



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

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 14-144166 DZM
PC # 13-217225
Hotel Eastlund - Renovation

REVIEW BY: Design Commission

WHEN: Thursday July 10, 2014 at 1:30 PM

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

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

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GENERAL INFORMATION

Applicants: Kevin Valk & Rachel Brand / HOLST Architecture
110 SE 8th Ave / Portland, OR 97214

Owner: Grand Ventures Hotel LLC
1021 NE Grand Ave / Portland, OR 97232-2060

Site Address: 1021 NE GRAND AVE

Legal Description: BLOCK 46 LOT 1-4 EXC PT IN ST LOT 5-8, HOLLADAYS ADD
Tax Account No.: R396200660
State ID No.: 1N1E35BB 03800
Quarter Section: 2931
Neighborhood: Lloyd District Community, contact Michael Jones at 503-265-1568.

Business District: Lloyd District Community Association, contact Gary Warren-503-234-8271

District Coalition: None
Plan District: Central City - Lloyd District
Zoning: CXd – Central Commercial with design overlay
Case Type: DZM – Design Review with Modifications
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Propoal:

The applicant seeks Design Review approval for a Major Remodel of the existing full-block Red Lion Hotel in the Lloyd Subdistrict of the Central City Plan District into a new hotel with a completely new exterior window system, new metal fins and canopies attached around the outside of the building, expanded lobby space along NE Hassalo

Street that closes the driveway access on this street, reconfigured roof deck with new trellis, removal of all existing wireless telecommunications equipment from the roof, removal of all existing signs, new retail space at the SW corner of the parking structure, improvements to the parking screening and parking court and NE Grand Avenue pedestrian entryway, new exterior elevator at the parking court lobby entry, bike parking and general landscaping improvements, new wall-mounted and projecting signs, and a new stair entry from NE MLK Blvd. Exterior finishes include: exposed original brick and concrete; areas of new concrete; aluminum storefront and curtainwall with clear glazing; metal mesh, painted steel, steel trellises, metal railings, metal fascia trim & breakmetal, vertical metal panels, composite metal panels; and wood soffits and benches.

Modification requests [PZC 33.825.040]:

1. Required Building Lines 33.510.215. The project is considered a Major Remodel and is therefore required to fully meet this zoning code standard. Due to the existing exposed parking decks, the west, south and east buildings lines do not meet the standard. The request is to allow the east elevation to remain unchanged with 28% required building lines, the west elevation to increase from 28% to 38% required building lines, and the south elevation to increase from 0% to 29% required building lines.
2. Ground Floor Windows 33.130.230. The project is considered a Major Remodel and is therefore required to fully meet this zoning code standard. Due to the existing exposed parking decks, the west, south and east buildings lines do not meet the standard. The request is to allow the east elevation to increase from 36% to 47% window length and from 12% to 19% window area, the west elevation to increase from 0% to 1% window length and 3% window area, and the south elevation to increase from 0% to 56% window length (meets the standard) and from 0% to 25% window area. The north elevation will meet the standard for both window length and area.
3. Ground Floor Active Uses 33.510.225. The project is considered a Major Remodel and is therefore required to fully meet this zoning code standard. Due to the existing exposed parking decks, the west, south and east buildings lines do not meet the standard. The request is to allow the east elevation to remain unchanged with 13% ground floor active uses, the west elevation to increase from 0% to 20% ground floor active uses, and the south elevation to increase from 0% to 29% ground floor active uses.
4. Bicycle Parking Standards 33.266.220.A.2b(3). To allow the short-term bike spaces to be more than 50 feet from the main entrance.
5. Loading Standards 33.266.310. To provide two smaller loading spaces in the parking garage at 18'Lx9'Wx10'H in place of the two required 35'Lx10'Wx13'H spaces.

Design Review is required for exterior renovations to existing buildings in the Lloyd District. Modification requests are required for portions of proposals that do not meet the applicable zoning code standards.

Approval Criteria:

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

- 33.825 Design Review
- 33.825.040 Modifications That Will Better Meet Design Review Requirements
- Central City Fundamental Design Guidelines
- Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan

ANALYSIS

Site and Vicinity: 1021 NE Grand Avenue is a 38,000 square foot site located in the Lloyd Center Subdistrict of the Central City Plan District. The site is bordered by NE Holladay Street [Regional Transitway/Major Transit Priority Street, Central City Transit/Pedestrian Street, Local Service Bikeway, Minor Emergency Response Street] which also serves as the east-west MAX light rail line, NE Hassalo Street [Pedestrian Street, Local Service Bikeway, Minor Emergency Response Street], NE Grand Avenue [Major City Traffic Street, Major Transit Priority Street, Main Truck Street, Regional Main Street, City Walkway, City Bikeway, Major Emergency Response Street] which also serves as the north-south Portland Streetcar line, and NE MLK Jr Blvd [Major City Traffic Street, Major Transit Priority Street, Main Truck Street, Regional Main Street, City Walkway, City Bikeway, Major Emergency Response Street]. The site is developed with a mid-rise hotel with semi-buried structured parking court, built in 1963 as the Cosmopolitan Motor Hotel that covers the entire block. The existing building is constructed of concrete, brick, storefront, and curtainwall. The site is also within the Lloyd District Pedestrian District.

This part of the Lloyd District is a mix of high-rise commercial office towers, large surface parking lots, mid-rise hotels, and fast-food restaurants catering to a large number of commuters and conventioners. Other area attractions include the Convention Center which is directly across the SW corner of the site, the Rose Garden a few blocks to the west, and Lloyd Center Mall several blocks to the east.

The site is conveniently located close to multiple modes of transportation, including bus, light rail, and major highways. The Tri-Met Rose Quarter Transit Center, a major bus and light rail transfer location, is five blocks west of the project site. Stations for each of the four MAX light rail lines are also located within easy walking distance. Portland streetcar stops are located one block to the north along NE Grand Avenue. The site is also very close to both Interstate 5, Interstate 84, and bridges that cross the Willamette River.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. 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.

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

- LUR 94-011140 DZ – Replacement of the glass and spandrel around the tower.
- LUR 95-012849 DZ – Approval for a 14 story tower addition. This was never constructed.
- LUR 98-015815 DZ – Approval of exterior alterations to the hotel.

- LUR 00-006630 DZ – Approval of wireless equipment on the rooftop.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **June 17, 2014**. The following Bureaus have responded with no issue or concerns:

- Bureau of Parks-Forestry Division
- Site Development Section of BDS
- Bureau of Environmental Services (Exhibit E-1)
- Water Bureau (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Life Safety Review Section of BDS (Exhibit E-4)
- Bureau of Transportation Engineering (Exhibit E-5)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **June 17, 2014**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

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.

Chapter 33.510 – Central City Plan District **Chapter 33.140 – Central Employment (EX) Zone** **Chapter 33.266 – Parking and Loading**

FAR (33.510.200)

Development Standards

- Map 510-2 allows a maximum FAR of 12:1 or 456,000 SF based on total lot size of 38,000 SF for this site.

Proposal

- Floor area in the amount of 129,706 SF. *This standard is met.*

Height (33.510.205) and (33.510.251.A)

Development Standard

- Map 510-3 indicates the Maximum Building Height is 250'-0”.

Proposal

- Proposed height of 90'-6”. *This standard is met.*

Setbacks (33.130.215)

Development Standard

- Minimum building setbacks are 0'-0” from all street lot lines and a maximum of 10'-0” from all transit street lot lines.

Proposal

- While the existing building does have one section set back more than 10 feet along the SE corner of the site, the development is not moving farther out of conformance with the standard. *This standard is therefore met.*

Required Building Lines (33.510.215.D1b, Map 510-6)

Development Standard

- Required Building Lines applies to NE Grand Avenue, NE MLK Jr Blvd, and NE Holladay Street.

Proposal

- A Modification is requested to this standard. The development is coming closer to conformance but it not meeting 100% of the standard as required since this proposal is a Major Remodel. *See Modification # 1.*

Maximum Building Coverage (33.140.220)

Development Standard

- The maximum building coverage for this site is 100%

Proposal

- The site is fully built out. *This standard is met.*

Ground Floor Windows (33.130.230)

Development Standard

- All exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard of 50% of the wall length and 25% of the wall area (up to 9'-0" in height) must contain clear transparent windows.

Proposal

- A Modification is requested to this standard. The development is coming closer to conformance but it not meeting 100% of the standard as required since this proposal is a Major Remodel. *See Modification # 2.*

Ground Floor Active Use (33.510.225, Map 510-7)

Development Standard

- Ground floor active uses (i.e. lobbies, retail, office, etc.) are required for at least 50% of the ground floor walls abutting NE Holladay Street, NE Grand Avenue, and NE Hassalo Street.

Proposal

- A Modification is requested to this standard. The development is coming closer to conformance but it not meeting 100% of the standard as required since this proposal is a Major Remodel. *See Modification # 3.*

Pedestrian Standards (33.140.240)

Development Standard

- Requires straight line connections from one main entrance to the street, internal site connections between main entrances, hard-surfaced, 6'-0" wide and illuminated on-site circulation systems.

Proposal

- Walkways are provided as required. *This standard is met.*

Parking in the Lloyd District (33.510.264)

Development Standard

- Residential/Hotel parking is allowed and there are no maximums or minimums.
- A decrease in the number of spaces by redevelopment or reconfiguration is allowed without review.

Proposal

- Reconfigure the existing 136 parking spaces and reduce them to 108 parking spaces. *This standard is met.*

Bicycle Parking (33.266.210)

Development Standard

- Non-conforming development in the Lloyd District is not required to meet long term bike parking standards.
- For short-term, the Hotel use and Retail Sales & Service use requires 12 spaces. These spaces need to meet dimensional and location requirements.

Proposal

- Long-term spaces provided = 8
- Short-term spaces provided = 14

A Modification is requested to allow the short-term spaces to be more than 50 feet from the main entry. *See Modification #4.*

Loading (33.266.310)

Development Standard

- Requires 2 loading spaces at 35’ long, 10’ wide and 13’ vertical clearance.

Proposal

- A Modification is requested to this standard. The proposal includes 2 loading spaces at 18’ long, 9’ wide, and with 10’ vertical clearance. *See Modification #5.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Chapter 33.825, Design Review

Section 33.825.010 Purpose

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

Section 33.825.055, Design Review Approval Criteria

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

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Central City Fundamental Design Guidelines and the Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan.

Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon.

With the recent completion of the Oregon Convention Center, the District now serves as the “front door for Oregon and our city.” The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

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.

Lloyd District Design Goals

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

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. Central City and Lloyd District Guidelines are addressed concurrently.

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

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

A5-1. Develop Identifying Features. Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.

Findings for A4, A5 & A5-1: Design features seen in the Lloyd District include significant landscaped areas on larger sites, prominent roof features on tall buildings, the use of light colored materials on buildings, strong yet simple forms for building massing, an emphasis on transit connections, and access to and views oriented toward the Willamette River. These design features are echoed in the renovation proposed for the existing hotel in a number of ways. Landscaping is being upgraded and added around the site and along the edge of the parking structure. The existing roof terrace is being renovated to provide enhanced views toward the river and downtown Portland. Simple, light-colored materials are being added around the

facades in the form of white metal accent bands, metal screening, and a new white curtainwall and storefront system. The creation of a new retail space at the SW corner of the parking structure enhances the interface between the pedestrian realm and the site. These additions to the existing building and site allow the new hotel to remain a distinctive structure in the Lloyd District. *These guidelines are therefore met.*

A5-5. Use Public Right-of-Way Design Criteria Established for the Lloyd District.

Use the public right-of-way design criteria as established and administered by the City Engineer especially for the Lloyd District from the adopted Lloyd District Transportation Capital Improvements – District-Wide Design Criteria.

Findings for A5 & A5-5: Northeast Holladay Street, NE Hassalo Street, and NE MLK Jr Blvd will have street trees as required to meet the district standards. All four sidewalk frontages will be repaired as required but will not be completely reconstructed. Since the site will remain fully built out, there is not an opportunity at this time for widening any of the existing sidewalks. A new entry with a canopy and bench will be provided along NE Hassalo Street to enhance the pedestrian experience along this street. *These guidelines are therefore met.*

A5-6. Incorporate Landscaping as an Integral Element of Design. Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

Findings for A5 & A5-6: The perimeter of the site is taking advantage of the right-of-way furnishing zone by retaining existing street trees and planting new trees where required. This green zone between the pedestrians and the street not only helps mitigate stormwater runoff from the sidewalk, it also creates a buffer between vehicles and pedestrians.

The main landscape features at the sidewalk level are a series of existing and new planters that run around the outside of the above-grade parking structure plus two existing landscaped areas at the corners of the site. The planters will help to soften and screen the exposed parking structure while the two corner planted areas soften what would otherwise be a length of solid wall at the sidewalks. Additional landscaping is being provided in the parking court in the form of a vine-covered trellis plus some interior parking lot landscaping which will help break up the paving and provide additional visual interest from the streets once the plants reach maturity. A combination of plants has been selected including drought-tolerant shrubs, groundcovers, and a variety of grasses for textural interest. The plants have been selected for success in the various sun and shade conditions around the site. *These guidelines are therefore met.*

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

Findings: The existing hotel tower and parking structure are being reused for this new hotel development and the brick walls are being restored to their original unpainted condition. *This guideline is 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.

A7-1. Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back. Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line. Do not set

buildings back from the property line within the East Portland Grand Avenue Historic District.

Findings for A7 & A7-1: The proposed project will retain the existing development which comes right to the property line for the majority of the block. The two areas where the building is recessed with existing landscaping are being re-planted to maintain the urban edge around the site. *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.

A8-1. Incorporate Active Ground-Level Uses in Parking Structures. Incorporate active ground-level uses in parking structures.

Findings for A8 & A8-1: The existing development has a parking structure that is above ground for a good portion of the block face, reaching its highest point above grade at the intersection of NE MLK Jr Blvd and NE Holladay Street. New visual and physical connections into this portion of the development are being created by the addition of a retail space in the parking structure at this intersection. This new retail space will have full-height clear-glazed windows and doors running its length which is also highlighted with a full-length canopy to maximize the visual connections from the sidewalk. New windows and a new entry are also being added along NE Hassalo Street with the removal of an existing vehicle entry and the creation of new interior hotel spaces. The new windows along this façade will create new views into active areas such as the lobby, fitness center, kitchen, and café. *These guidelines are 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.

B1-1. Protect Pedestrian Areas from Mechanical Exhaust. Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.

Findings for B1 & B1-1: The existing public sidewalks will be maintained around the site. No mechanical exhaust will vent out into the pedestrian environment. *These guidelines are therefore met.*

B1-2. Incorporate Additional Lighting. Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for B1, B1-2 & C12: Existing street lights that illuminate the sidewalks and intersections will remain around the site. The existing building will have new downlights in the canopies, lighting at the side stairs, as well as within the main pedestrian entry walkway to the lobby. Lighting will also be provided at the entry to the new retail space at the SW corner of the parking garage. All of these lights will

enhance the illumination along the sidewalks for increased pedestrian safety at night. Architectural lighting of building features will be minimal and focused at the roof deck trellis frame for outdoor restaurant activities, at the parking court for vehicle maneuvering, and at the two wall signs proposed for the brick end walls. This will allow the building to have required lighting for its activities while not negatively impacting the skyline. *These guidelines are 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.

Findings: The primary pedestrian intents of preservation of safety, interest, and diversity have been maintained in the design of the night lighting. All night lighting has been designed to illuminate pathways while not over-lighting or detracting from the pedestrian environment. Major mechanical and equipment systems will be located on the roof and not at street-level in order to minimize any extraneous noise or mechanical sounds. Mechanical equipment will be screened. *This guideline is therefore met*

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

B3-1. Provide Pedestrian Crossings Spaced at Traditional One-Block Intervals.

Provide and design for pedestrian crossings spaced at traditional one-block intervals where deemed safe and appropriate by the City Engineer.

Findings for B3 & B3-1: All sidewalks will be maintained to City standards per the Lloyd District Transportation Standards. Existing crossings at NE Holladay, NE Grand, NE Hassalo, and NE MLK Jr Blvd will be maintained. *These guidelines are therefore met.*

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

Findings: The existing site is fully developed with a hotel tower on a parking podium. As no portions of the building are being demolished, there are minimal opportunities for stopping places off of the sidewalks. The renovation proposes creating spaces at the two main entries. The primary guest entry from NE Grand Ave is being widened to create a larger area for people to gather just off of the sidewalk. The new lobby entry off of NE Hassalo incorporates a bench along the sidewalk edge for guests or pedestrians. Both of these areas allow people to stop, rest, and socialize while not blocking the sidewalk through-zones. While not out of the sidewalk area, the canopy projecting from the new retail corner in the SW portion of the parking structure does provide an area against the building wall for people to gather. *This guideline is therefore met.*

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

B6-1. Provide Pedestrian Rain Protection. Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to

primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

Findings for B6 & B6-1: The existing building does not have weather protection around most of the ground level except for a shallow projection along the café frontage on NE Grand Avenue. A new metal canopy that is an extension of the architectural fin above is being added along the NE Hassalo Street façade in addition to a deeper projecting canopy from the new lobby door that goes over the sidewalk. Another architectural fin canopy is being provided along a portion of the NE Grand Avenue façade from the café to the main pedestrian entry walk. A third new canopy is provided above the new retail space at the SW corner of the parking structure. All of these new canopies will increase the amount of pedestrian weather protection around the existing building. *These guidelines are therefore met.*

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

Findings: All spaces in the building contain an accessible route. Building spaces will be designed for compliance with the Oregon Structural Specialty Code in place at the time of building permit submittal. *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.

C2-1. Maximize View Opportunities.

Findings for C1 & C2-1: The existing hotel tower has views in all four directions and these will be maintained with the replacement curtainwall system of white- and orange-framed clear glass. Existing views of the city from the roof deck will be enhanced with an increased amount of glazed doors that look out onto the deck plus a new clear-glazed guardrail and wind screen. The Willamette River, Lloyd District, downtown skyline, and areas to the north will all be visible from guest rooms as well as the roof deck. The main pedestrian entry walk faces NE Grand Avenue, a very busy street and pedestrian corridor. The new retail space at the SW corner of the parking structure faces the MAX light rail line and Convention Center, both adjacent public spaces. *These guidelines are therefore met.*

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

C10-1. Use Masonry Materials. Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

Findings for C2 & C10-1: The proposal is to add new materials to the existing structure, including aluminum curtainwall and storefront, vertical metal panels, composite panels, metal mesh, and welded steel. All of these materials are durable, and long-lasting, and have been proven to stand up to the rigors of an urban environment. The vertical metal panels are 20 gauge thickness and narrow enough in width to not deform. The composite panels are backed with a rigid frame and will be able to withstand interactions with pedestrians and also not bend out of shape over time. The metal mesh screening and steel planters at the parking structure are all welded into place so they cannot be easily damaged. The existing building materials to remain are very durable and include brick end walls, a concrete parking structure, and painted wood exit stairs. *These guidelines are therefore met.*

C10-2. Design Exterior Building Walls that are Transparent in Glazed Areas and Sculptural in Surface. Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

Findings for C2 & C10-2: The active ground level spaces including the SW retail corner, the café, and the renovated façade along NE Hasalo feature clear-glazed storefront windows which allow views into active interiors. The hotel tower above will be re-clad with a clear-glass curtainwall system that promotes views into and out of each room. Textural elements of the existing building that are being retained include the fluted concrete edging around the parking structure, the decorative brick end walls of the tower, the two landscaped corners of the site, and the multi-story wood exit stairs at either end of the tower. New textural features proposed to be added to the building include vertical metal panels along the ground floor that reflect the pattern of the fluted concrete, the orange steel box planters and mesh screening attached around the parking structure, and the canopies that are an extension of the upper metal fins. These new features and the existing elements create a very articulated building surface. *This guideline is therefore met.*

C10-3. Use Light Colors. The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

Findings for C2 & C10-3: The original building is red brick and painted concrete. Over time, the original light colored curtainwall system was replaced with a dark one and the spandrel panels were all painted a solid color, and the brick end walls were painted. The proposal is to remove the paint from the brick end walls so they will return to their original red color, replace the dark curtainwall and storefront systems with white-framed and orange-accented systems, add distinctive white architectural fins around the tower facades and across the top of the parking structure, paint the concrete a medium gray, and add gray metal panels and trellises. The overall palette is a combination of light colors at the tower which is the majority of the façade areas, exposed original colors at the end walls, and darker accent colors to articulate the building base and roof forms. *These guidelines are therefore met.*

C1-1. Integrate Parking.

Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings for C1-1: Parking for the hotel is located in the existing two-story parking structure that acts as a podium for the hotel tower. The parking is being better integrated into the site and surroundings by this proposal. One parking entry drive is being removed from NE Hassalo to create new interior space which will greatly enhance the experience of this rather narrow street. The main parking driveway from NE Grand Avenue is being reduced in width from a two-way drive aisle to a one-way drive aisle which allows the pedestrian entry walk to be widened. Metal mesh screening with decorative steel planter boxes is being added around the outside of the exposed parking decks to help block views of vehicle areas and provide visual interest along the sidewalks. Additional more solid screening is also being added in front of any parking space where the vehicle headlights would be visible by pedestrians walking by the site to screen that impact. Light fixtures in above-grade portions of the parking garage will have downward focused light fixtures with side and end shields. The new plant trellis and landscaping in the parking court will also help screen views

of cars. All of these changes to the existing parking structure and above-grade parking court will make it more attractive and complementary to the site. *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: Existing buildings and features near this site include other mid-rise hotels with exposed parking areas, the Oregon Convention Center, the MAX light rail line, single-story fast food restaurants, and surface parking lots. The surrounding development also features a variety of exterior materials, architectural styles, and landscaping. The renovation of this existing hotel will complement the local design vocabulary by enhancing active ground level retail spaces and lobbies, adding canopies at entries and along pedestrianways, increasing the amount of glazing at the ground level, adding light colored materials, and enhancing the rooftop terrace. Landscaping elements include planter boxes along the sidewalk edges, rehabilitated landscaping at two corners of the site, and a vine-covered trellis with other interior landscaping at the parking court. All of the proposed additions to the existing building fit within the context of the Lloyd District in the materials and ways they are being used. *This guideline is therefore met.*

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

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 for C3 & C5: The existing building is divided into two distinct objects – the parking podium and the L-shaped hotel tower. The proposed additions to the building include a new glazed elevator tower in the courtyard, wrapping metal architectural fins, projecting metal canopies, clear glazed windows, vertical metal panels, clear glazed curtainwall, planters, trellises, and screening. These new elements are integrated into the building's architecture by fitting into existing structural bays, using consistent materials and colors that retain the differentiation between the base and tower, and the continued expression of the original building's strong and simple form.

The new elevator tower in the parking court is completely glazed so it will not appear as a solid form against the curtainwall system on either side. The elevator curtainwall color will match the gray paint color that wraps around the top of the building and then down to the parking structure so that the elevator acts as a visual hinge between the two white and red wings of the hotel tower. Gray vertical metal panels run around the ground floor and tie in with the pattern of the gray-painted vertical fluted concrete at the parking decks. The vertical exit stairs and roof deck trellis are also finished in a matching gray color. The new white metal fins wrap around the facades from the roof and highlight the difference between the transparent curtainwall of the tower and the solid brick end walls. The fins are then extended to the sidewalks to create canopies and accent walls. This helps visually stitch the fins into the overall composition while also differentiating the podium from the tower.

Orange is also used as an accent color up and around the building starting with the planters along the sidewalks, up to the tower at one window frame per hotel room, in the building signage, and then onto the roof as the penthouse screen. The materials

and colors are used in a consistent manner around the building, creating a cohesive architectural composition. Signage, lighting, and landscaping have been carefully incorporated to accent the basic elements of the design. The strength of this design comes from the simplicity of the building forms and from the limited palette of materials and colors used throughout the project. *These guidelines are 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 elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings: The project has been designed to create activity along street frontages as the existing structure allows. The new retail space at the SW corner of the parking garage will create an active interface between the retail space and the public right-of-way that also visually connects across the intersection to the MAX light rail line and Oregon Convention Center. *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 existing development has one active corner where the café and main pedestrian entry walkway meet NE Grand Avenue and NE Hassalo Street. This corner is being enhanced with a wider pedestrian entry walkway and a new canopy that runs from the walkway to the café. Views from the sidewalks into both of these areas are being maintained. A new corner retail space is proposed at NE Holladay and NE MLK Jr Blvd which is now dominated by the existing parking structure. This new retail space will greatly enhance the intersection by the addition of large glazed windows, a projecting canopy, lighting, and views into active space. *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.

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

Findings for C8 & C9: The existing building is already differentiated between the sidewalk and upper levels by its tower-on-podium design. The podium is horizontal in orientation and the tower wings are vertical. The podium is made of fluted concrete while the tower is brick and glass. The sidewalk level of the podium will be further differentiated from the tower with the addition of steel planter boxes and metal mesh screening around the existing parking structure. New vertical metal panels will wrap the rest of the ground floor, tying the tower base and the fluted concrete of the parking structure together, while new canopies will signify sidewalk-level entries. The tower will be differentiated from the podium by strong white metal accent fins, white and orange curtainwall at every floor, and the existing red brick end walls.

New sidewalk-level spaces are being created at the SW corner of the parking structure and at the middle of the NE Hassalo Street ground level façade. These two new areas help to further define the ground level of the building by replacing open parking and vehicle driveways with new active areas. *These guidelines are 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.

C8-1. Allow for Loading and Staging Areas on Sidewalks. On local service streets, adjacent businesses may use the sidewalk area for temporary loading and staging as long as pedestrian access through it is maintained.

Findings for C10 & C8-1: Two canopies will encroach into public rights-of-way. These canopies will conform to regulations for encroachment depth as well as height above grade. Existing sidewalk widths will remain and any areas outside of the pedestrian through zone can be used as business loading and staging areas. *This guideline is therefore met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective storm water management tools.

Findings: The existing rooftop terrace will remain in place. It will be integrated into the new design with a gray steel trellis that mimics that trellis in the parking court as well as the gray accent color around the building. The roof deck canopy will match the white metal of the architectural fins. The glass guardrail and windscreen will match the white metal frames of the new curtainwall so it appears as an extension of the hotel windows. Mechanical equipment on the roof will be corralled into the existing central screen and all existing wireless equipment will be removed from the roof. *This guideline is therefore met.*

C1-2. Integrate Signs. Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application. Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

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 for C1-2 & C13: All existing signs will be removed from the building as part of this proposal. Two new wall signs at 71.5 SF each are proposed for the brick end walls of the building, one facing NE MLK Jr Blvd and one facing NE Grand Avenue. They are constructed of two individual elements – an aluminum and vinyl upper section and individual lower pin-mounted letters. The sign elements are halo-lit with raceways and conduit located behind the existing brick walls. The signs are appropriately sized for the full-height end walls and the sign lighting will highlight the distinctive brick pattern that is a feature of this building. Additional signage is

proposed around the building but is exempt from design review as it is all 32 SF or less in area. *These guidelines are therefore met.*

(2) MODIFICATION REQUESTS (33.825)

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.

Modification #1: Required Building Line (33.510.215) – To allow the east elevation to remain unchanged with 28% required building lines, the west elevation to increase from 28% to 38% required building lines, and the south elevation to increase from 0% to 29% required building lines.

Purpose Statement: Required building lines are intended to enhance the urban quality of the Central City plan district.

Standard: New development and major remodeling projects along a frontage containing a required building line must comply with either Subparagraphs a. or b. below. Exteriors designed to meet the requirements of this paragraph must be at least 15 feet high.

- a. The building must extend to the special building line along at least 75% of the street lot line; or
 - b. The building must extend to within 12 feet of the required building line for 75% of the street lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active use such as sidewalk cafes, vendor’s stands, or developed as “stopping places”.
- A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

Findings: The modification to required building lines is necessary because of the original 1963 exposed parking structure that dominates three of the four street facing facades. The proposed design is improving the overall experience for the pedestrian along NE Grand, NE Holladay, and NE MLK Jr Blvd by adding a simple metal mesh in front of all the vehicle areas, installing a new overhead garage door in place of the current chain link fencing and gates, additional more solid screens in front of any visible vehicle headlights, and installing brightly painted steel planter boxes along the sidewalk edges. All of these elements help create a more visually interesting building line that focuses less on views of cars and more on views of architectural features along these rights-of-way by creating a stronger urban edge.

New landscaping will also be installed at the SE and NW recessed building corners to provide green spaces along the sidewalks for pedestrians and guests, which helps reduce the impact of the parking structure at the sidewalk. The proposal is also removing 6 parking spaces at the SW ground-level corner of the garage and inserting new retail space abutting the property line. This new space has full height clear windows and doors that will allow views into an active area. The space is oriented toward the Convention Center and the MAX light rail line for even more customer and pedestrian interaction.

These building line improvements help the original structure better meet the following Design Guidelines: *A5 Enhance Embellish and Identify Areas, A8 Contribute to a Vibrant Streetscape, A5-6. Incorporate Landscaping as an Integral Element of Design, C1-1. Integrate Parking, C7. Design Corners that Build Active Intersections, C8. Differentiate the Sidewalk-Level of Buildings, C9. Develop Flexible Sidewalk-Level Spaces, and C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface.*

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

Findings: The proposal to add new retail space at the SW parking structure corner, enhance existing landscaping, and add new architectural planter boxes and canopy trim features improve the urban edge of the existing 1963 development by improving the visual, tactile, and activity experiences along the sidewalk edge.

This Modification meets the approval criteria and therefore merits approval.

Modification #2: Ground Floor Windows, PZC 33.130.230 – To allow the east elevation to increase from 36% to 47% window length and from 12% to 19% window area, the west elevation to increase from 0% to 1% window length and 3% window area, and the south elevation to increase from 0% to 25% window area. The renovated north elevation will meet the standard.

Purpose Statement: The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office.

Standard: 33.510.220.B. IN the RX, CX, and EX zones, all major remodeling projects must also meet the ground floor window standard of the base zone, or the option for artwork.

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

Findings: The CX base zone standard calls for 50% of the ground-level wall length and 25% of the ground level wall area, measured from grade to 9 feet above, to be clear glazing. The proposal is hampered by the original 1962 construction which includes a partially-exposed multi-level parking garage on three of the four site frontages plus three original driveway entries around the site. This remodel includes efforts to come closer to the ground floor window requirements while maintaining

the on-site parking feature that is important for the hotel use. New glazing will be introduced on all four street-facing facades.

Both the SW corner retail space and the expanded lobby along the north façade add the most glazing to the project with long runs of continuous windows that allow views into active areas from the sidewalks. Smaller runs of windows are being added to the east and west facades and these will also have views into active ground-level spaces. The new ground-level glazing will enrich the pedestrian experience on all four frontages by providing ample views into the lobby, the café, and the retail corner. The clear glazing also provides surveillance opportunities for those inside. The renovated facades are interesting to view and add diversity to the pedestrian environment of the neighborhood with new materials and colors.

These building improvements help the original structure better meet the following Design Guidelines: *A5 Enhance Embellish and Identify Areas, A8 Contribute to a Vibrant Streetscape, C5. Design for Coherency, C7. Design Corners that Build Active Intersections, C8. Differentiate the Sidewalk-Level of Buildings, C9. Develop Flexible Sidewalk-Level Spaces, and C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface.*

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

Findings: The addition of new windows on all four facades of the existing building and parking structure reinforce the continuity of pedestrian-active ground-level building uses by allowing views into active areas as well as access to interior spaces such as the lobby, café, and new retail area.

This Modification meets the approval criteria and therefore merits approval.

Modification #3: Ground Floor Active Use, PZC 33.510.225 - To allow the east elevation to remain unchanged with 13% ground floor active uses, the west elevation to increase from 0% to 20% ground floor active uses, and the south elevation to increase from 0% to 29% ground floor active uses.

Purpose Statement: The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office. All new development and all major remodels must meet the standard.

Standard: 33.510.225.C, Ground floor active use standard. Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A., above. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space.

Areas designed to accommodate active uses must meet the following standards:

1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
2. The area must be at least 25 feet deep, measured from the street-facing façade;

3. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and
4. The street-facing façade must include windows and doors or be structurally designed so doors and windows can be added when the space is converted to active building uses.

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

Findings: This project will add a positive element to the streetscape in the Lloyd District by developing new retail at the SW corner of the existing parking garage. This SW corner ground floor active use area meets the dimensional requirements for viable space and has large clear-glazed windows and unobstructed interior spaces that will allow views from NE Holladay. The pedestrian environment along both NE Grand and NE MLK Jr Blvd will be further enhanced by brightly colored sculptural planters along the parking garage edges, enhanced landscaping at the SE and NW corners of the site, and by mesh screening applied in front of the exposed parking areas. These improvements and alterations to the original parking structure will improve the pedestrian experience along the three public rights-of-way and will also help connect activity from this site to the nearby Convention Center and MAX light rail line stops.

These building improvements help the original structure better meet the following Design Guidelines: *A5 Enhance Embellish and Identify Areas, A8 Contribute to a Vibrant Streetscape, A5-6. Incorporate Landscaping as an Integral Element of Design, C1-1. Integrate Parking, C7. Design Corners that Build Active Intersections, C8. Differentiate the Sidewalk-Level of Buildings, C9. Develop Flexible Sidewalk-Level Spaces, and C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface.*

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

Findings: The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. The heights of the existing parking structure floors and ramps leaves only one area at the SW corner of the garage for ground level retail. This new ground floor active use area along NE Holladay Street equally meets the standard as this corner space guides pedestrians around the building to other main entrances and also creates visual connections into new active spaces.

This Modification meets the approval criteria and therefore merits approval.

Modification #4: 33.266.220 Bicycle Parking – To locate the short-term bicycle parking more than 50 feet from the main building entrance.

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to

encourage the use of bicycles for short and long stays. These regulations will help meet the City’s goal that 10 percent of all trips are made by bicycle.

Standard: Building with more than one main entrance. For a building with more than one main entrance, the bicycle parking must be along all facades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route.

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

Findings: The proposed location of the short-term bicycles along the edge of the renovated main pedestrian entry walkway allows the bicycles to be integrated into the overall design of the renovation while still being easily accessible and visible to potential users. Bicycles will be protected from most weather as they are located underneath the building overhang. The bike racks themselves will provide a visual and physical barrier between pedestrians and vehicles in the adjacent entry drive and are located out of the immediate path of travel for people walking in or out of the hotel. The bicycle parking location within sight of the newly renovated main entry helps the original structure better meet the following Design Guidelines: A6. Reuse/Rehabilitate/Restore Buildings, A8. Contribute to a Vibrant Streetscape, B2. Protect the Pedestrian, C3. Respect Architectural Integrity, and C5. Design for Coherency.

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

Findings: The City’s goals for increased bicycle parking and usage are maintained with this proposal as the required number of short-term bicycle parking spaces are still being provided for the proposed building. The spaces will be clearly visible from the sidewalk and are as close to the main entry as possible. The other main entry from NE Hassalo Street is built up to the property line so no bicycle racks will fit along this frontage. The other three frontages are also either built to the lot line or are quite far from one of the two main entries that it does not make sense to locate bike racks anywhere else on the site.

This Modification meets the approval criteria and therefore merits approval.

Modification #5: Loading Standards (33.266.310) – To provide two smaller loading spaces in the parking garage at 18’L x 9’W x 10’H in place of the two required 35’L x 10’W x 13’H spaces.

Standard: Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.

b. 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; and 33.266.310D. Size of loading spaces. Required loading spaces must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

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

Findings: The modification to reduce the size of the two required loading spaces from 35’ L x 10’ W x 13’ T to 28’ L x 10’ W x 13’ T better meets the following Guidelines: A7 Establish and Maintain a Sense of Urban Enclosure, A8 Contribute to

a Vibrant Streetscape, and B1 Reinforce and Enhance the Pedestrian System by utilizing the existing parking garage for loading as well as guest parking instead of creating new blank wall areas for overhead loading bay doors. This reduces potential pedestrian-vehicle conflicts and allows for the installation of more garage screening, planters and canopies, as well as improved landscaping around the ground level of the existing building. Hotel and café deliveries will be scheduled so that the smaller delivery trucks expected for this development will have minimal impact on the surrounding heavy traffic streets. Similarly the small retail space will have minimal loading needs that can be met by either the onsite garage loading spaces.

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

Findings: The stated purpose of this standard is as follows:

- *To ensure adequate areas for loading for larger uses and developments.*
- *To ensure that the appearance of loading areas will be consistent with that of parking areas.*
- *To promote safe circulation.*

The Office of Transportation [Exhibit E.7] supports this modification request and offered the following comments: *The applicant requests a Modification to the overall dimensional requirement for the two required Standard A (35-ft [L] x 10-ft [W] x 13-ft [H]) on-site loading spaces. Instead of the two Standard A spaces, the applicant is proposing two Standard B spaces (18-ft [L] x 9-ft [W] x 10-ft [H]). The applicant has indicated the need for the smaller spaces due to the constraints of the existing structure: the spaces will be within the lower garage level where the clearances of the existing structure will not permit for the forward motion and height clearance. Loading needs will be minimal because the hotel has an on-site laundry facility and the restaurant will be served by established delivery schedules, thereby minimizing the need for a dedicated, full size loading space. The smaller spaces will accommodate smaller delivery trucks that will be able to navigate the limitations of the existing structure and exit the building in a forward motion. This is critical given the high volume on the streets that surround the subject site. PBOT has no concerns relative to the two proposed smaller loading spaces.*

On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested. The applicant is proposing two smaller loading spaces in an existing structured parking garage than what is required by Code, but two smaller spaces is adequate to serve the needs of the building tenants, as stated above. The minimal impacts of smaller loading vehicles support the idea that the resulting development will not interfere with circulation around the site.

This Modification meets the approval criteria and therefore merits approval.

DEVELOPMENT STANDARDS

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

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 overall remodel results in a composition that is interesting to view and enhances both the existing 1963 building and the urban environment. 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)

Staff recommends approval of Design Review for a Major Remodel of the existing full-block hotel in the Lloyd Subdistrict of the Central City Plan District into a new hotel that includes the following:

- New white and orange-framed, clear-glazed curtainwall system at upper hotel room floors;
 - New white metal fins, and white and orange canopies attached around the outside of the building;
 - Removal of portions of the upper parapet framing for the new metal accent fins;
 - An expanded lobby space along NE Hassalo Street that closes the driveway access on this street, finished with clear-glazed, aluminum-framed storefront windows and doors, and two-toned vertical metal siding;
 - New bench at the NE Hassalo entry;
 - Reconfigured roof deck with new clear glazed doors and a steel frame trellis with integrated lights fixtures and heat lamps;
 - Removal of all existing wireless telecommunications equipment from the roof;
 - Removal of all existing building signs;
 - Removal of the curved tops of both end wall stair towers;
 - New retail space with canopy and clear-glazed, aluminum-framed storefront windows and doors at the SW corner of the parking structure;
 - New metal mesh screening and orange welded steel planters along the above-grade edges of the parking structure;
 - Reconfiguration of the parking deck to be one way in from NE Grand and one way out onto NE MLK Blvd;
 - Replacement parking structure light fixtures with shielded, surface-mounted downlights;
 - New steel trellis, landscaping, canopies, and lighting on the top deck of the parking structure/entry court;
 - A wider pedestrian walkway and entry stairs with short-term bike racks and a narrower driveway from NE Grand Avenue;
 - New glazed elevator tower in the entry court;
 - New ground level clear-glazed, aluminum-framed storefront windows and doors in existing openings;
 - Landscaping improvements to existing landscaped areas around the site;
 - Two new 71.5 SF each, wall-mounted, LED backlit, aluminum and vinyl signs with hidden raceways and conduit; and
 - A new stairway entry from NE MLK Jr Blvd.
- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.81. The sheets on

which this information appears must be labeled, "Proposal and design as approved in Case File # LU 14-144166 DZM. No field changes allowed."

Approval for the following Modification requests:

1. Required Building Lines 33.510.215. To allow the east elevation to remain unchanged with 28% required building lines, the west elevation to increase from 28% to 38% required building lines, and the south elevation to increase from 0% to 29% required building lines.
2. Ground Floor Windows 33.130.230. To allow the east elevation to increase from 36% to 47% window length and from 12% to 19% window area, the west elevation to increase from 0% to 1% window length and 3% window area, and the south elevation to increase from 0% to 25% window area.
3. Ground Floor Active Uses 33.510.225. To allow the east elevation to remain unchanged with 13% ground floor active uses, the west elevation to increase from 0% to 20% ground floor active uses, and the south elevation to increase from 0% to 29% ground floor active uses.
4. Bicycle Parking Standards 33.266.220.A.2b(3). To allow the short-term bike spaces to be more than 50 feet from the main entrance.
5. Loading Standards 33.266.310. To provide two smaller loading spaces in the parking garage at 18'Lx9'Wx10'H in place of the two required 35'Lx10'Wx13'H spaces.

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Procedural Information. The application for this land use review was submitted on April 18, 2014, and was determined to be complete on May 22, 2014.

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 18, 2014.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: September 20, 2014.**

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.

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. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

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 review body, only evidence previously presented to the review body will be considered by the City Council.

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

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. 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 must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

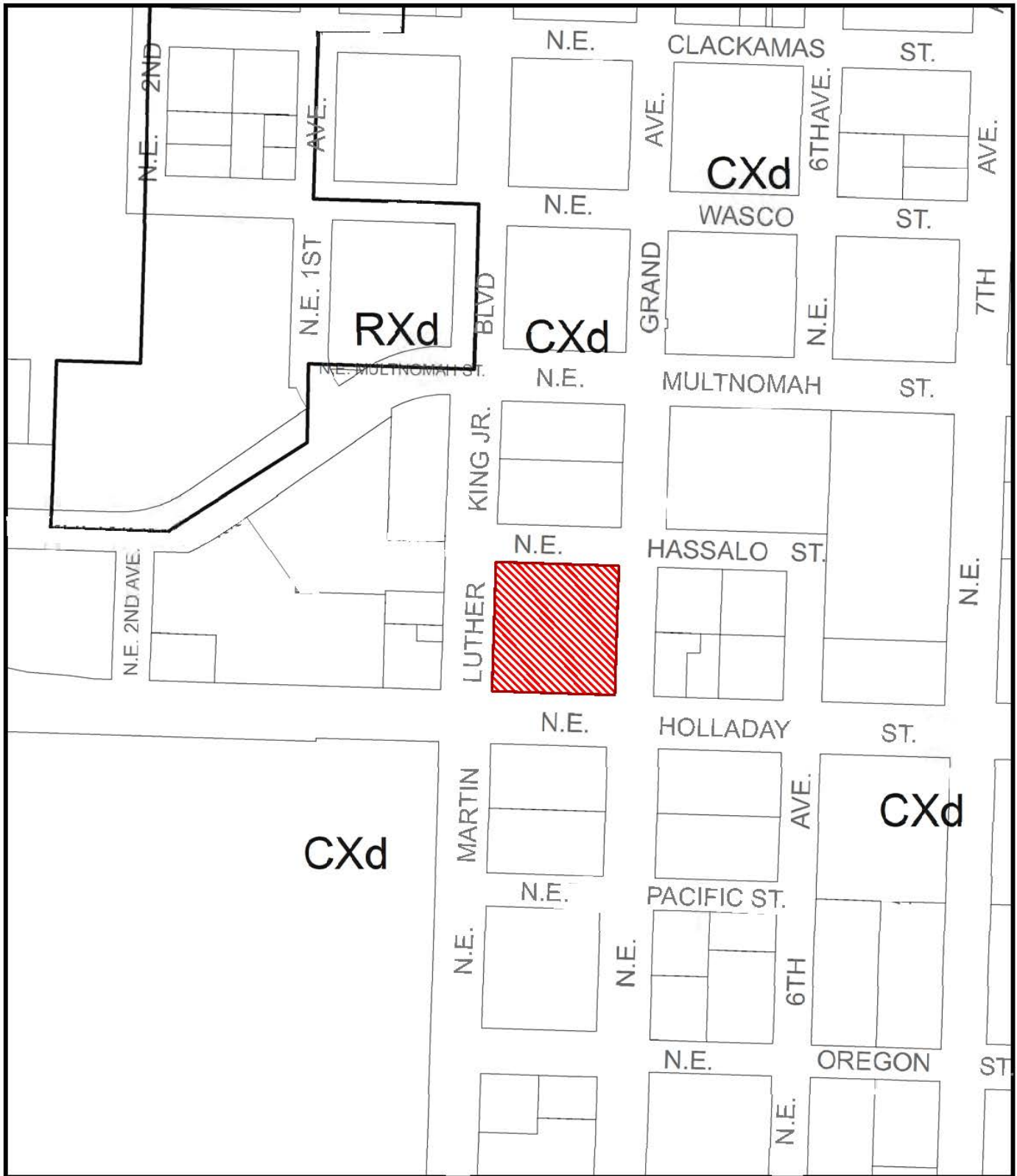
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Chris Caruso
June 27, 2014

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- | | |
|-------------------------------------|--------------------------------------|
| A. Applicant’s Information | 14.1.Demo Basement Plan |
| 1. Design Review & Zoning Narrative | 15. First Floor Plan |
| 2. Stormwater Information | 15.1.Demo 1 st Floor Plan |
| B. Zoning Map (attached) | 16. Typ 2-5 Floor Plan |
| C. Plan & Drawings | 16.1.Demo Typ 2-5 Floor Plan |
| 1. Cover Sheet | 17. 6 th Floor Plan |
| 2. not used | 17.1.Demo 6 th Floor Plan |
| 3. Content | 18. Roof Plan |
| 4. not used | 10. Basement RCP |
| 5. Overview | 20. Level 1 RCP |
| 6. Original Building Photo | 21. Level 6 RCP |
| 7. Zoning Map and Site Photos | 22. North Elevation (attached) |
| 8. Site Survey/ROW Improvements | 22.1.Demo North Elevation |
| 9. Site Diagram (attached) | 23. West Elevation (attached) |
| 10. Site Sections and Zoning Data | 23.1.Demo West Elevation |
| 11. not used | 24. South Elevation (attached) |
| 12. not used | 24.1.Demo South Elevation |
| 13. Project | 25. East Elevation (attached) |
| 14. Basement Floor Plan | 25.1.Demo East Elevation |
| | 26. Rendering |

- 27. Rendering
 - 28. Rendering
 - 29. Rendering
 - 30. Rendering
 - 31. Rendering
 - 31.1. Rendering
 - 31.2. Rendering
 - 32. Wall Sections
 - 33. Wall Sections
 - 34. Wall Sections
 - 35. Wall Sections
 - 36. Building Details
 - 37. Building Details
 - 38. Renderings
 - 39. Parking Screen Elevations
 - 40. Wall Sections
 - 41. Building Details
 - 41.1. Building Details
 - 41.2. Building Details
 - 42. Renderings
 - 43. Building Details
 - 44. Rendering
 - 45. Building Details
 - 46. Renderings
 - 47. Building Details
 - 48. Renderings
 - 49. Building Details
 - 50. Roof Deck
 - 51. Building Details
 - 51.1. Building Details
 - 51.2. Building Details
 - 51.3. Building Details
 - 51.4. Building Details
 - 51.5. Building Details
 - 51.6. Building Details
 - 51.7. Building Details
 - 52. Signage
 - 53. not used
 - 54. not used
 - 55. Appendix
 - 56. Materials
 - 57. Materials
 - 58. Site Plan (attached)
 - 59. Notes and Legends
 - 60. North Façade Planting
 - 61. West Façade Planting
 - 62. South Façade Planting
 - 63. Site Interior Planting
 - 64. Roof Terrace Planting
 - 65. Landscape Details
 - 66. Furnishings
 - 67. Furnishings
 - 68. Furnishings
 - 69. Furnishings
 - 70. Furnishings
 - 71. Lighting
 - 72. Lighting
 - 73. Lighting
 - 74. Lighting
 - 75. Lighting
 - 76. Lighting
 - 77. Lighting
 - 78. Materials
 - 79. Glazing
 - 80. Glazing
 - 81. Glazing
- 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. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
- 1. Bureau of Environmental Services
 - 2. Water Bureau
 - 3. Fire Bureau
 - 4. Life Safety Review Section of BDS
 - 5. Bureau of Transportation Engineering and Development Review
- F. Letters: none received
- G. Other
- 1. Original LUR Application
 - 2. Incomplete Letter
 - 3. Design Advice Request Summary Notes
 - 4. Pre-Application Conference Summary Notes



ZONING



Site

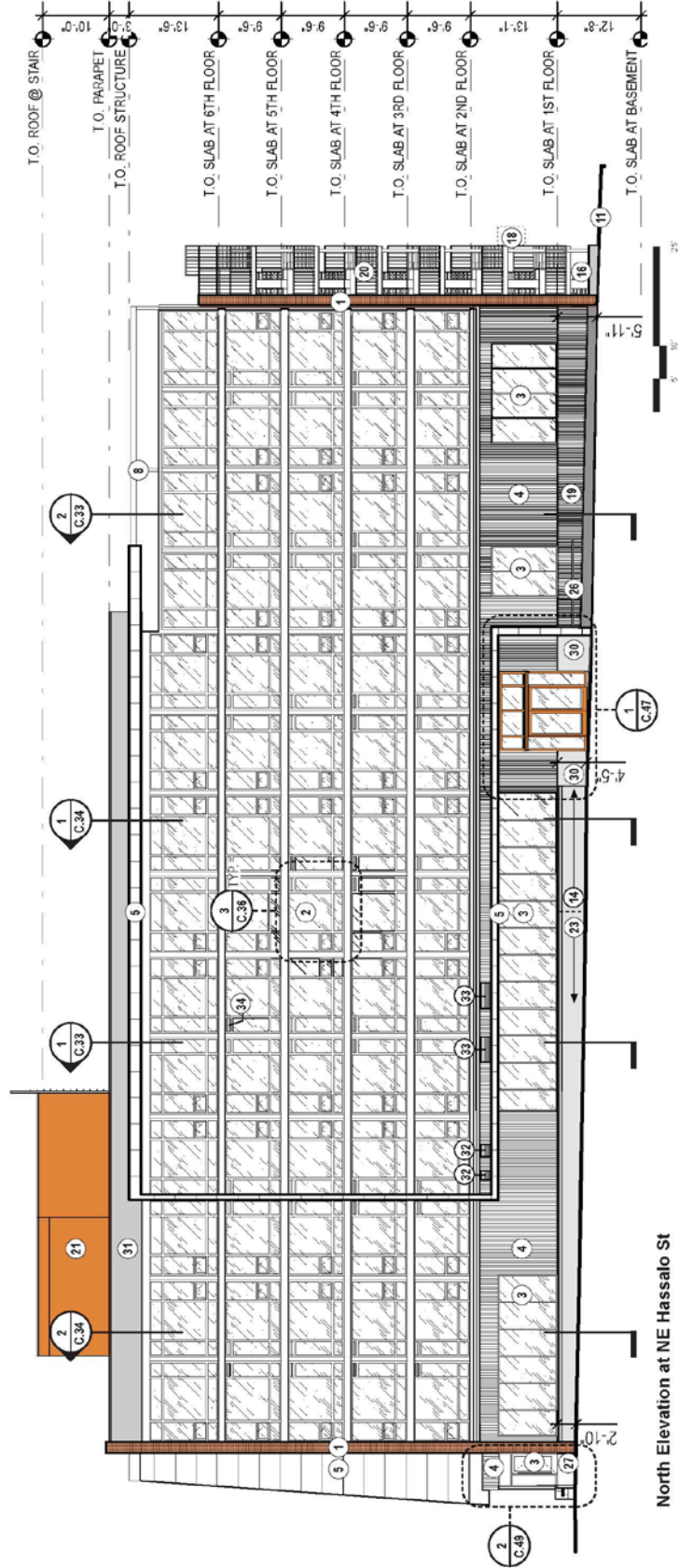


This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 14-144166 DZM
 1/4 Section 2931
 Scale 1 inch = 200 feet
 State_Id 1N1E35BB 3800
 Exhibit B (Apr 22, 2014)

KEY

- | | | |
|--|---|-----------------------------------|
| 1 (E) BRICK PATTERN, REMOVE PAINT | 13 (N) STAIR | 25 (N) ORANGE POWDER COATED METAL |
| 2 (N) ALUMINUM CURTAIN WALL | 14 (N) CONCRETE, PAINT | 26 (N) BENCH |
| 3 (N) ALUMINUM STOREFRONT | 15 REMOVE (E) SIGN | 27 (N) RAMP |
| 4 (N) VERTICAL METAL PANEL | 16 (N) LANDSCAPING | 28 (N) DOOR |
| 5 (N) WHITE COMPOSITE/METAL PANEL WITH CONCEALED FASTENERS | 17 (N) ELEVATOR | 29 (N) OVERHEAD GARAGE DOOR |
| 6 (N) METAL SCREEN | 18 (N) SIGNAGE | 30 (N) STUCCO |
| 7 (N) METAL LINEAR CEILING | 19 (N) RAILING | 31 (E) STUCCO, PAINT |
| 8 (N) PAINTED TUBE STEEL TRELLIS | 20 (E) STAIR, PAINT | 32 18"x24" LOUVER |
| 9 (N) ROOF | 21 (E) PENTHOUSE, PAINT | 33 18"x48" LOUVER |
| 10 (N) TRAFFIC COATING | 22 (E) CONCRETE, PAINT | 34 8"x36" LOUVER, TYP. |
| 11 (N) SIDEWALK | 23 (E) PLANTER WALL, REMOVE BRICK VENEER, PATCH & PAINT | |
| 12 (N) ON-SITE PEDESTRIAN WALKWAY | 24 (N) RAISED PLANTER | |



North Elevation at NE Hassalo St

RED LION HOTEL REMODEL

DESIGN REVIEW
06.27.2014

LU 14-144166.0204

Title:

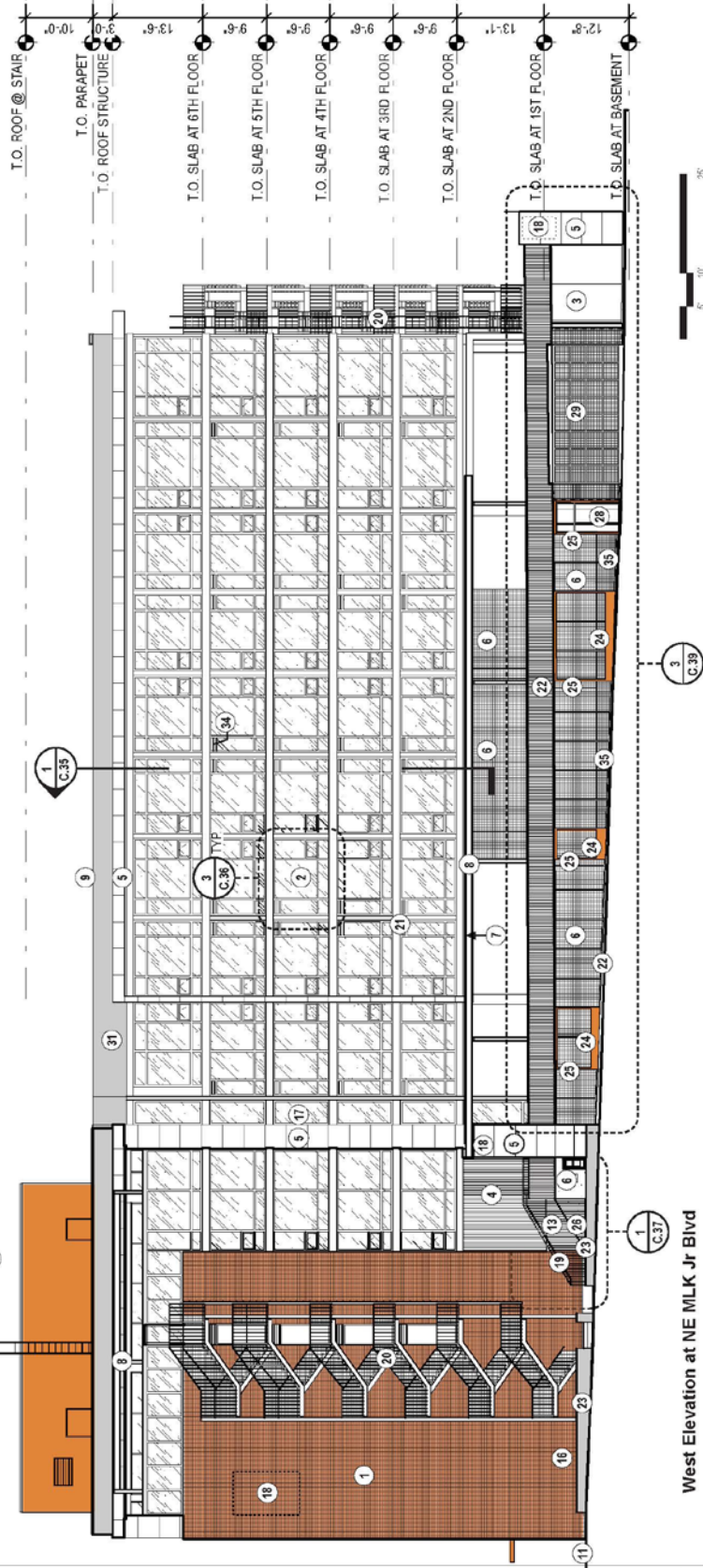
WEST ELEVATION

Sheet:

C.23

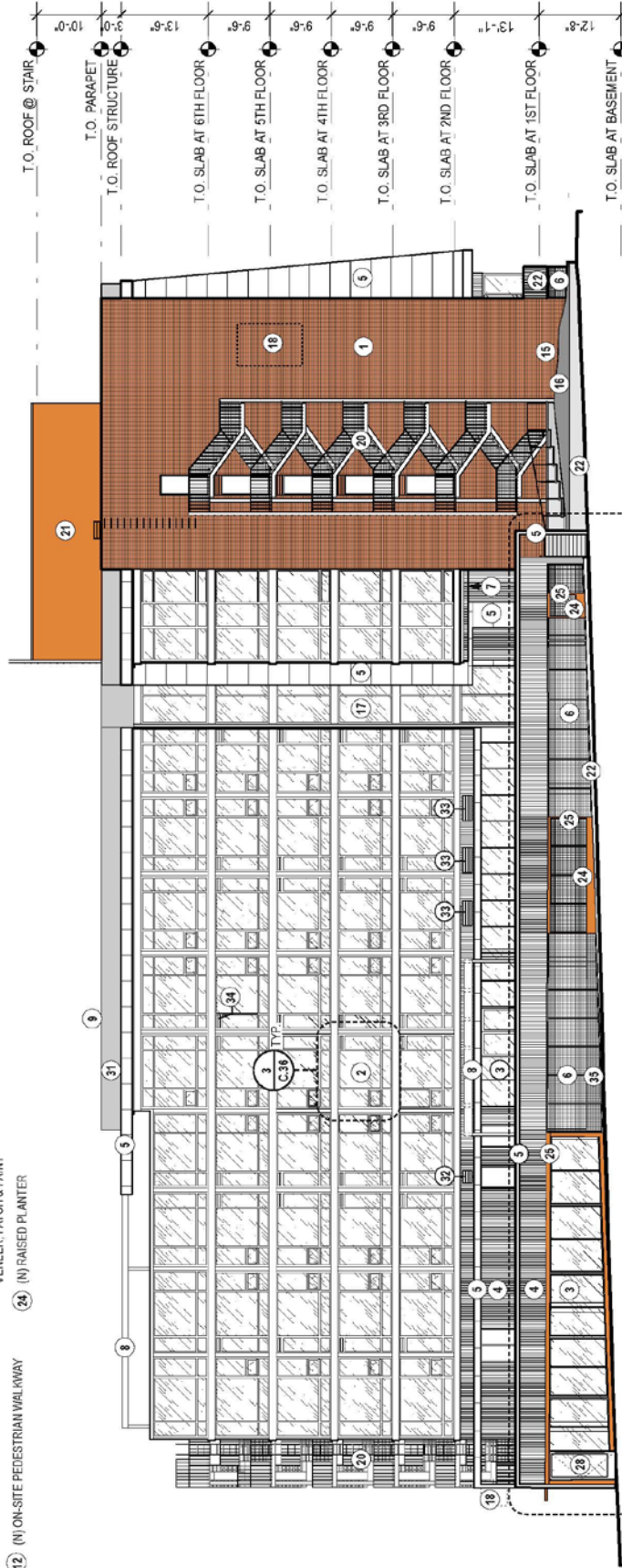
KEY

- 1 (E) BRICK PATTERN, REMOVE PAINT
- 2 (N) ALUMINUM CURTAIN WALL
- 3 (N) ALUMINUM STOREFRONT
- 4 (N) VERTICAL METAL PANEL
- 5 (N) WHITE COMPOSITE METAL PANEL WITH CONCEALED FASTENERS
- 6 (N) METAL SCREEN
- 7 (N) METAL LINEAR CEILING
- 8 (N) PAINTED TUBE STEEL TRELIS
- 9 (N) ROOF
- 10 (N) TRAFFIC COATING
- 11 (N) SIDEWALK
- 12 (N) ON-SITE PEDESTRIAN WALKWAY
- 13 (N) STAIR
- 14 (N) CONCRETE, PAINT
- 15 REMOVE (E) SIGN
- 16 (N) LANDSCAPING
- 17 (N) ELEVATOR
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- 19 (N) RAILING
- 20 (E) STAIR, PAINT
- 21 (E) PENTHOUSE, PAINT
- 22 (E) CONCRETE, PAINT
- 23 (E) PLANTER WALL, REMOVE BRICK VENEER, PRITCH & PAINT
- 24 (N) RAISED PLANTER
- 25 (N) ORANGE POWDER COATED METAL
- 26 (N) BENCH
- 27 (N) RAMP
- 28 (N) DOOR
- 29 (N) OVERHEAD GARAGE DOOR
- 30 (N) STUCCO
- 31 (E) STUCCO, PAINT
- 32 18"x24" LOUVER
- 33 18"x48" LOUVER
- 34 8"x30" LOUVER, TYP.
- 35 SECONDARY METAL SCREEN AT GARAGE



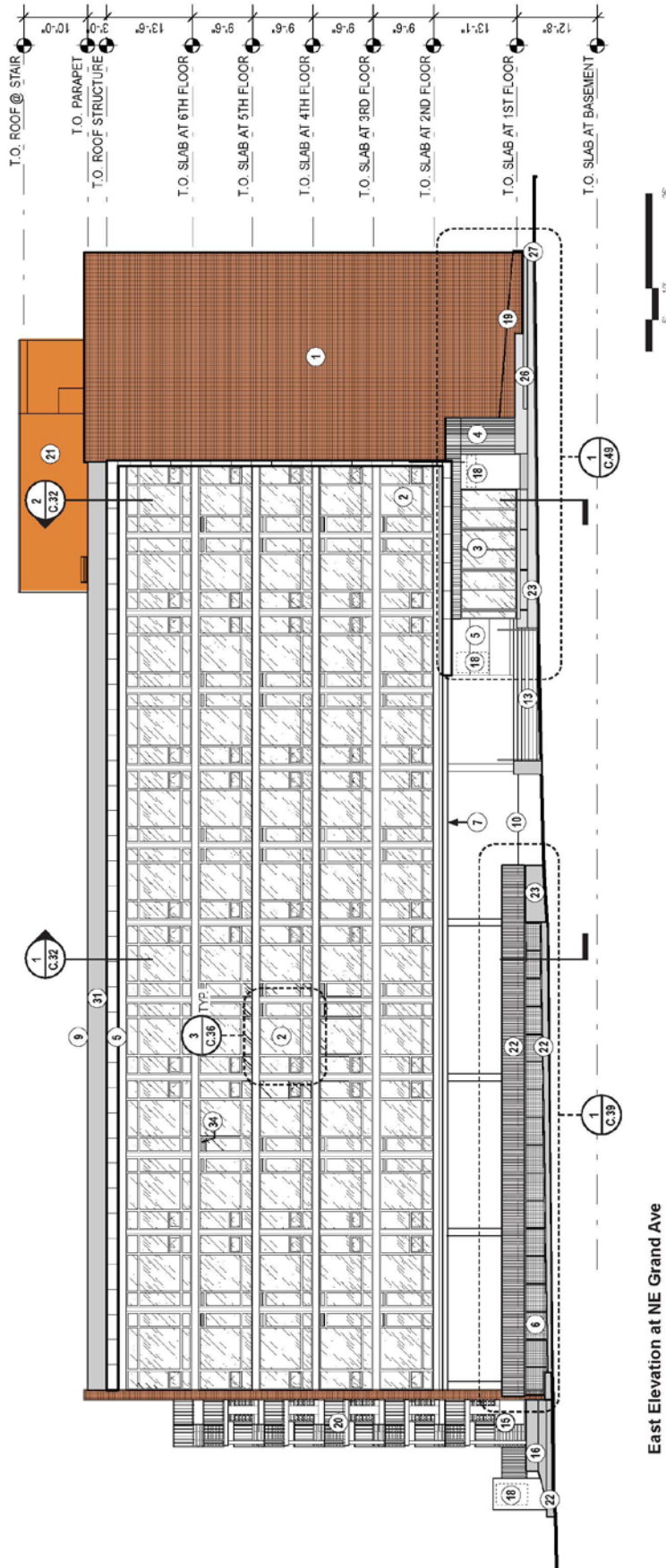
West Elevation at NE MLK Jr Blvd

- KEY**
- 1 (E) BRICK PATTERN, REMOVE PAINT
 - 2 (N) ALUMINUM CURTAIN WALL
 - 3 (N) ALUMINUM STOREFRONT
 - 4 (N) VERTICAL METAL PANEL
 - 5 (N) WHITE COMPOSITE METAL PANEL WITH CONCEALED FASTENERS
 - 6 (N) METAL SCREEN
 - 7 (N) METAL LINEAR CEILING
 - 8 (N) PAINTED TUBE STEEL TRELLIS
 - 9 (N) ROOF
 - 10 (N) TRAFFIC COATING
 - 11 (N) SIDEWALK
 - 12 (N) ON-SITE PEDESTRIAN WALKWAY
 - 13 (N) STAIR
 - 14 (N) CONCRETE, PAINT
 - 15 REMOVE (E) SIGN
 - 16 (N) LANDSCAPING
 - 17 (N) ELEVATOR
 - 18 (N) SIGNAGE
 - 19 (N) RAILING
 - 20 (E) STAIR, PAINT
 - 21 (E) PENTHOUSE, PAINT
 - 22 (E) CONCRETE, PAINT
 - 23 (E) PLANTER WALL, REMOVE BRICK VENEER, PATCH & PAINT
 - 24 (N) RAISED PLANTER
 - 25 (N) ORANGE POWDER COATED METAL
 - 26 (N) BENCH
 - 27 (N) RAMP
 - 28 (N) DOOR
 - 29 (N) OVERHEAD GARAGE DOOR
 - 30 (N) STUCCO
 - 31 (E) STUCCO, PAINT
 - 32 18"x24" LOUVER
 - 33 18"x48" LOUVER
 - 34 8"x30" LOUVER, TYP.
 - 35 SECONDARY METAL SCREEN AT GARAGE

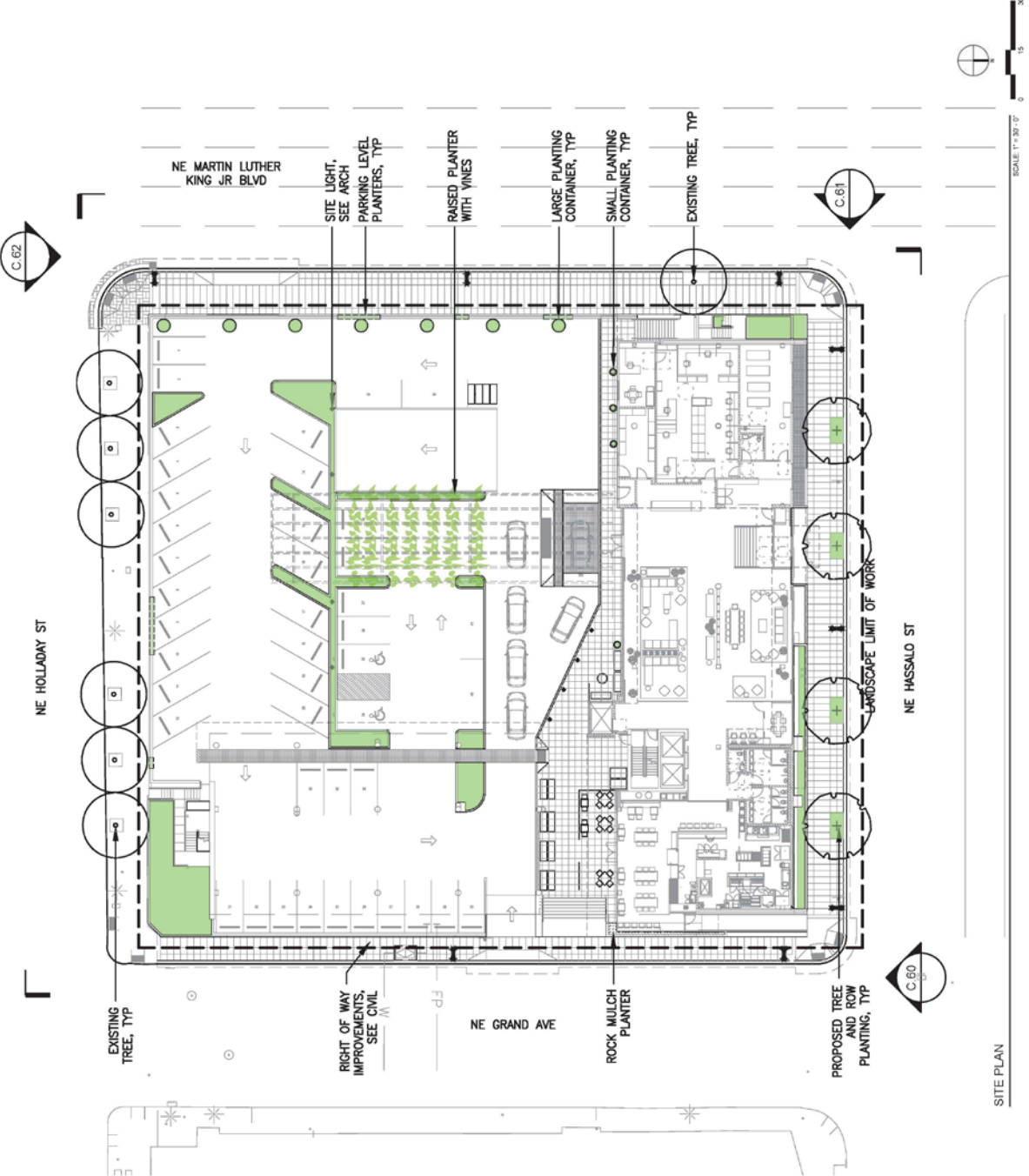


South Elevation at NE Holladay St

- KEY**
- 1 (E) BRICK PATTERN, REMOVE PAINT
 - 2 (N) ALUMINUM CURTAIN WALL
 - 3 (N) ALUMINUM STOREFRONT
 - 4 (N) VERTICAL METAL PANEL
 - 5 (N) WHITE COMPOSITE METAL PANEL WITH CONCEALED FASTENERS
 - 6 (N) METAL SCREEN
 - 7 (N) METAL LINEAR CEILING
 - 8 (N) PAINTED TUBE STEEL TRELLIS
 - 9 (N) ROOF
 - 10 (N) TRAFFIC COATING
 - 11 (N) SIDEWALK
 - 12 (N) ON-SITE PEDESTRIAN WALKWAY
 - 13 (N) STAIR
 - 14 (N) CONCRETE, PAINT
 - 15 REMOVE (E) SIGN
 - 16 (N) LANDSCAPING
 - 17 (N) ELEVATOR
 - 18 (N) SIGNAGE
 - 19 (N) RAILING
 - 20 (E) STAIR, PAINT
 - 21 (E) PENTHOUSE, PAINT
 - 22 (E) CONCRETE, PAINT
 - 23 (E) PLANTER WALL - REMOVE BRICK VENEER, PATCH & PAINT
 - 24 (N) RAISED PLANTER
 - 25 (N) ORANGE POWDER COATED METAL
 - 26 (N) BENCH
 - 27 (N) RAMP
 - 28 (N) DOOR
 - 29 (N) OVERHEAD GARAGE DOOR
 - 30 (N) STUCCO
 - 31 (E) STUCCO, PAINT
 - 32 18"x24" LOUVER
 - 33 18"x48" LOUVER
 - 34 8"x36" LOUVER, TYP.



East Elevation at NE Grand Ave



RED LION HOTEL REMODEL

DESIGN REVIEW
07.10.2014
EA13-202583 DA
Title: SITE PLAN