'-0"



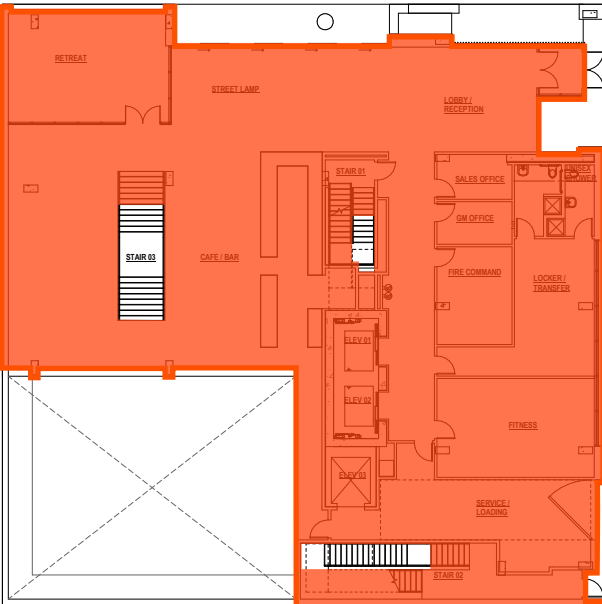

Roof Plan | 1/16" = 1'-0"



Floor Area Calculations



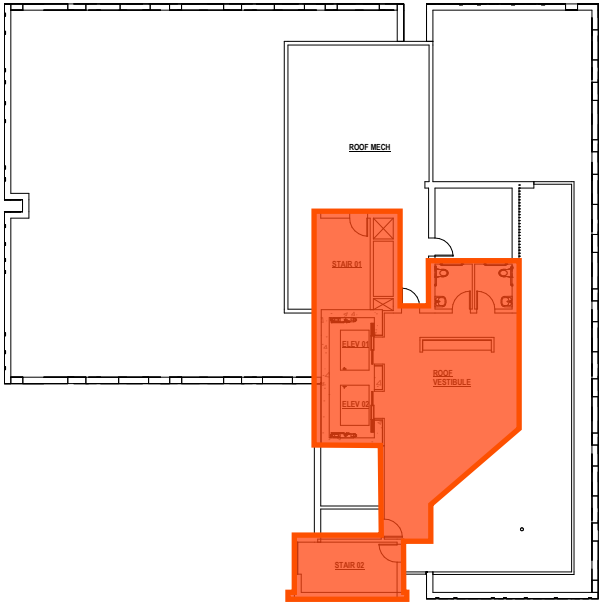
Basement
All space is more than 4' below grade, thus no area counts against FAR limit.



Ground Floor
All area counts against FAR limit, excluding areas where the elevation of the floor is 4 feet or more below the lowest elevation of the adjacent right -of-way.



Typical Room Level
All area counts against FAR limit.



Roof
All area enclosed in the exterior building faces counts against FAR limit. Roof terrace and roof top mechanical equipment do not count against FAR limit

Floor Area

Assumptions

Per 33.910 Floor Area is defined as, "The total floor area of the portion of a building that is above ground. Floor area is measured from the exterior faces of a building or structure. Floor area includes the area devoted to structured parking that is above ground level. Floor area does not include the following:

- Areas where the elevation of the floor is 4 feet or more below the lowest elevation of an adjacent right-of way;
- Roof area, including roof top parking;
- Roof top mechanical equipment; and
- Roofed porches, exterior balconies, or other similar areas, unless they are enclosed by walls that are more than 42 inches in height, for 50 percent or more of their perimeter."

Floor Area Bonus Summary

The project seeks an additional 3:1 in bonus floor area per 33.510.210, paragraph C, Floor Area Bonus Options.

	Potential	Area	Multiplier	Bldg Area
Base Site FAR (Map 510-2)	6:1	10,000	6	60,000 sf
Previously Sold	(1:1)	10,000	-1	(10,000 sf)
Locker Room (Subsection 8)	40:1	500	40	20,000 sf
Eco-roof > 30% (Subsection 10)	2:1	5,000	2	10,000 sf
Total available FAR (Base + Bonus)				80,000 sf

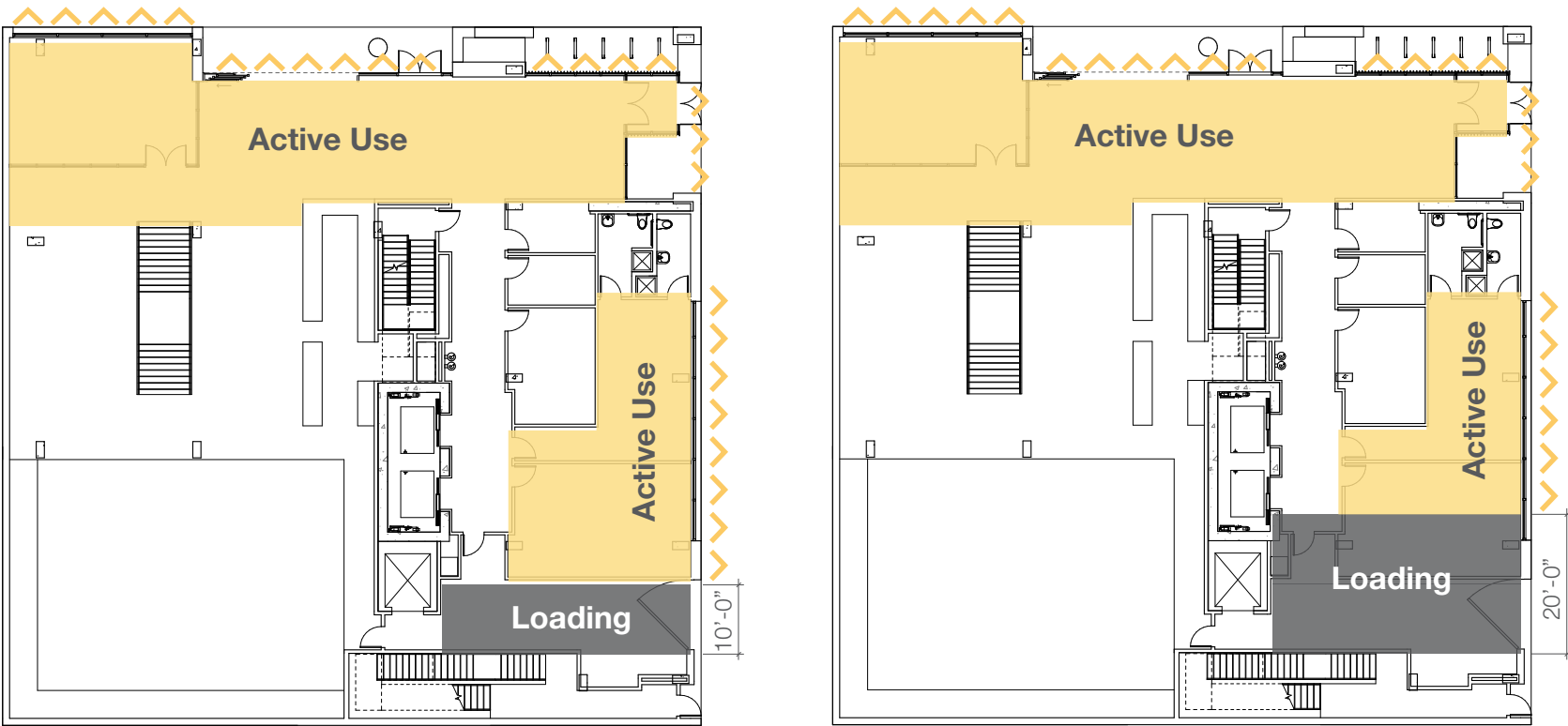
Floor Area Calculations

Level	SF towards FAR	Level	SF towards FAR
B1	0	L6	7,900 sf
L1	7,350 sf	L7	7,900 sf
L2	7,900 sf	L8	7,900 sf
L3	7,900 sf	L9	7,900 sf
L4	7,900 sf	L10	7,900 sf
L5	7,900 sf	Roof	1,490 sf
Total		79,940 sf	

Adjustment Request

Standard
Number of loading spaces 33.266.310 paragraph 2, subsection c, “Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of floor area in uses other than Household Living.”

Request
The project requests an adjustment to this standard to reduce the required loading spaces from two to one. Since the project occupies one quarter block, two loading spaces would significantly impact the amount of building frontage available for active use.



Proposed Loading Dock

Loading Docks Required by Code

Approval Criteria

A. Granting the modification will equally or better meet the purpose of the regulation being modified:

Yes. By reducing the requirement, the project gains 10 feet or 10% of frontage back for active uses. Therefore, contributing more fully to a vibrant streetscape.

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 classifications of the adjacent streets and the desired character of the area:

By allowing more active uses at the sidewalk level of the building, the proposal will increase the livability and appearance of the nearby residences and the EXd zone.

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

Yes. In requesting for a reduction in loading dock spaces, the project gains more space to provide active ground floor uses. By requesting that the hotel lobby entrance be allowed to front NW 9th Avenue instead of NW Glisan, the project maintains the purpose of the zone.

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

Yes, scenic and historic resources are preserved.

E. Any impacts resulting from the modification are mitigated to the extent practical:

The project acknowledges the following operational solutions for reduced loading capacity:

Days and hours deliveries are to be allowed:
With this size hotel and its location, it is quite sufficient to only have 1 loading/berthing area. As the hotel operator, we generally work with any delivery vendors to set specific days and times for them to arrive based on business levels in the hotel as well as ease of use. Deliveries are typically set to arrive Monday-Friday from 6am-4pm. It is rare to have a delivery on the weekends as most vendors do not deliver on weekends and it costs more to recieve deliveries on the weekends. We would set the delivery day based on operational needs, but generally we would select a Thursday, for example, from 7am-8:30 am for any deliveries or from 3pm-4pm so as to not interfere with the community or our guests.

Size/types of vehicles making deliveries:
Most vehicles making the deliveries to the hotel will be a midsize truck. (I.e. Coke trucks, produce vendors, milk vendors, coffee vendors, beer vendors) Other types of deliveries would be for guest supplies and they would typically be on a large tractor trailer as they make multiple deliveries. Typically the large trucks that would come to the hotel would only come once a week, coordinated properly by operations. (Potentially arriving between 7am-8:30am) This would alleviate any disturbances to the pedestrian walkways early in the morning, as well) A typical delivery truck would only be parked for 15-20 minutes.

Anticipated frequency of deliveries:
Operations will schedule as few deliveries as possible to the hotel. For food, guest supplies, and liquor we would schedule 1 delivery from 7am-8am, for example. The only delivery that would be more than once a week would be the linen and terry delivery which would come twice a week, or so, based on occupancy and would arrive around 3pm, before any rush hour in the city. Again, these deliveries typically take no more than 20 minutes.

Duration of visits:
These deliveries are very quick as the drivers have many other locations to get to in a certain time frame. Typically a small delivery, such as produce, will take 15 minutes, whereas a large delivery of guest supplies may take 20 minutes. Again, all of this is coordinated with operations in the hotel to ensure the proper staff is available to receive deliveries in a timely fashion in order for them to be productive as well.

Other factors which support need for fewer loading areas:
As the operator of the hotel, we are used to not having a loading dock at all as we are in big cities such as New York, and suburban areas that do not need a loading dock. In New York for example, the truck pulls up, the hotel opens the door, the delivery is completed in 20-25 minutes and the door is then closed and secured again. We just opened a 293 room Homewood Suites in midtown Manhattan on 312 West 37th street and this is successfully coordinated with ease. Even in our suburban Aloft hotels, where there is no loading dock, this is coordinated in a way that does not infringe on our guests or the community.

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

Not applicable.

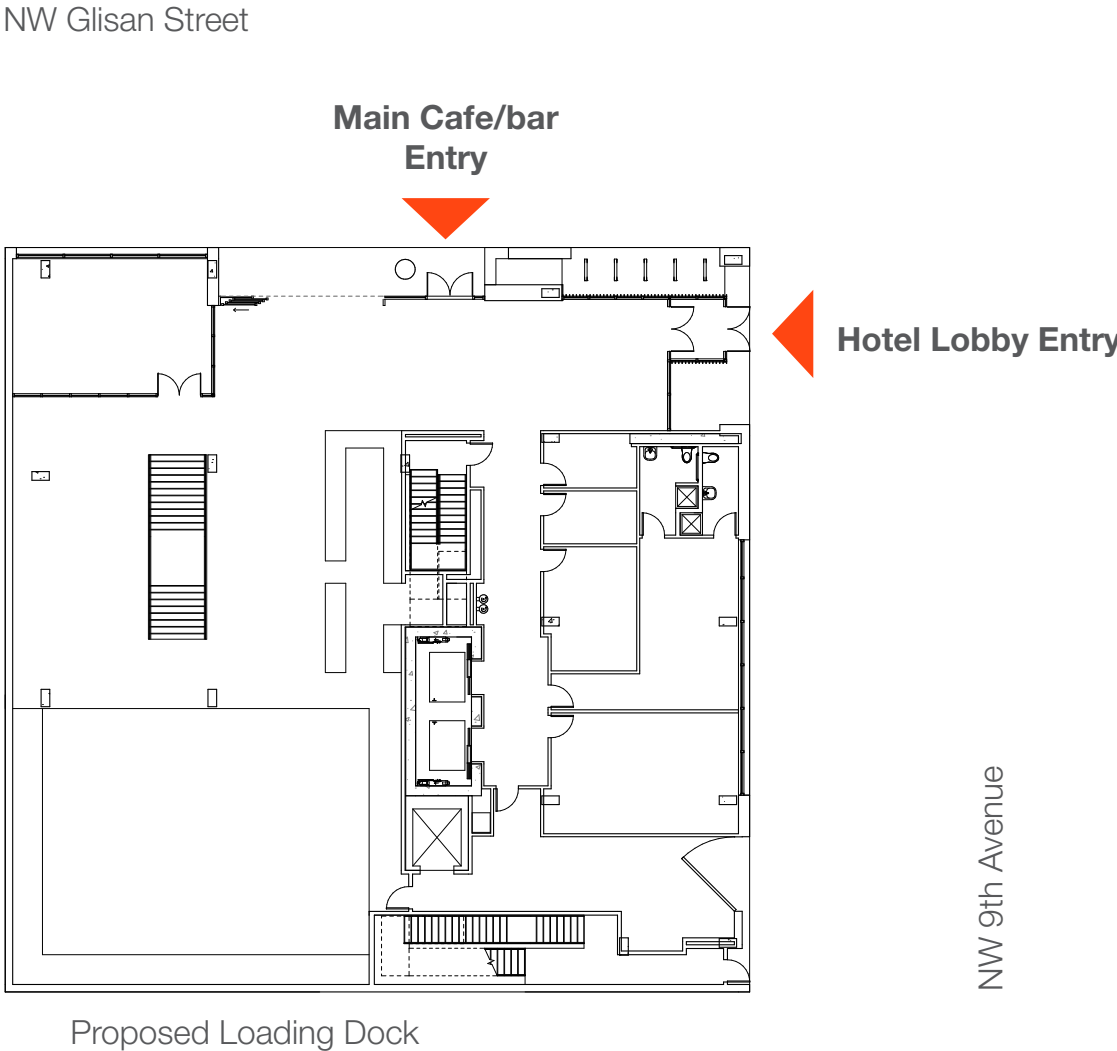
Requested Modification

Standard

Transit Street Main Entrance 33.140.242 paragraph C, subsection 3, “The main entrance must either face the transit street; or be at an angle of up to 45 degrees from the transit street, measured from the street property line.”

Request

The project requests a modification to this standard in order to provide the hotel lobby entrance on NW 9th instead of the designated transit street, NW Glisan. The hotel lobby entrance is designed to be located at the corner of NW Glisan and NW 9th with the doors opening out onto NW 9th. The main cafe/bar entrance is located mid-site on NW Glisan. Though intended for different users, both entrances allow for direct access into the lobby / reception area.



Approval Criteria

A. Granting the modification will equally or better meet the purpose of the regulation being modified:

Yes. Having entrances on the two frontages of the site activates both streets instead of just one.

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 classifications of the adjacent streets and the desired character of the area:

Adjacent streets are NW Glisan and NW 9th. NW Glisan is the higher classified transit street. By placing the more public function of the main cafe/bar entrance off of NW Glisan, the project seeks to connect to the broader public. In putting the hotel lobby entrance, a quieter experience, on NW 9th, the slower, less traffic heavy street, the design is consistent with the desired character of the area.

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

Yes. In requesting for a reduction in loading dock spaces, the project gains more space to provide active ground floor uses. By requesting that the hotel lobby entrance be allowed to front NW 9th Avenue instead of NW Glisan, the project maintains the purpose of the zone.

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

Yes, scenic and historic resources are preserved.

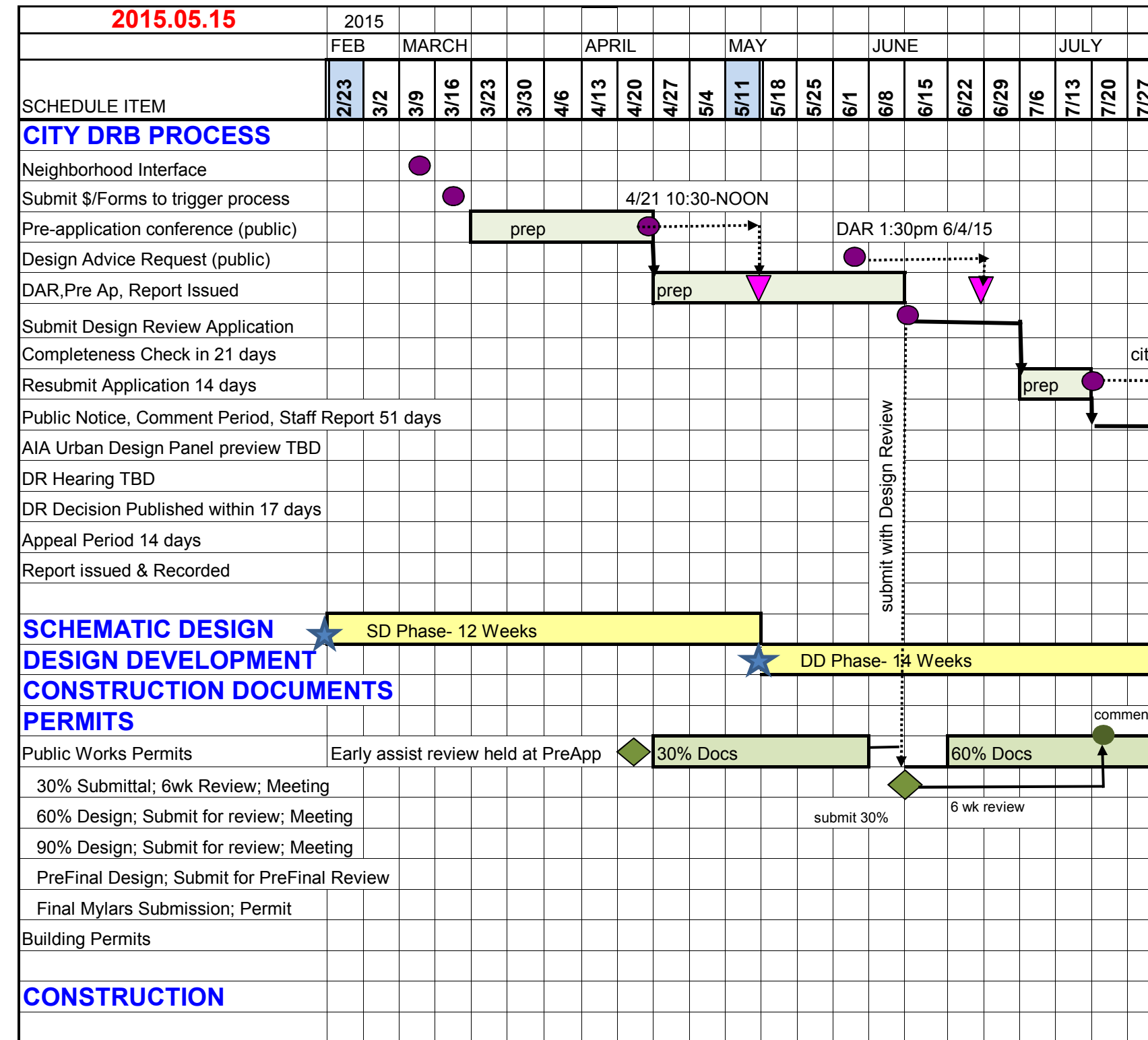
E. Any impacts resulting from the modification are mitigated to the extent practical:

No negative impacts are anticipated.

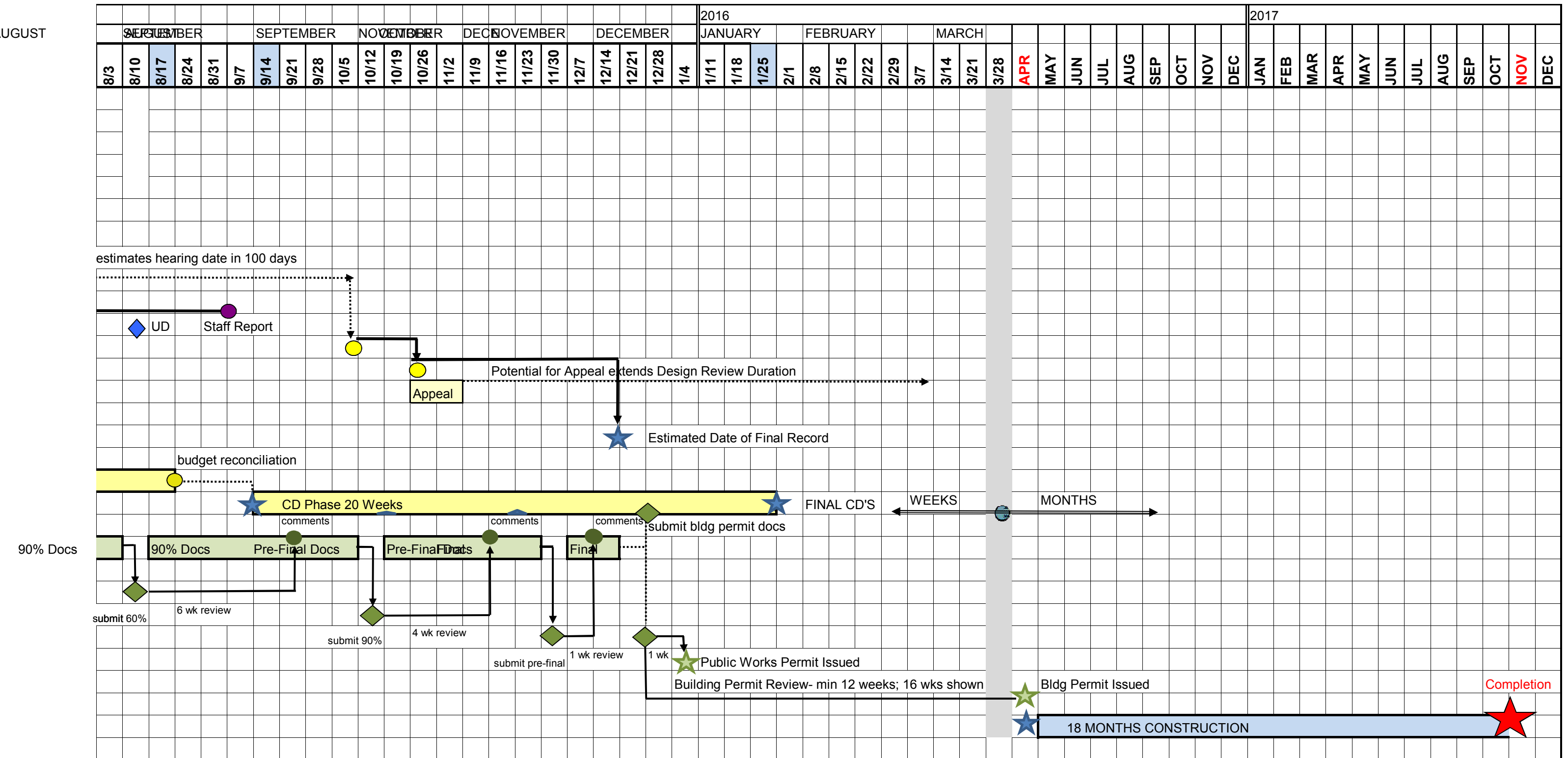
F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable:

Not applicable.

Project Schedule



AUGUST



ZGF

