



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-209365 DZM AD
PC # 15-136319
Canopy Hotel

REVIEW BY: Design Commission
WHEN: November 19, 2015 @ 1:30pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Benjamin Nielsen 503-823-7812 /
Benjamin.Nielsen@portlandoregon.gov

GENERAL INFORMATION

Applicant/

Representative: Julie Bronder, ZGF Architects LLP
1223 SW Washington St, Suite 200
Portland, OR 97205

Owner: 425 Glisan LLC
621 SW Alder St #605
Portland, OR 97205

Site Address: 425-431 NW 9TH AVE

Legal Description: BLOCK 61 LOT 5&8, COUCHS ADD
Tax Account No.: R180205450
State ID No.: 1N1E34CB 01800
Quarter Section: 3029

Neighborhood: Pearl District, contact Patricia Gardner at 503-243-2628.
Business District: Pearl District Business Association, contact Carolyn Ciolkosz at 503-227-8519.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - River District
Zoning: EXd - Central Employment with Design Overlay

Case Type: DZM AD - Design Review with Modifications and Adjustments
Procedure: Type III - with a public hearing before the Design Commission.
The decision of the Design Commission can be appealed to City Council.

Proposal:

The applicant seeks design review for a proposed new hotel at the southwest corner of NW 9th Avenue & NW Glisan Street in the River District Subdistrict of the Central City Plan District. The proposed building will be 10 stories tall with an additional penthouse and mechanical enclosure on the roof. The hotel will have a lobby, gallery, café and bar at the ground level. Small conference rooms and a winter garden are proposed in the basement level. Guest rooms are proposed on all floors above the ground floor, and a small roof deck, oriented to the south and east, will be located off of the penthouse containing a fitness room on the roof.

The subject site is allowed a base floor area ratio (FAR) of 5:1, due to the previous transfer of 1:1 FAR to a site across NW Glisan Street. A bonus FAR of up to 3:1 may also be allowed if the bonus requirements are achieved. The subject site is allowed a base height of 100 feet, and up to 45 feet of bonus height may be added dependent upon how much bonus FAR is achieved. The applicant is requesting bonus floor area of 3:1 (or 30,000 square feet for this 10,000 square foot site) and bonus height of 28'-8" (for a total height, including penthouse and mechanical screen on the roof, of 128'-8") by providing a locker room and an eco-roof to meet the bonus provisions in zoning code *Sections 33.510.210.C.8 & 10*.

The applicant is also requesting modifications and adjustments to the development standards. Design review is required for new construction in the design overlay zone of the Central City Plan District.

Two Requested Modifications to Zoning Code Development Standards

1. 33.266.220.C.3.b Bicycle racks. The applicant requests a modification to the size of the required long-term bicycle parking spaces from the required 2 feet by 6 feet to 18 inches by 6 feet. The proposed bicycle racks will be wall-mounted and will be staggered vertically by 10 inches to account for handle bars.
2. 33.266.310.D. Size of loading spaces. The applicant requests a modification to the required dimensions of the ‘Standard A’ loading space from the required 35 foot length to a 30 foot length. The applicant anticipates that vehicles using this loading space will generally be 24 feet long and will easily fit within the loading bay. An additional 5 feet of space will be provided behind the designated loading space to allow room for unloading and loading.

One Requested Adjustment to Zoning Code Development Standards

1. 33.266.310.C. Number of loading spaces. The applicant requests an adjustment to the number of loading spaces provided on-site from the required 2 ‘Standard A’ spaces to 1 ‘Standard A’ space (with the requested modification indicated above).

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 Reviews
- 33.825.060 Modifications That Will Better Meet Design Review Requirements
- 33.805 Adjustments
- Central City Fundamental Design Guidelines
- River District Design Guidelines

ANALYSIS

Site and Vicinity: The 10,000 square foot, quarter-block site is located in the River District Subdistrict of the Central City Plan District and is bounded on the east by NW 9th Avenue [*Local Service Walkway, City Bikeway, Minor Emergency Response Street*] and on the north by NW Glisan Street [*District Collector Street, Transit Access Street, City Walkway, Local Service Bikeway, Major Emergency Response Street*]. (The site is also within the Northwest Triangle Pedestrian District.) The River District (and, specifically, the portion known as the Pearl District), a historically industrial area, has been redeveloped and now includes a mix of commercial, retail, some remaining industrial, and residential uses in a mixture of old warehouses and new buildings of varying heights.

The subject site is currently occupied by a one-story concrete warehouse, which once housed an auto repair facility, prior to the transformation of the district. Most recently, the existing warehouse was occupied by a retail establishment. Immediately to the west on another quarter-block site lies a similar single-story warehouse which has been converted into a bank and structured parking. To the north across NW Glisan Street is the 16-story 937 Condominium building. The tower portion of this building lies up against the south edge of the property, and the base forms a plinth which occupies the full half-block site. In 2006, as part of the development of the 937 Condominium property, the subject site transferred 10,000 square feet of its floor area ratio to the 937 Condominium site. To the immediate east across NW 9th Avenue is a series of parking lots and a small, single-story retail building.

Other development in the vicinity includes several art galleries, many of which occupy old warehouses and similar older buildings. The landmark Honeyman Hardware Company Building occupies a full block to the immediate northeast of the subject site. Buildings on the same block as the subject site are all either one- or two-stories tall and composed of masonry or concrete.

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

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

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

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

- IQ 06-151433: Documentation and recorded covenant of floor area ratio (FAR) transfer of 10,000 square feet from 425-431 NW 9th Avenue (the subject site) to 937 NW Glisan Street.
- EA 15-136319 PC: Pre-application conference to discuss Type III Design Review (this review) for a new 10-story, approximately 150 room hotel with rooftop terrace and eco-roof.
- EA 15-136333 DA: Design Advice Request hearing for a new 10-story, approximately 150 room hotel.
- US 15-255715: BES Special Circumstance approval to allow stormwater run-off that is not managed by the proposed eco-roof to be sent to the combined sewer system.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **October 28, 2015**. The following Bureaus have responded with no issue or concerns:

The Bureau of Environmental Services responded with comments about available sanitary sewer availability, stormwater management requirements, and permitting requirements. The Bureau recommended denial of the project at the time of the memo’s publication due to an incomplete information for the requested eco-roof bonus and stormwater special circumstances review. Please see Exhibit E-1 for additional details.

The applicant worked with BES to address the outstanding eco-roof bonus approvability issues and has applied for a special circumstances review to allow run-off that is not managed by the proposed eco-roof to be sent to the combined sewer system. The approval of the eco-roof bonus was issued on November 6, 2015, and the approval of the special circumstances review was issued on November 9, 2015.

The Bureau of Transportation Engineering responded with no objections to the Design Review or the requested Adjustment and Modification to on-site loading. PBOT’s memo also contained information about necessary Design Exception approvals for a proposed transformer vault and an existing transformer vault located in the sidewalk along NW 9th Avenue. Please see Exhibit E-2 for additional details.

The Water Bureau responded with no objections and comments about available water service and requirements for locating water and sanitary sewer laterals. Please see Exhibit E-3 for additional details.

The Fire Bureau responded with comments about the 2014 Oregon Fire Code. Please see Exhibit E-4 for additional details.

The Site Development Section of BDS responded with comments about permitting and construction requirements. Please see Exhibit E-5 for additional details.

The Bureau of Parks-Forestry Division responded with comments about existing street trees and a condition of approval to replace any removed street trees (Linden sp.) at a 2:1 ratio or pay a fee in lieu of planting for each tree that cannot be planted. Please see Exhibit E-6 for additional details.

The applicant will need to work with the Bureau of Parks – Forestry Division to resolve whether Zelkova species will be allowed in place of the noted Linden species.

The Life Safety Section of BDS responded with comments about building code requirements. Please see Exhibit E-7 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **October 28, 2015.**

A total of three written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Michael E. Menashe, 333 NW 9th Ave #1504, Portland, OR 97209, initial email dated 10/18/2015: An initial request for additional information about the project, specifically the roof and height, and a series of follow-up emails and questions to staff. See Exhibit F-1 for more details.

Staff responded by sending Mr. Menashe the requested information, answering his questions, and forwarding a copy of this correspondence to the applicant.

- Peggy Thompson, 937 NW Glisan Ave #1531, Portland, OR 97209, email dated 10/22/2015: Comments about proposed design and hotel. Generally in approval, though would like to see programmatic changes described and diagrammed in attached letter. Plan diagram suggested chamfered corner, designer/consigner boutique retail along NW 9th Ave, and walk-up café counter along NW Glisan St, among other suggestions.

Staff forwarded Ms. Thompson's email and attachment to the applicant. The applicant chose to retain the original proposal, and the findings demonstrate how that proposal meets the applicable guidelines.

- David Leighton Mitchell & Judith Lynn Bradley, 937 NW Glisan St #1337, Portland, OR 97209, dated Nov. 1, 2015 and received Nov. 4, 2015: Letter expressing concerns about noise from the roof deck and light installed on the exterior and from the hotel rooms. The respondents request that the Design Commission deny the proposal unless there are assurances that the rooftop deck will not be used for noisy activities and that light cast on the 937 Condo building will be limited. See Exhibit F-3 for more details.

Staff forwarded a copy of Mr. Mitchell & Ms. Bradley's letter to the applicant. The applicant has only shown exterior lighting on the ground floor soffits. No exterior lighting is indicated or approved on the building elevations or the roof terrace. The roof terrace is also partially shielded from views from the 937 Condo building by a mechanical equipment screen, boiler room, and fitness room penthouse, which will reduce impacts from light that spills out of the penthouse. The zoning code provides no standards or guidelines which regulate the level of lighting on the interior of buildings.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

River District Design Guidelines and Central City Fundamental Design Guidelines

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

The Central City Fundamental Design Guidelines and the River District 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.

River District Design Goals

1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.
2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.
3. Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
4. Strengthen connections within River District, and to adjacent areas.

Central City Plan Design Goals

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.

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. Reinforce Special Areas. Enhance the qualities that make each area distinctive within the River District, using the following “Special Area Design Guidelines” (A5-1-1 – A5-1-5).

A5-1-1. Reinforce the Identity of the Pearl District Neighborhood. This guideline may be accomplished by:

- 1) Recognizing the urban warehouse character of the Pearl District when altering existing buildings and when designing new ones.
- 2) Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.
- 3) Designing buildings which provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines to acknowledge the historic building fabric.
- 4) Adding buildings which diversify the architectural language and palette of materials.
- 5) Celebrating and encouraging the concentration of art and art galleries and studios with design features that contribute to the Pearl District’s “arts” ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the “arts” concentration.

A5-4. Integrate Works of Art. Integrate works of art or other special design features that increase the public enjoyment of the District. This guideline may be accomplished by:

- 1) Integrating art into open spaces or along pathways.
- 2) Incorporating art within the structure of the building.
- 3) Using “found objects” that are remnants from the area’s history.

Findings for A4, A5, A5-1, A5-1-1, & A5-4: The proposed hotel incorporates art and sculpture into the building’s massing, programming, and detailing to relate to the character of the Pearl District without devolving into over-scaled imitations of the warehouse and industrial buildings and uses which once predominated in this neighborhood. Through programming and form, the proposal seeks to tie into the adjacent arts community, especially the numerous nearby art galleries situated along NW 9th Avenue.

The overall form of the building, and especially the ground floor, takes inspiration from Constructivist sculpture. The bulk massing of the building, a simple “L” shape, is divided on its surface into tetromino-like geometries which help to relate the building to the various scales of adjacent development, which range from one- and two-story warehouses to sixteen-story high-rises. Within these larger geometries, the articulation and detailing of the facades shifts in its patterning and rhythm of punched openings. A final layering of ribbed aluminum panel adds additional texture to these geometric surfaces, and the orientation of the panels follows the geometric diagram that structures the window placement. The panels themselves do not sit flat against the building, but angle inward and outward, giving the surface yet more texture and life and further developing the overall sculptural quality of the building.

At the ground floor, the Constructivist inspiration is perhaps more overt. Here, concrete is used as a sculptural element to define the street-facing, public edges of the building and further integrate art into the building's overall concept. Cast-in-place concrete, formed into a series of undulating, twisting ribbons, shapes the different glazing conditions (and the uses behind them), demarcates building entrances, and forms a fully-integrated canopy system that extends over both sidewalks. Combined with the geometric patterning above, the overall building composition fully incorporates the artistic character of the Pearl District while responding to the increasingly urban character of the neighborhood.

The composition of the proposed hotel also forms a strong counterpoint to the patterning of the 937 Condominium building directly across NW Glisan Street. Both utilize a strong, sculptural base of concrete and simple building massing. However, whereas the parti of the 937 building lies within the shifting of different sizes of punched openings across an otherwise rigid, flat façade, the parti of the proposed hotel uses its geometric assemblages and highly-textured skin to define the pattern of shifts upon its facades. Both create a strong urban edge and define the skyline, and together, they are representational of the evolving urban nature of this still relatively new urban district.

Therefore, these guidelines are met.

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

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.

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways. This guideline may be accomplished by:

- 1) Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
- 2) Providing stoops, windows, and balconies within the ground floors of residential buildings.

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.

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

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

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.

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.

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 A7, A8, B1-1, B2, B4, B6, C6, C7, C8, & C9: As stated in the findings above, the ground floor is defined by an undulating, sculptural concrete ribbon. This ribbon provides the framework for the storefronts on the north and east facades of the building and helps to define public sidewalk spaces and entries. Aluminum storefront systems are set into the voids created by the concrete ribbon on both facades. At the north façade, the storefront system is set back approximately 6'-9" from the property line, creating an additional transitional space on the street edge for covered café seating and covered short-term bike parking. Here also, the concrete ribbon folds and extends out over the sidewalk to form a 6'-0" deep canopy along much of the frontage along NW Glisan Street. The space of the café itself can flow out from within thanks to a folding aluminum storefront system proposed between the café entrance at the west side and a wide concrete wall set proud of a marble-clad accent wall near the center of the north façade. When fully open, this folding storefront provides a 26'-0" wide opening to the interior of the building, which, on temperate days, will allow for further activation of the sidewalk.

The concrete ribbon defining the ground floor turns the corner onto NW 9th Avenue and extends out 6'-0" over the sidewalk again, denoting the entrance vestibule to the hotel lobby and covering a niche in the façade that is designed to accommodate a built-in valet stand. Locating the fully-glazed lobby entrance at the corner, between the active café and bar to the west and the more low-key, lounge-like gallery to the south, ensures that the corner of NW 9th & Glisan will be activated with pedestrian activity from patrons of the hotel coming and going.

The soffits above this area and at the recessed storefronts on the north façade are filled in with white oak slats between the concrete ribbon and the aluminum storefront systems, adding a touch of warmth and softness to the otherwise rigid ground floor exterior.

Beyond the valet stand niche, the ground level pulls back out to the sidewalk edge, and the concrete ribbon pulls back in to the property line as it winds under the aluminum storefront which provides views into the gallery space. As it moves south, the concrete ribbon undulates and pulls back out over the sidewalk slightly, creating a narrow concrete canopy strip above the metal loading door.

Two signs are shown in the drawings, both at or just above the ground floor level. One is mounted on the concrete wall adjacent to the proposed valet stand niche. The other is a blade sign that is proposed to extend out over the sidewalk along NW Glisan Street from the northwest corner of the building. Both are less than 32 and 30 square feet in size, respectively, and are therefore exempt from design review. However, they both add additional detailing and interest to the pedestrian experience.

No mechanical systems are proposed at the ground level or elsewhere on the street-facing facades. Indeed, all mechanical systems are located on the roof over the interior winter garden room and up at the top of the tower. The transformer is proposed to be located in a vault beneath the sidewalk along NW 9th Avenue. Even overflow scuppers and FDC connections, which necessarily must be located along the sidewalk edge, are well-placed within the overall composition of the ground floor, being centered within long portions of the concrete ribbon. Similarly, the core circulation systems are located towards the middle of the building, allowing for active uses to be located out at the street edges.

The concrete ribbon, the aluminum storefront systems, glass entry doors, and aluminum folding panel doors all help to differentiate the ground floor from the upper stories, which are defined folded aluminum panel cladding system, and the detailing of these systems add a human scale to the ground floor, street-facing facades. The sculptural concrete ribbon does double-duty as an element which helps to define spaces on the facades and which provides protection from the elements over large portions of the sidewalk. The ground floor spaces are mostly active, public uses, including a café and bar, lobby, and a lounge-like gallery. The majority of back-of-house uses are located in the basement of the building or concentrated around the loading area at the southeastern corner of the building.

Therefore, these guidelines are met.

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

Findings: The proposed hotel and café's two public entries are both located at grade—one on the north façade and one on the west façade. There are no ramps or stairs to traverse in order to gain entry into these two most-public spaces of the building.

Therefore, this guideline is 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.

C1-1. Increase River View Opportunities. Increase river view opportunities to emphasize the River District ambiance. This guideline may be accomplished by:

- 1) Designing and locating development projects to visually link their views to the river.
- 2) Providing public stopping and viewing places which take advantage of views of River District activities and features.
- 3) Designing and orienting open space and landscape areas to emphasize views of the river.

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface

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

Findings for C1, C1-1, & C11: The proposed hotel does not lie in any existing view corridors. Windows are provided on all four elevations (though only a narrow strip is provided on the west elevation, since this parcel is likely to redevelop soon). Importantly, large areas of glazing are provided at the ground floor to provide both views into the building and views out to life on the street. The proposed fitness room penthouse is fully glazed on the east and south elevations with an aluminum storefront system. Outside, on the east and south sides of this penthouse, a small roof deck is proposed. Both take advantage of the roof to provide semi-public open space in an otherwise dense urban environment and also provide opportunities for views to the river and beyond.

The roofs, on both the tower and the lower winter garden roof, house mechanical equipment and eco-roofs. The eco-roofs provide for on-site management of stormwater and also create a more-pleasant view for residents in the vicinity who may be looking down on, or directly out onto, the proposed hotel's roofs. The large mechanical systems and tanks on the tower are fully enclosed behind a dark metal screen that matches the color of the accent metal panels located elsewhere on the building. A similar condition exists at the lower roof over the winter garden: mechanical systems are screened behind metal screens and skylights and an eco-roof cover the remainder.

All together, the roof is a well-integrated component of the building, housing usable space, an eco-roof, and integrated architectural elements to screen mechanical systems from users on the roof and views from beyond the site.

Therefore, these guidelines are met.

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

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

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 C2, C4, & C5: As described in the above findings for A7, A8, B1-1, B2, B4, B6, C6, C7, C8, & C9, the ground floor is defined by a folded ribbon of cast-in-place concrete which wraps around aluminum storefront and aluminum folding window wall systems. Between the folding window wall at the café and bar and the storefront glazing at the lobby, and partially behind a swath of the folded concrete ribbon, a white marble-clad wall adds additional character, especially when illuminated from above at night, to what would otherwise be a dark alcove. Above the aluminum storefront and below the upper stories, a narrow accent band of dark aluminum panel wraps the street-facing facades, capping the base of the building and defining a system that will be repeated elsewhere where patterns on the building change. The gauge of this material has not been indicated on the

drawings but should be a minimum of 16ga for durability and to prevent oil canning.

The dark aluminum panel extends to the ground in a couple locations on the east façade—one at the proposed valet niche just south of the main lobby entrance, and again near the loading area door. At the valet niche, a portion of the panel is proposed to open up to hold a cabinet. No details of this cabinet have yet been provided, however. Also, extending out from this same wall in the valet niche, a stainless steel plate valet counter is proposed to extend out from the wall and bend down toward the ground, making a minimal, open desk facing the sidewalk. Since the cabinet has not been detailed, however, and since the proposal to use stainless steel to create a counter introduces a material which is not used anywhere else on the façade, a condition of approval is necessary to address the design and detailing of both the proposed counter and cabinet in the valet niche in a follow-up Type II review.

Similar to the folded concrete ribbon that defines the ground floor, the majority of the building is proposed to be clad in a custom folded aluminum skin. This custom skin, composed of .032" (20ga) aluminum sheets folded into corrugations that are approximately 5/8" deep, will be prefinished with several different coats of Lumiflon/FEVE resin to give it a multi-layered, bronze-like finish. The multiple layers of the special finish capture and refract light at varying intensities, adding additional life to the skin. Each of these folded aluminum panels, attached to tapered Z-girts to the wall behind, is then set askew on the façade in varying patterns based on the geometric patterning of the façade massing, adding additional depth and character to the building. The overall result should be one of continuously changing patterns of light, shadow, and subtly shifting colors.

Between the folded aluminum panels, full-height fiberglass windows in varying widths, depending upon their location within the façade, will provide additional relief on the façade. Due to the skewing of the folded aluminum panels, the windows will appear to be set back approximately 8.5" in the façade at the deep ends of the panels (though only about 3" at the narrow ends). Between the window headers and sills at each floor sits an 8.5" wide aluminum spandrel panel that projects out about 3" from the face of the windows and aligns with the narrow end of the skewed, folded aluminum panel cladding. The spandrel is colored the same dark accent color found elsewhere on the façade. At the base of each spandrel, an 8.5" long, ¼" thick aluminum angle finished in the same dark accent color projects out, forming a horizontal fin which visually defines each floor level on the façade. These fins wrap all four facades at each floor level at windows and at the folded aluminum panel cladding.

Where facade patterns shift in accordance with the geometric surface study, this same dark aluminum horizontal fin is adapted into a 6" wide channel which separates the varying façade patterns from one another. These channels run both horizontally and vertically and wind their way around the building's upper stories, adding additional depth and shadow lines to the façade. Larger pattern breaks, in the form of deep recesses, occur on the north, west, and south facades. These recesses are clad in flat aluminum panels finished with the same dark accent color and appear as larger versions of the aluminum channels. The gauge of this material has not been indicated on the drawings but should be a minimum of 16ga for durability and to prevent oil canning.

As the folded aluminum cladding extends up the façade, it is capped at the low parapet with the same ¼" thick dark aluminum, providing a thin edge, almost like

a marker line, that will define the top of the building. Set back slightly from this thick coping is a more-traditional sloped parapet coping piece. Set back 4' farther yet from the parapet is a simple glass and aluminum guardrail, which bounds a relatively small concrete paver roof deck which is accessible from the penthouse fitness room. The penthouse is fully glazed on the south and east facades with the same dark aluminum storefront system as is found on the ground floor. Horizontal butt-glazed joints form a thin transom line around these storefront windows. Above the storefront windows, an aluminum frame sunshade wraps the east and south facades. The sunshade is composed of the same dark aluminum accent color found throughout the building, with narrow metal blades forming the grille of the sunshade.

Extending north from the fitness room penthouse, the storefront glazing on the east façade is replaced by dark metal louvers which screen the boiler room. Around the north side of this enclosure, the same dark aluminum accent panel clads the enclosure. The gauge of this material has not been indicated on the drawings but should be a minimum of 16ga for durability and to prevent oil canning. Above the boiler room and penthouse, another eco-roof provides cover and softens views onto the roof. The mechanical enclosure screening continues to the west from the boiler room, wrapping around two large tanks until it intersects with the stair and elevator overruns. Except for the south elevation, these overruns are clad in the same dark aluminum accent panel. On the south elevation, the folded aluminum cladding extends up from the stories below.

On the west elevation, folded aluminum cladding, in a dark color to match the flat aluminum accent panels, extends down from the stair and elevator overruns and continues along their rear faces to the lower roof which covers the winter garden. At the south edge, cladding the southern stair well, the folded aluminum cladding wraps onto the west façade from the south, ending at a long strip of glazing. Farther west, against the property line, the folded aluminum panel, in its typical bronze coloring and in various skewed patterns, clads the wall entirely, except for a slight recess which is again clad in the same dark aluminum panel located elsewhere. No windows are present on this portion of the façade, since it is right at the property line. Indeed, a late discussion has begun for an option to replace the folded aluminum cladding here with either flat aluminum panel or even simply CMU, as the adjacent property is currently in the planning stages of being redeveloped with a new tower that would completely cover this portion of the façade. At this point, little detail about these two potential options has been provided, so either additional drawings are required—which may be provided at the hearing—or a condition of approval is required for a follow-up Type II review to examine potential designs and timelines for this scenario.

All together, the proposed design utilizes a palette of materials that combine into a well-composed building. The proposed custom folded and finished aluminum sheet cladding comprises the majority of the façade. Its .032" (20ga) thickness is sufficient to create a durable façade, especially considering the material's location on the upper stories. The FEVE resin finish will transform the otherwise simple material with layers of patterning and coloring that will add richness to its surface. The folds, skews, and finish used in its assembly on the façade will create a dynamic interplay of light and shadow and will create a fullness of depth that will provide a counterpoint to the strong, ordered brick façade and punched openings of the 937 Condominium building across NW Glisan Street. The flat dark aluminum accent paneling provides additional contrast and relief to the façade. The gauge of this material has not been indicated on the drawings but should be a minimum of 16ga for durability and to prevent oil canning. With a condition of

approval that the flat aluminum panel used on the building be at least 16ga or thicker, the quality of the panel would be increased and the chance of oil canning significantly reduced. The proposed concrete at the base echoes the base of the 937 Condo building as well as the warehouses which still remain in the district (and, indeed, the warehouse which this building is proposed to replace). The aluminum storefronts and folding window walls which the concrete ribbon at the base frame are well-integrated into the composition of the ground floor and materials used above.

With the condition of approval that the design and detailing of both the proposed counter and cabinet in the valet niche will be addressed with a follow-up Type II review, rather than approved as indicated in the drawings;

With the condition of approval that the proposed flat aluminum panel used on the building be at least 16ga or thicker; and,

With the condition of approval that the façade of the western wall against the property line either be constructed with the originally-proposed folded aluminum cladding system used on the north, east, and south facades, as indicated in Exhibit C-55 (and detailed elsewhere), or that options for allowing the folded aluminum panels to be replaced with flat aluminum panel or CMU be examined as part of a follow-up Type II review, these guidelines may be 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.

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 C10 & C13: The only proposed encroachments are the concrete canopies and one blade sign. The canopies extend up to 6'-0" over the sidewalk, and are well-integrated into the ground floor design concept. One small blade sign also is proposed to extend over the NW Glisan Street right of way, but this sign is less than 30 square feet in size and, thus, is permitted and exempt from design review.

Therefore, these guidelines are met.

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

Findings: Little exterior lighting is proposed. Recessed can lights are proposed in the white oak slat soffits above the setback portions of the ground floor. The lighting will be restrained, casting primarily on the ground and on portions of the vertical surfaces of the ground floor. No exterior lighting is proposed on the roof terrace or elsewhere on the building façade. The only light cast outward from the building will be from within at the ground floor and from the guest rooms, which is reasonable and common in buildings throughout the district. Since the exterior lighting is located on the ground floor, shining downwards, and since no other

exterior lighting is proposed, the proposal will have little impact on the skyline at night.

If additional exterior lighting is determined by the applicant to be desirable or necessary, this would need to be evaluated in a follow-up Type II review.

Therefore, this guideline is 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: 33.266.220.C.3.b Bicycle racks. The applicant requests a modification to the size of the required long-term bicycle parking spaces from the required 2 feet by 6 feet to 18 inches by 6 feet. The proposed bicycle racks will be wall-mounted and will be staggered vertically by 10 inches to account for handle bars.

Purpose Statement: These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

Standard: 33.266.220.C.3.b: A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11.

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

Findings: The project includes 11 total long-term bicycle parking spaces which are located in the loading area. Due to the relatively small size of the quarter-block lot and the amount of program provided within the building, space within the building, and particularly on the ground floor and in the basement level, is already constrained. A vertically-oriented wall-mounted rack system is proposed that will allow for a more efficient use of space and is similar to other bicycle parking systems that have been approved recently in other Pearl District projects. The proposed functional and space efficient system better meets the design guidelines (*A8 – Contribute to a Vibrant Streetscape, B1 – Reinforce the Pedestrian System, & C9 – Develop Flexible Sidewalk-Level Spaces*) because it eases floor plan demands

and results in a greater amount of active uses at the street, such as the Gallery on the east façade and the café on the north façade. *Therefore, this criterion is met.*

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

Findings: The proposed vertically-oriented wall-mounted bicycle rack system is engineered to stagger bikes vertically by 10” to allow the handle bars to overlap. This allows the racks to provide the same level of service that would be provided by a standard 24” on center spacing within an 18” space. A 5’ minimum aisle is still provided behind each bicycle rack. The racks will be located within the secure and closed-to-the-public loading area. The bicycle parking system itself is safe and secure and located in a convenient area for employees and within portions of the loading area that are relatively well-protected by walls and concrete structure. The proposal is consistent with the purpose statement of the bicycle parking standards.

Therefore, this criterion is met and this Modification merits approval.

Modification #2: 33.266.310.D. Size of loading spaces. The applicant requests a modification to the required dimensions of the ‘Standard A’ loading space from the required 35-foot length to a 30-foot length. The applicant anticipates that vehicles using this loading space will generally be 24 feet long and will easily fit within the loading bay. An additional 5 feet of space will be provided behind the designated loading space to allow room for unloading and loading.

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

Standard: 33.266.310.D.a. Standard A: the loading space 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 required size of the loading space from 35 feet long to 30 feet long will have small, but still significant, impact on the quality of the street-facing ground floor along NW 9th Avenue. The ability to reduce the length of the loading space allows for a more compact grouping of back-of-house, circulation, and long-term bike parking functions within the building. Were the required 35-foot length to be provided, it is likely that these uses would subtract from the active public uses on the ground floor, especially the Gallery along NW 9th Avenue, which is placed here to provide views into active spaces from the street and to continue the character of this portion of the street itself, which has several art galleries to the north and south of the subject site (*A5 – Enhance, Embellish and Identify Areas, A8 – Contribute to a Vibrant Streetscape, B1 – Reinforce the Pedestrian System, C4 – Complement the Context of Existing Buildings, & C9 – Develop Flexible Sidewalk-Level Spaces*) *Therefore, this criterion is met.*

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

Findings: The loading standards are intended to ensure the availability of loading spaces for larger developments in which there is limited or no room available within the right-of-way to accommodate loading without impeding traffic or endangering pedestrians, bicyclists, and motorists. The proposed reduction in the length of the required loading space will have little impact on the functionality of the loading space. The applicant has provided a loading demand analysis which demonstrates that nearly all vehicles utilizing the loading space will be shorter than the required length and easily accommodated within the loading space proposed. Furthermore, additional room remains available behind the required loading space to allow for the movement of goods, and the standard does not specifically require this functionality in its definition. Occasional deliveries by larger trucks may be necessary, and there is an existing 34-foot long on-street truck loading zone on the west side of NW 9th Avenue, just south of the subject site, which could serve these occasional needs. Based upon the loading demand analysis provided, PBOT has no objections to the proposed Modification, and the purpose of the standard is met.

Therefore, this criterion is met, and the Modification merits approval.

(3) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

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

The following adjustments are requested:

1. 33.266.310.C. Number of loading spaces. The applicant requests an adjustment to the number of loading spaces provided on-site from the required 2 'Standard A' spaces to 1 'Standard A' space (with the requested modification indicated above).

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. have been met.

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

Findings: The purpose of the regulation is 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, and to ensure that access to

and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

The applicant has submitted a loading demand analysis which demonstrates, to PBOT’s satisfaction, that the necessary loading demand for the proposed hotel will be comparable, or potentially less than, the hotels observed as part of the analysis and that the expected loading demand for the proposed hotel use can be accommodated within the one on-site space proposed.

There are no parking areas proposed for this building, therefore that portion of the regulation’s purpose does not apply.

Therefore, this approval criterion is met.

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

Findings: The site is located in the EXd zone of the River District Subdistrict of the Central City Plan District and within the Northwest Triangle Pedestrian District. This area is very urban in character, with a diverse mix of old warehouses, which have been adaptively reused as retail and residential buildings, and newer mid-rise and high-rise mixed-use residential and office buildings with retail at the ground floor. Pedestrian traffic in the district is heavy, and retail uses are geared primarily towards those who walk, bike, or use transit rather than driving. There are very few surface parking lots in the district which would typically accommodate multiple loading spaces, and the requirement to provide two loading spaces would eliminate a large area of active ground-floor uses within the proposed hotel. This would be at odds with both the character of the district and several of the *Central City Fundamental Design Guidelines* and *River District Design Guidelines*, which advocate for active uses, flexible spaces, and views into buildings at the ground floor. The provision of one loading space is sufficient to serve the needs of the proposed building and allows for additional ground floor windows and active uses along the NW 9th Avenue sidewalk

Therefore, this approval criterion is met.

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

Findings: Only one adjustment is requested.

Therefore, this criterion does not apply.

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

Findings: There are no city-designated scenic or historic resources on this site.

This criterion does not apply.

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

Findings: The PBOT memo discussing the loading demand analysis prepared by the applicant and the approvability of the proposed adjustment does not identify any significant impacts which require mitigation.

Because there were no impacts identified in the findings, this criterion does not apply.

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

Findings: This site is not within an environmental zone.

Therefore, this criterion does not apply.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The proposed new 10-story hotel (plus penthouse) in the River District Subdistrict of the Central City Plan District will be a well-composed and detailed new tower that will add to the continuously-developing, rich urban character of the Pearl District neighborhood. The ground floor, with its sculptural concrete ribbon on the street-facing facades, will provide additional active uses along both NW Glisan and NW 9th and incorporating the neighborhood's artistic character into both the design and programming of the ground floor. The sculptural quality of the building continues on the upper stories through a series of shifting façade patterns that are articulated with high-quality, well-detailed folded aluminum cladding panels finished with several layers of FEVE resin to add additional richness and color to the material.

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 proposal meets the applicable design guidelines, modification criteria, and adjustment 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 the proposed 10-story tall hotel, plus penthouse, in the River District Subdistrict of the Central City Plan District and as indicated in Exhibits C-1 through C-90 and per the conditions below.

Staff recommends approval for the following Modification requests:

1. 33.266.220.C.3.b Bicycle racks. Allow the size of the required long-term bicycle parking spaces to be 18" x 6' with racks staggered at 10" vertically, rather than the standard 2' x 6' (PZC 33.266.220.C.3.b); and,
2. Decrease the size of the required 'Standard A' loading space from 35 feet in length to 30 feet in length (PZC 33.266.310.D).

Staff recommends approval for the following Adjustment request:

1. Reduce the number of required loading spaces provided on-site from the required 2 ‘Standard A’ spaces to 1 ‘Standard A’ space (PZC 33.266.310.C).
 - A. As part of the building permit application submittal, the following development-related conditions (B through D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 15-209365 DZM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
 - B. The design and detailing of both the proposed counter and cabinet in the valet niche will be addressed with a follow-up Type II review.
 - C. The proposed flat aluminum panel used on the building be at least 16ga or thicker.
 - D. The façade of the western wall against the property line shall either be constructed with the originally-proposed folded aluminum cladding system used on the north, east, and south facades, as indicated in Exhibit C-55 (and detailed elsewhere), or that options for allowing the folded aluminum panels to be replaced with flat aluminum panel or CMU be examined as part of a follow-up Type II review.

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Procedural Information. The application for this land use review was submitted on July 29, 2015, and was determined to be complete on September 17, 2015.

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 July 29, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G-2.

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 Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record 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, up to a maximum of \$5,000).**

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.

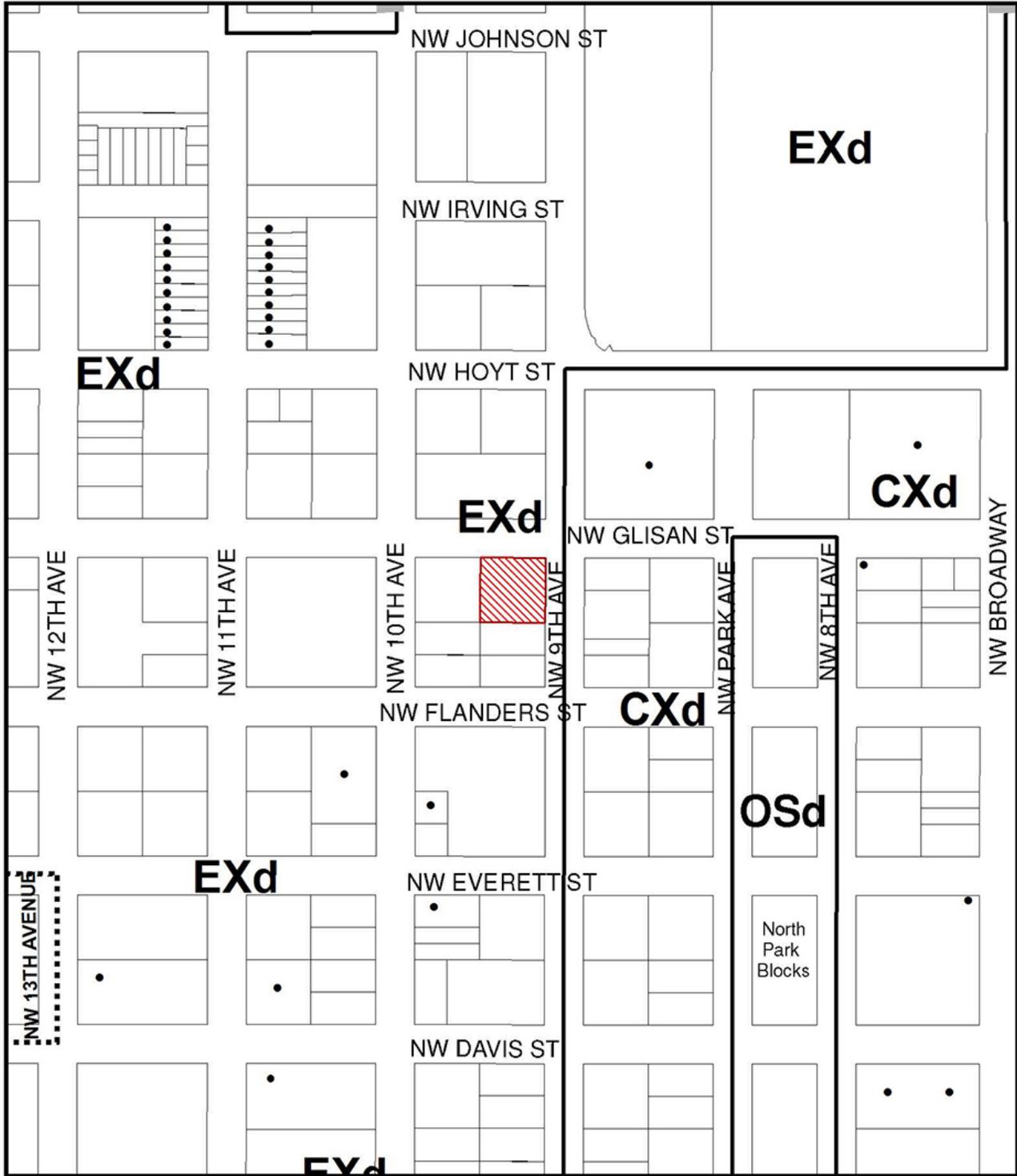
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Benjamin Nielsen
October 28, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
1. Original Drawing Package, dated 07/28/2015
 2. Hotel Truck Loading Needs Assessment Memo, dated 08/13/2015
 3. Preliminary Stormwater Drainage Report, dated 08/19/2015, received 08/20/2015
 4. Public Street Improvements Overall Site Plan – 30% Concept Development, dated 08/19/2015, received 08/20/2015
 5. Revised Drawing Package, dated 09/15/2015
 6. Cascadia Windows Cutsheet, received 09/16/2015
 7. NanaWall Cutsheet, received 09/16/2015
 8. Plan Level 4, dated 09/08/2015
 9. Elevations, Exterior (Sheet A3.01), dated 09/08/2015
 10. Elevations, Exterior (Sheet A3.02), dated 09/08/2015
 11. Planting Plans, Details (Sheet L1.01), dated 08/21/2015
 12. Public Street Improvements – 60 % Design Development, received 10/22/2015
 13. Half-size Drawing Sheets, received 10/27/2015

14. CRL Tempered Glass Door Series 1301 Cutsheet, received 10/27/2015
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1 – 71. Drawing packet (Exhibits C-36, C-37, C-56, and C-58 attached)
 - 72 – 76. Manufacturers' Cutsheets
 77. Façade mock-up photo
 78. Exterior elevations describing options for cladding on west elevation
 79. Short-term Bicycle Rack Cutsheet
 80. Saris Model 6600 Bike Rack Cutsheet
 81. 4" Impression LED Downlight Product Sheet
 82. Planting Plans, Details (Sheet L1.01)
 83. Plan Level 4 (Sheet A2.04)
 84. Exterior Elevations – East and North (Sheet A3.01)
 85. Exterior Elevations – West and South (Sheet A3.02)
 86. Sections, Wall and Enlarged Elevations (Sheet A3.20)
 87. Sections, Wall and Enlarged Elevations (Sheet A3.21)
 88. Sections, Wall and Enlarged Elevations (Sheet A3.23)
 89. Sections, Wall and Enlarged Elevations (Sheet A3.26)
 90. Sections, Wall and Enlarged Elevations (Sheet A3.29)
- 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. Bureau of Transportation Engineering and Development Review
 3. Water Bureau
 4. Fire Bureau
 5. Site Development Review Section of BDS
 6. Bureau of Parks, Forestry Division
 7. Life Safety Review Section of BDS
- F. Letters
 1. Michael E. Menashe, 10/18/2015, questions about proposal
 2. Peggy Thompson, 10/22/2015, comments about proposed design
 3. David Leighton Mitchell & Judith Lynn Bradley, Portland, OR 97209, dated 11/01/2015 and received 11/04/2015
- G. Other
 1. Original LUR Application
 2. Signed 120-day waiver
 3. Incomplete Application Letter
 4. Applicant's Response to PBOT Review for Completeness Request, dated 08/12/2015
 5. Applicant's Response to BES Completeness Response, dated 08/20/2015
 6. Applicant's Response to BDS Site Development Section Response, dated 08/20/2015
 7. Applicant's Response to Incomplete Application Letter, dated 08/27/2015
 8. Applicant's Response to Incomplete Application Letter, dated 09/15/2015
 9. Ecoroof Letter of Certification, dated 11/05/2015
 10. Stormwater Special Circumstances Review Approval, dated 11/09/2015
 11. Pre-application Conference Documents: EA 15-136319 PC
- H.



ZONING

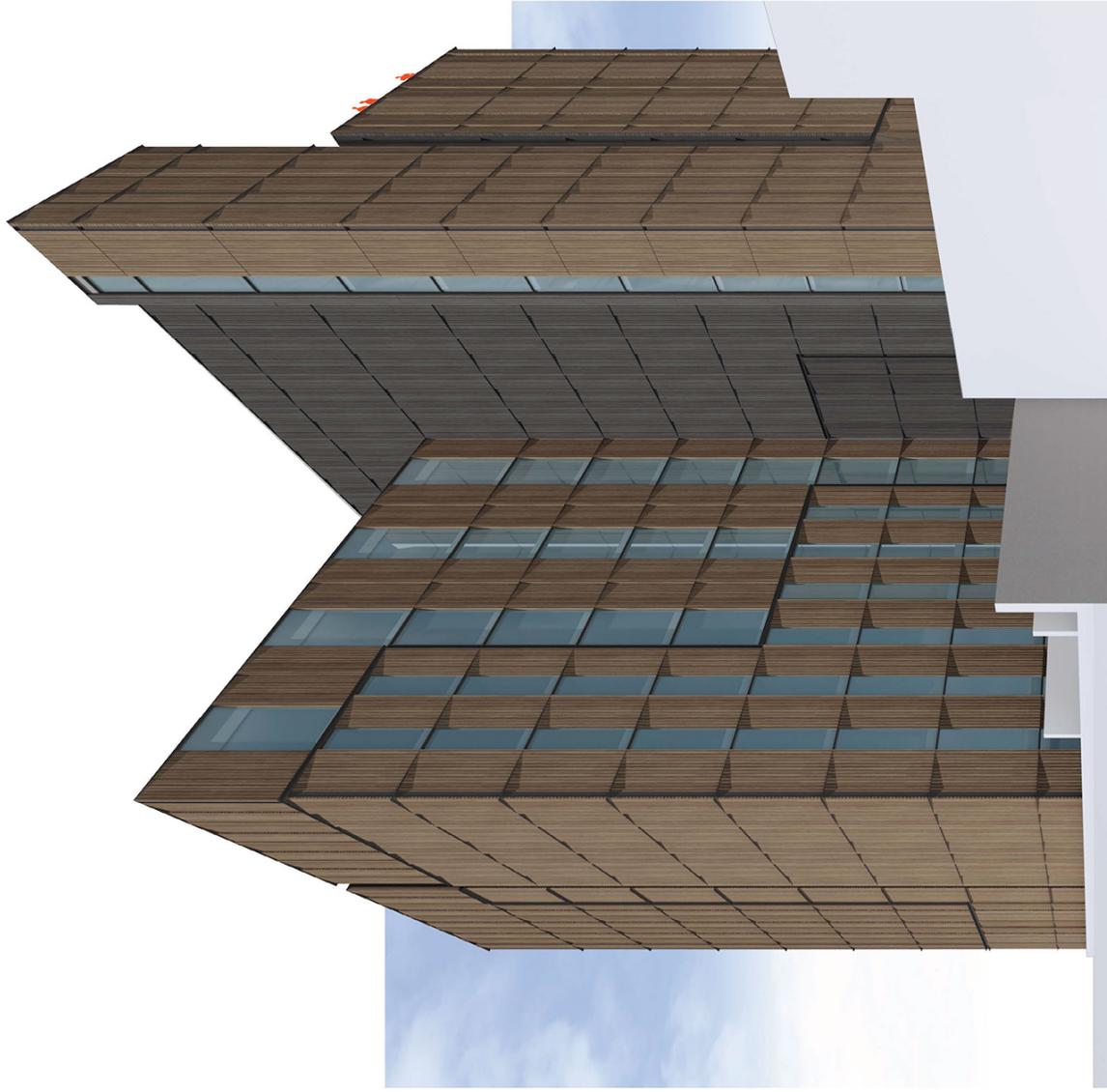
-  Site
-  Historical Landmarks

This site lies within the:
CENTRAL CITY PLAN DISTRICT
RIVER DISTRICT SUBDISTRICT

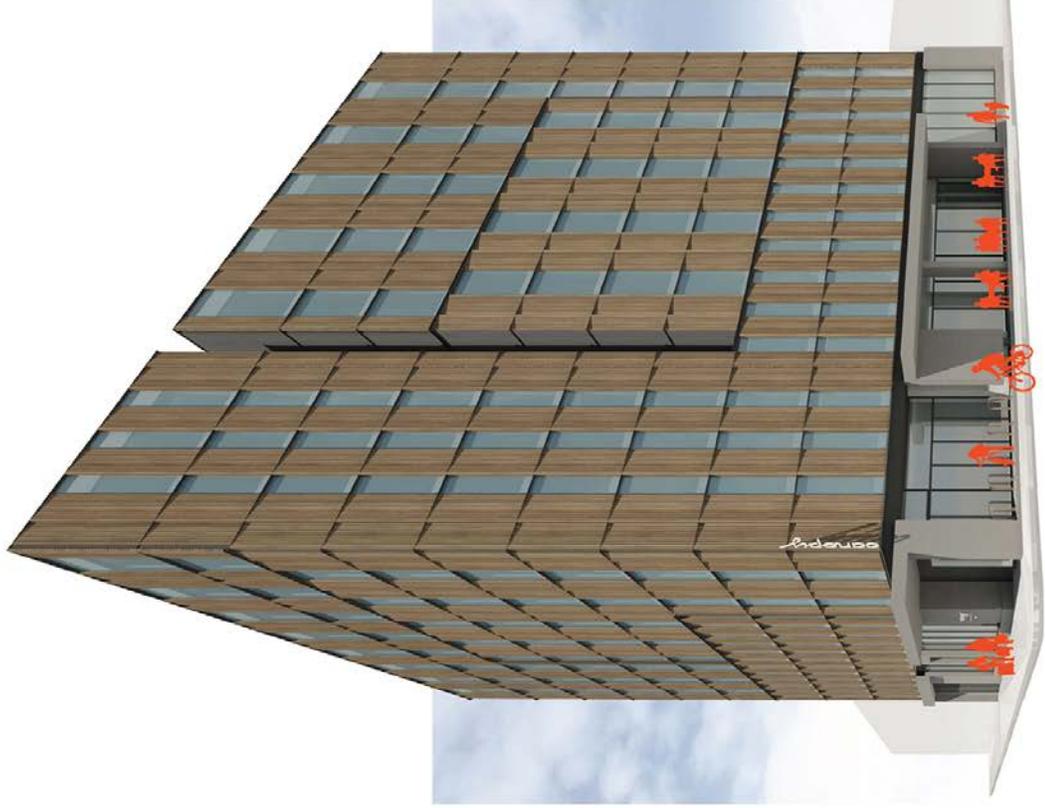


File No. LU 15-209365 DZM, AD
 1/4 Section 3029
 Scale 1 inch = 200 feet
 State_Id 1N1E34CB 1800
 Exhibit B (Jul 31, 2015)

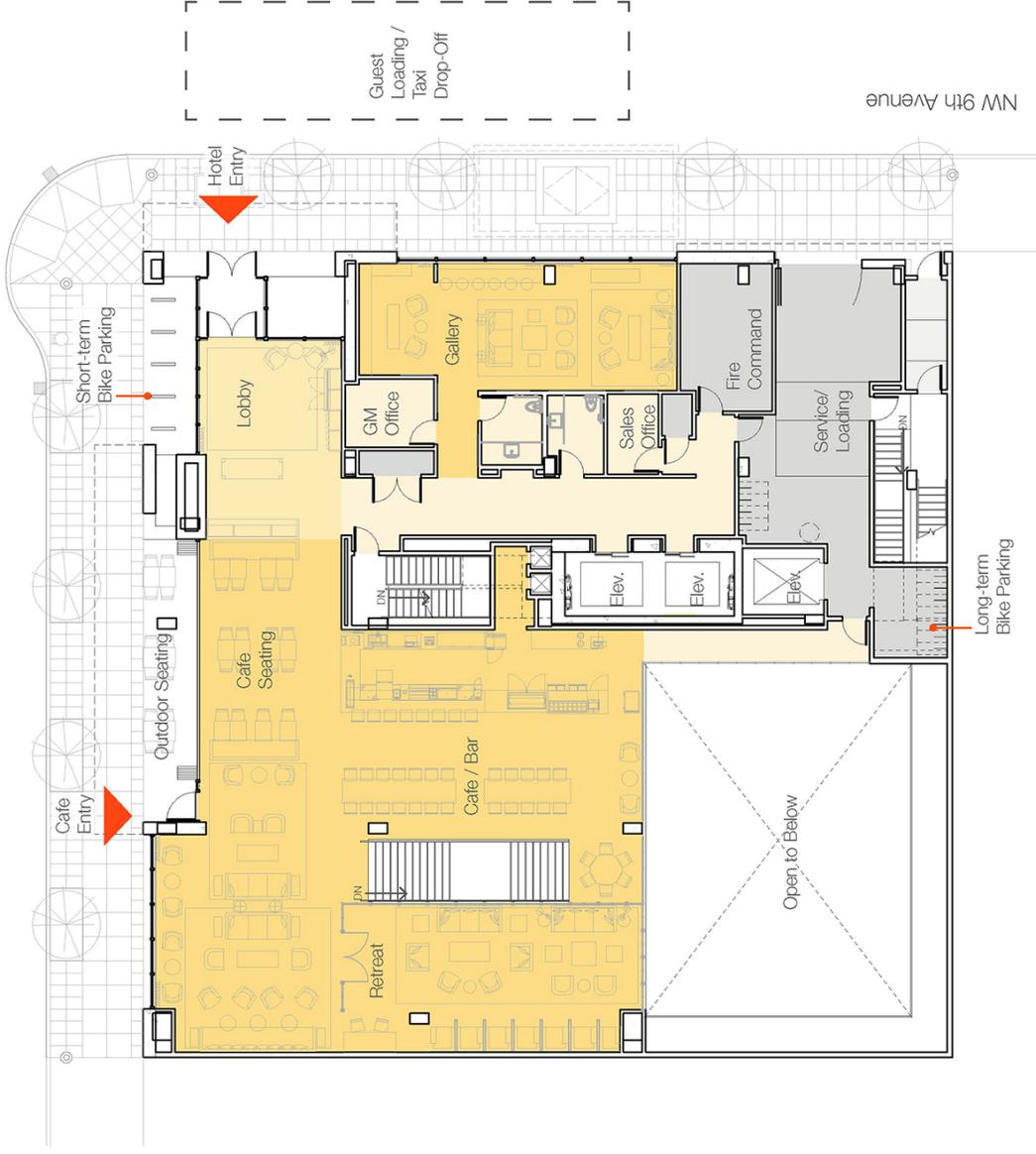
View Looking Northeast



View Looking Southwest



NW Glisan Street



▲ N
Ground Floor Plan | 1/16" = 1'-0"

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