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PROJECT SUMMARY

Property ID: R140534, R140535, R140563
Address: 105 and 135 NW Park Avenue

The project site will be located on the half block (20,000 square feet) on NW Park Avenue, between NW Couch Street and NW Davis. The project site is currently occupied by two buildings and a vacant lot. The site will be cleared for the proposed project.

The proposed project is a new 6 story, 174 guest room hotel and a 1,900 square foot tenant improvement space. The first floor will contain the hotel lobby, restaurant and bar, meeting rooms, fitness space, back of house laundry, loading area, emergency generator, utility spaces and the tenant space. Floors two-six will contain guest rooms and hotel support spaces.

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The project is targeting 60% ecoroof for stormwater management on the main roof and level 02 roof areas. 12' deep sidewalk extensions will abut Park Avenue for 75% of the frontage and will contain landscape and hardscaped outdoor areas.

Anticipated Modifications:

The property is located in the CXd zone (Central Commercial with Design Overlay) and will be required to complete the city's Type III Design Review process. The project is requesting an adjustment to reduce the number of loading spaces from 2 to 1, and is also requesting a modification to reduce the size of the loading space from Type A to Type B.

PROJECT DIRECTORY

OWNER Highside Development
DEVELOPER: 4100 E Mississippi Avenue, FL 15
Denver, CO 80246
TEL: (720) 990-5463

ATTN:
Aaron Pollick
pollick@highsidedevelopment.com

ARCHITECT OF SERA Architects
RECORD: 338 NW Fifth Avenue
Portland, OR 97209
TEL: (503) 445-7372

ATTN: Jon McAuley
JonM@seradesign.com

CIVIL ENGINEER: Vega Civil Engineering, Inc.
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TEL: (503) 928-7082

ATTN: Martha Williamson
Martha@Vegacivil.com

LANDSCAPE SERA Architects
ARCHITECT: 1338 NW Fifth Avenue
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STRUCTURAL KPFF
ENGINEER: 111 SW 5th Avenue, Suite 2500
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Ian.Eikanas@KPFF.com

BUILDING SUMMARY					
LEVEL	FLOOR	Floor to Floor Height	Hotel SF	Hotel FAR	Keys
1	Ground Level	15.00 feet	17,540	17,540	
2	2nd Floor	10.00 feet	15,150	15,150	35
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5	5th Floor	10.00 feet	15,150	15,150	35
6	6th Floor	11.00 feet	15,150	15,150	34
	Parapet	2.00 feet	400	400	
	TOTAL	68.0 feet	93,690	93,690	174
	Height Limit	100.0 feet			

Square Foot Per Key	538 sf/key
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ALLOWED FAR		
Allowed FAR	6 :1	120,000 sf
Project FAR	4.68 :1	93,690 sf

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Site Description: The proposed Site is the half block bounded by NW Park Avenue, NW Couch, and NW Davis Street. The property addresses are 105 & 135 NW Park. The parcel measures 100'x 200' and is currently occupied by two existing buildings and a vacant lot.

Property ID: R140534, R140535, R140563
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Historic Resource: Neither existing building is listed on Portland’s Historic Resource Inventory.

FAR: Base FAR for the site is 6:1. The current design is 4.68:1

Height: Base height allowed is 100’. The current design is 68’.

Parking: Parking is not required on the site for hotel use. Valet parking will be provided. A hotel valet drop-off will be requested.

Loading: The zoning requires two loading spaces for a hotel of this size. There is precedent for approval of an adjustment to the requirement from two spaces down to just one for similar projects. An Adjustment to one space will be requested.

Required Building Lines: Building form is based upon the requirements of 33.510.215.B.5

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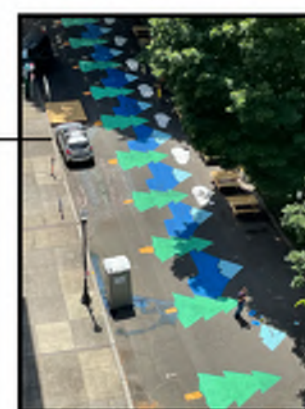
LMC PROJECT



PROJECT SITE



'DOG BOWL' ART / FOUNTAIN



STREET ART

BASKETBALL
AND BOCHI
COURT



FUTURE PARK CONCEPT



'MEMORY 99' (LEE KELLEY)



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HARLOW HOTEL



FLANDERS LOFTS



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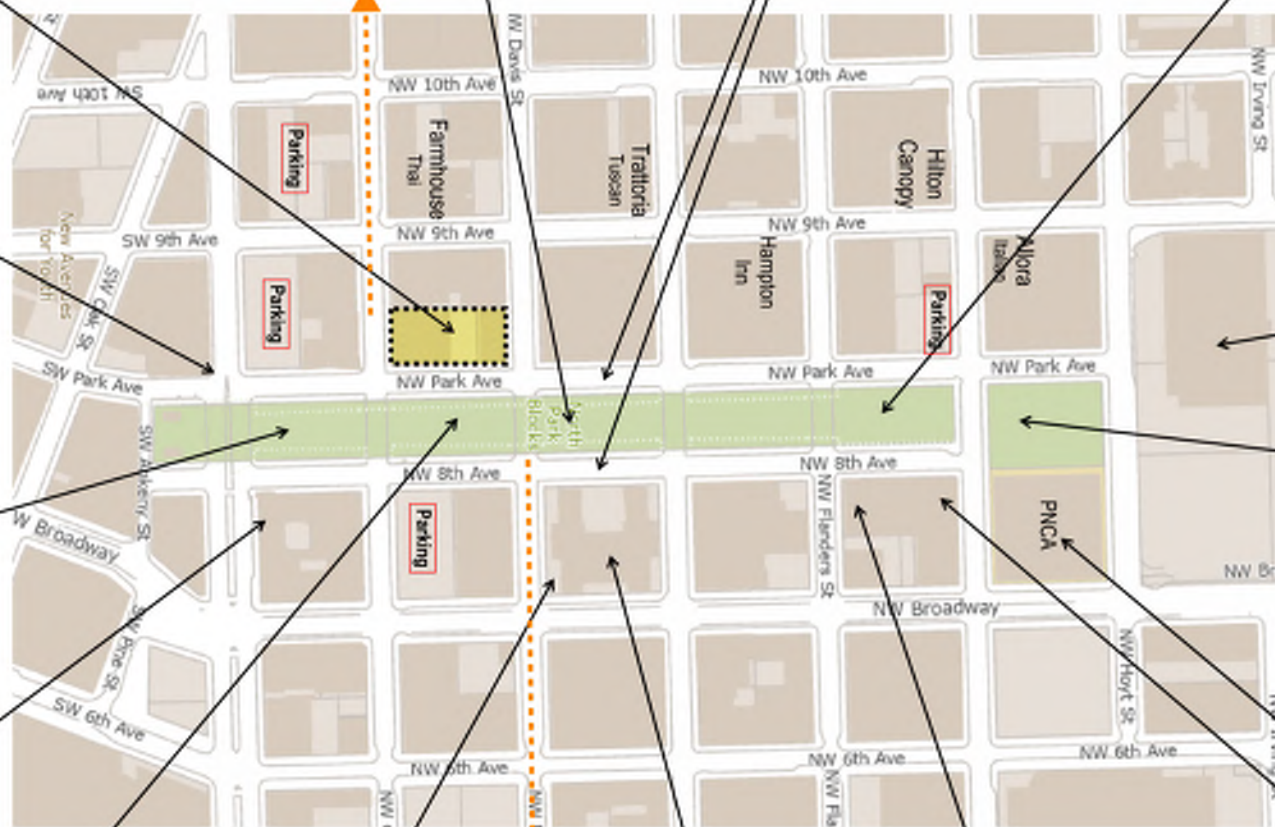
PLAYGROUND



'DA TUNG' BRONZE SCULPTURE



8 NW 8 HOUSING TOWER





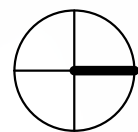
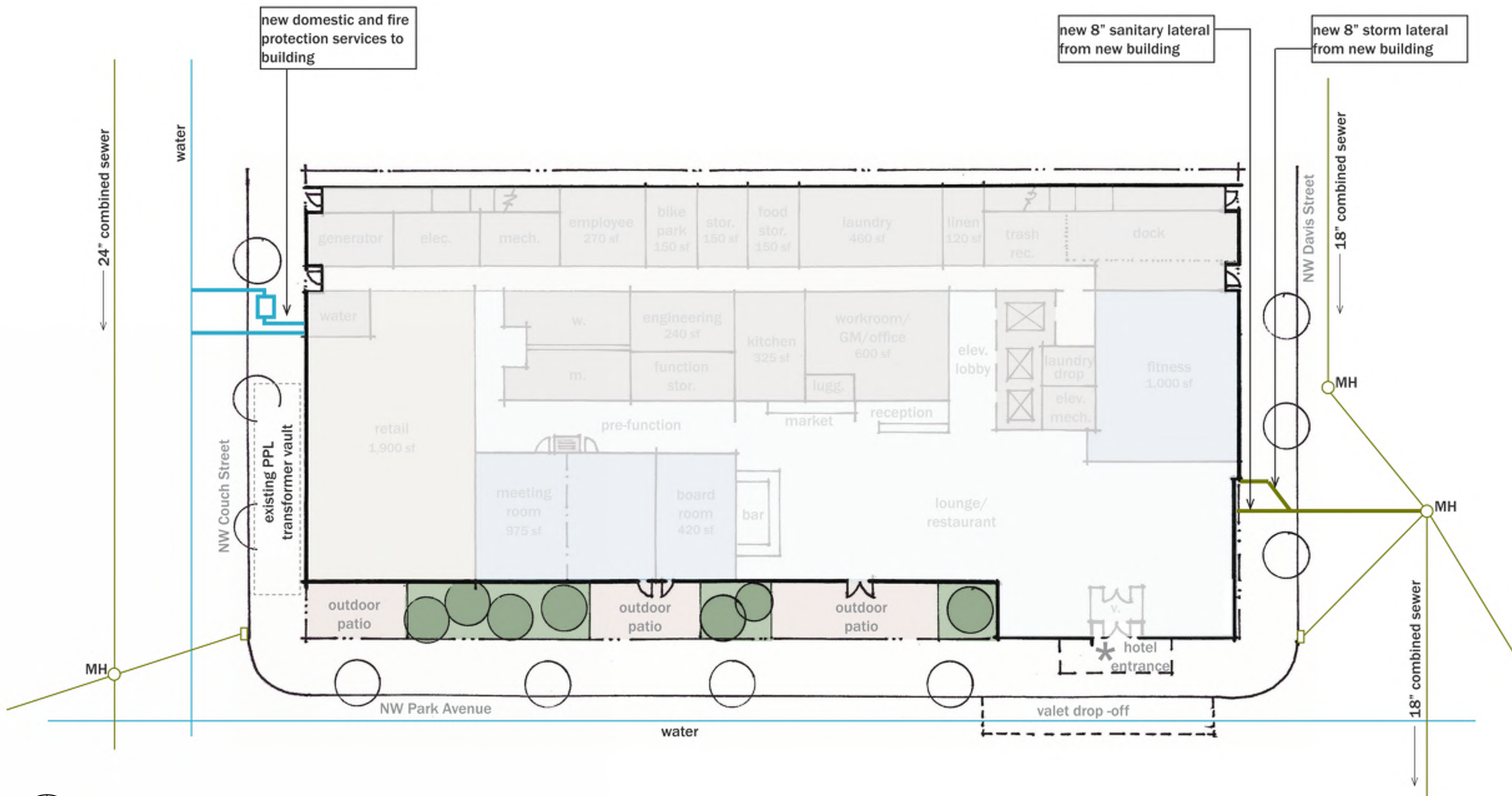
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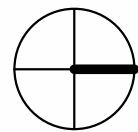
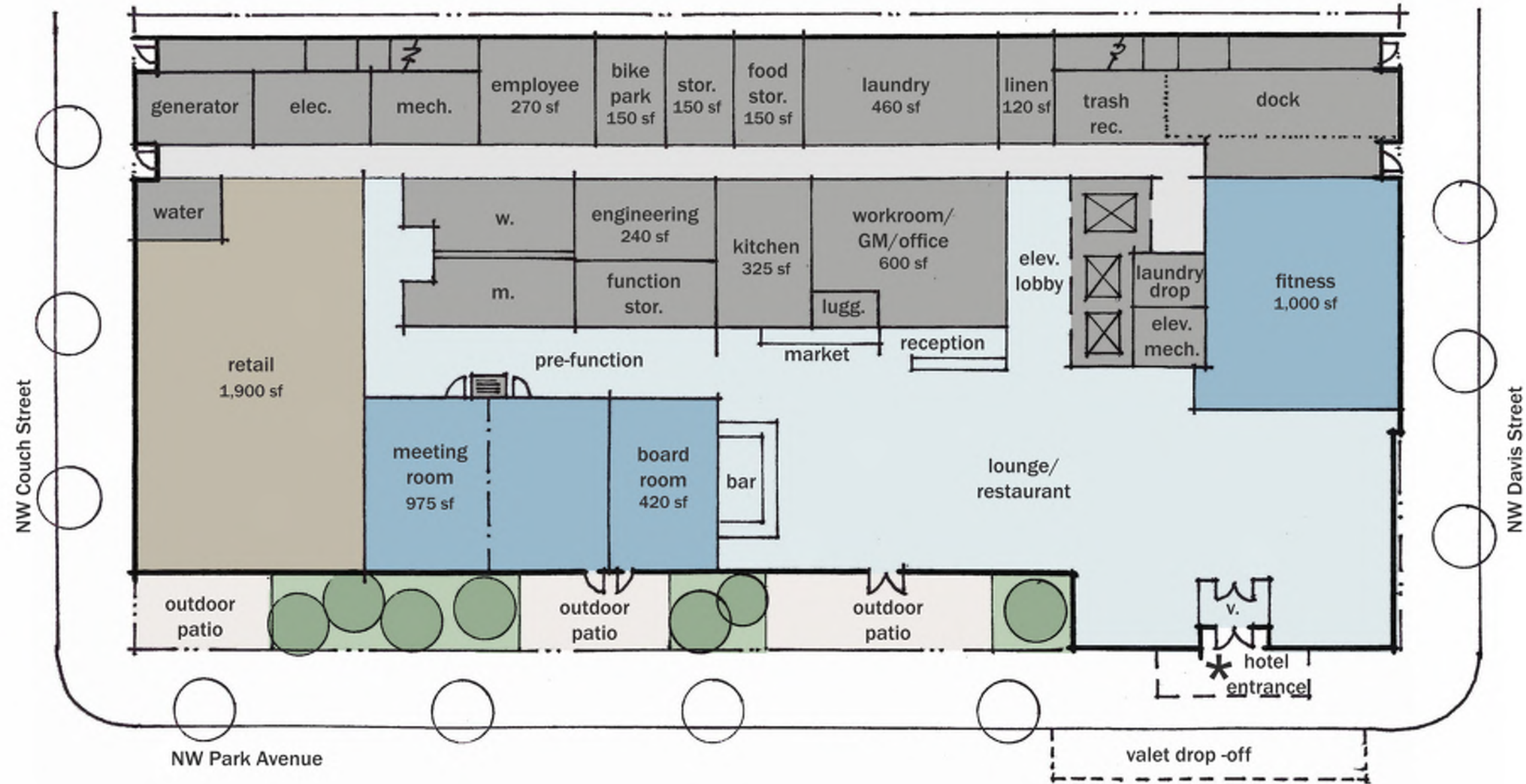


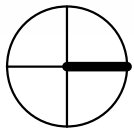
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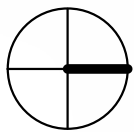
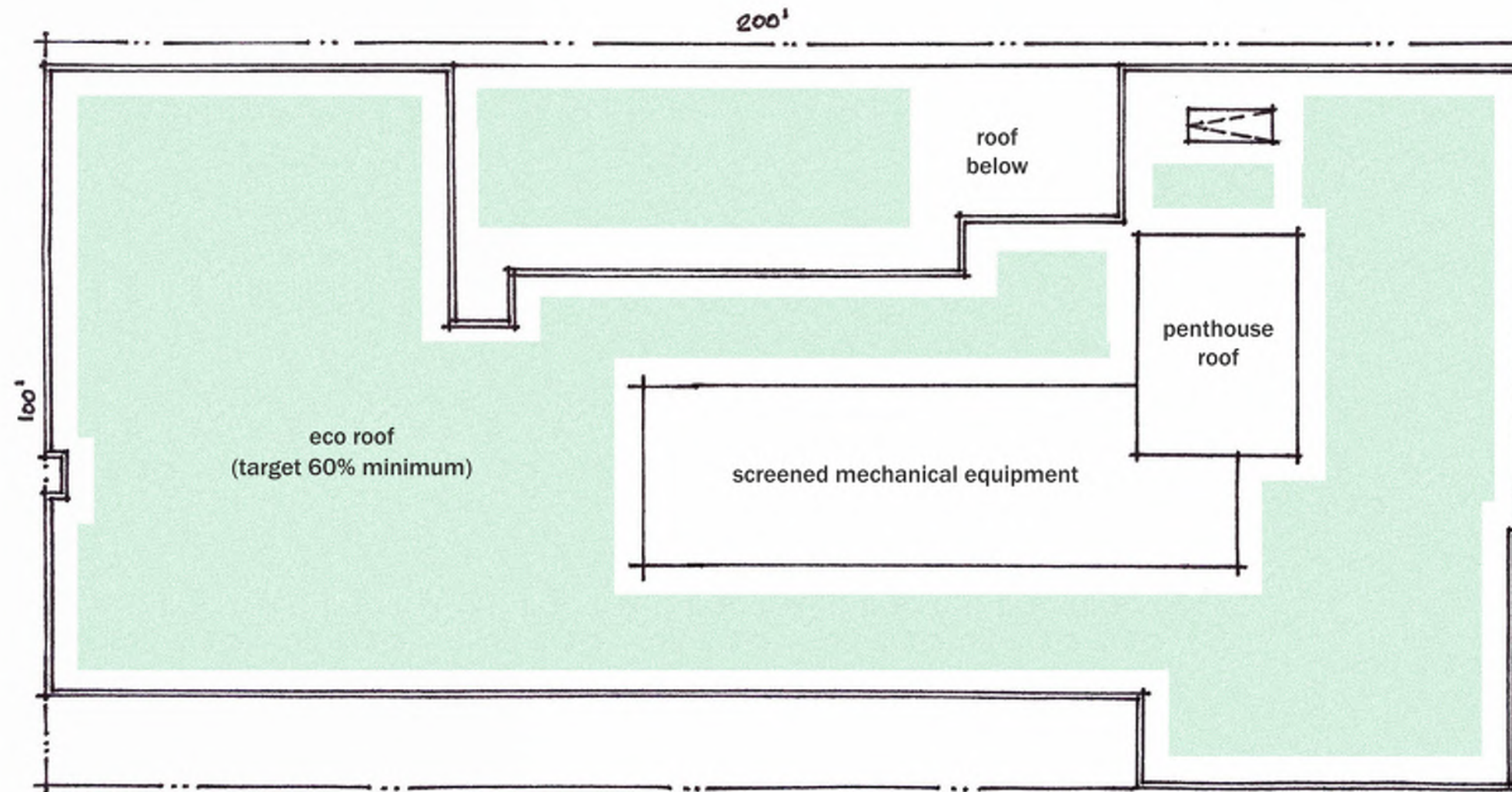
NW COUCH & 9TH, GLISAN & 9TH, BROADWAY & BURNSIDE, NW COUCH & PARK, NW IRVING & 14TH, NW EVERETT & 9TH













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33.510.215 Required Building Lines Design Standard requires that buildings must be set back at least 12' for a minimum of 75 percent of the lot line. for our 200 foot Park Avenue lot line, 75% is 150 feet. We are requesting a modification to reduce this to 148 or 74% feet to allow additional width and help with building proportions.

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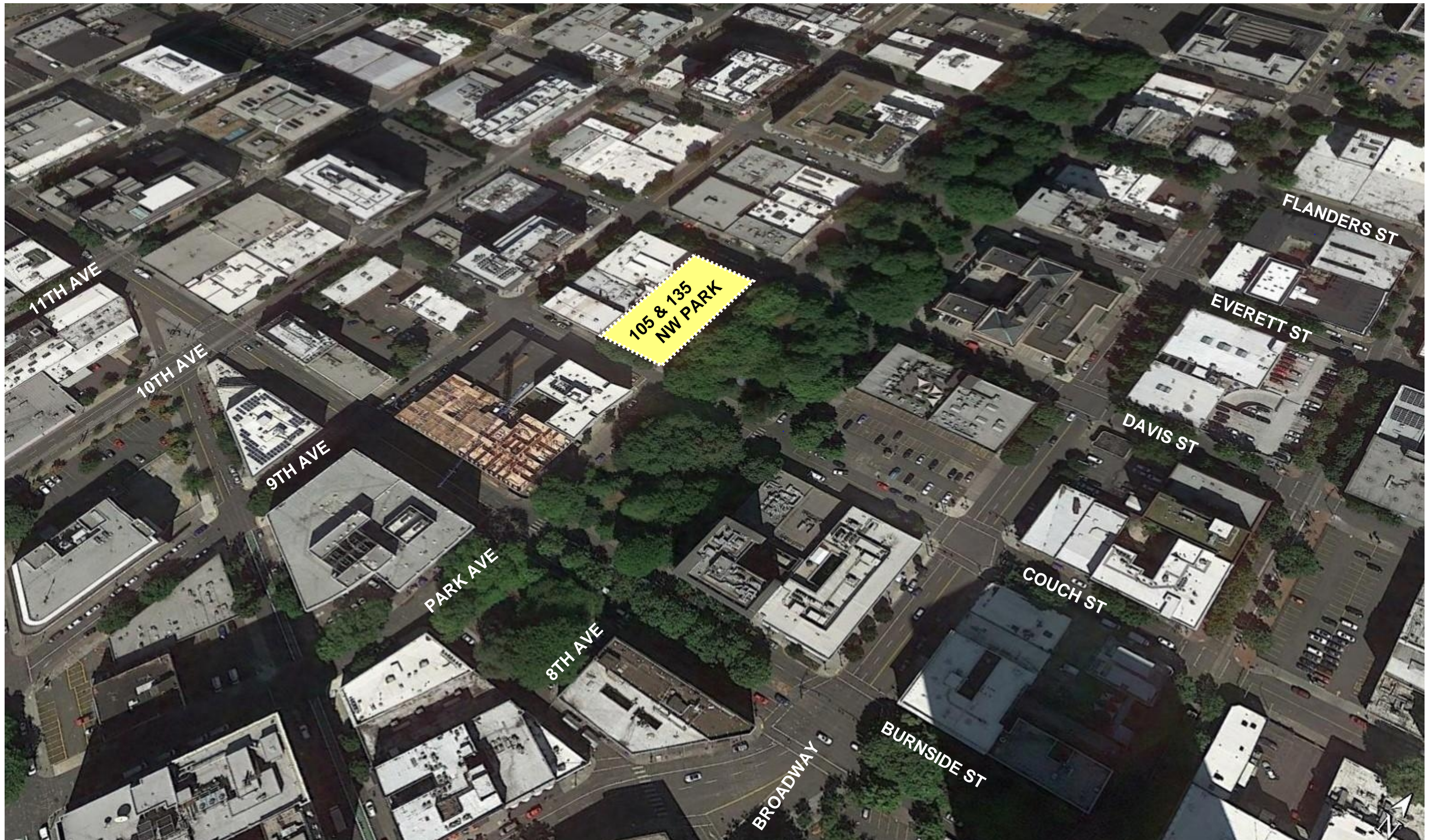
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NE CORNER, DAVIS & PARK



NW CORNER DAVIS, MID-BLOCK



SE CORNER, COUCH & PARK



SW CORNER COUCH, MID-BLOCK



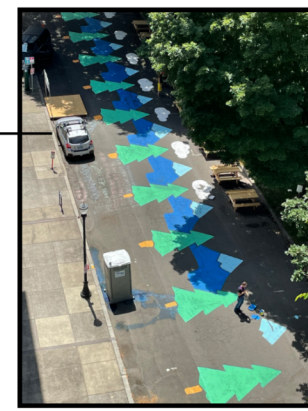
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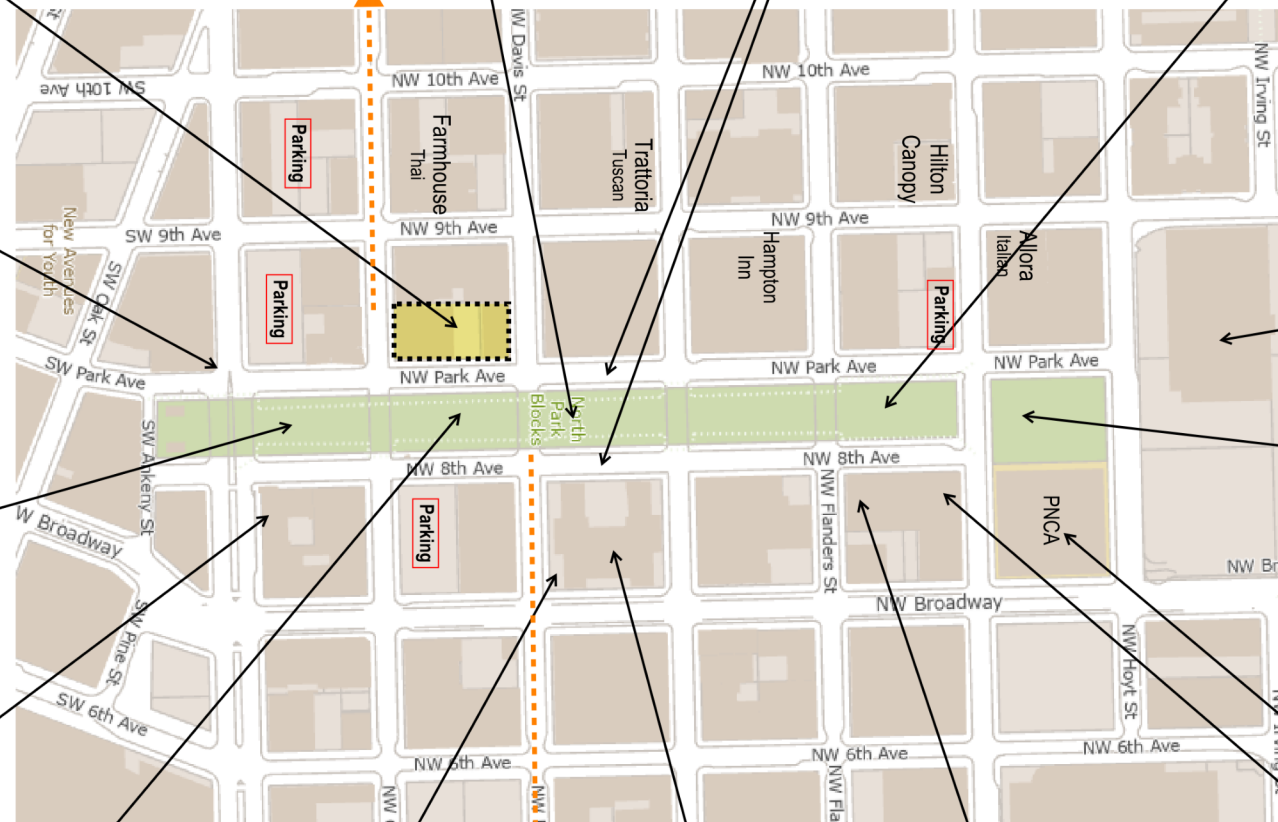
PLAYGROUND



'DA TUNG' BRONZE SCULPTURE



8 NW 8 HOUSING TOWER



TO
STREETCAR,
POWELS,
PROVIDENCE
PARK, FOREST
PARK

TO MAX,
WATERFRONT
PARK



MODERN MEDIA, NW CORNER DAVIS & PARK



GRAPHIC ART BUILDING, 9TH BETWEEN COUCH & DAVIS



LOMBARD AUTOMOBILE BUILDING, SE CORNER 8TH & DAVIS



ARTHOUSE, SW CORNER COUCH & PARK



MUSIC SHEET BUILDING, SW CORNER COUCH & 8TH



US CUSTOMHOUSE, 8TH AVE BETWEEN DAVIS & EVERETT



SW CORNER, PARK & EVERETT



HAMPTON INN, NW CORNER, PARK & EVERETT



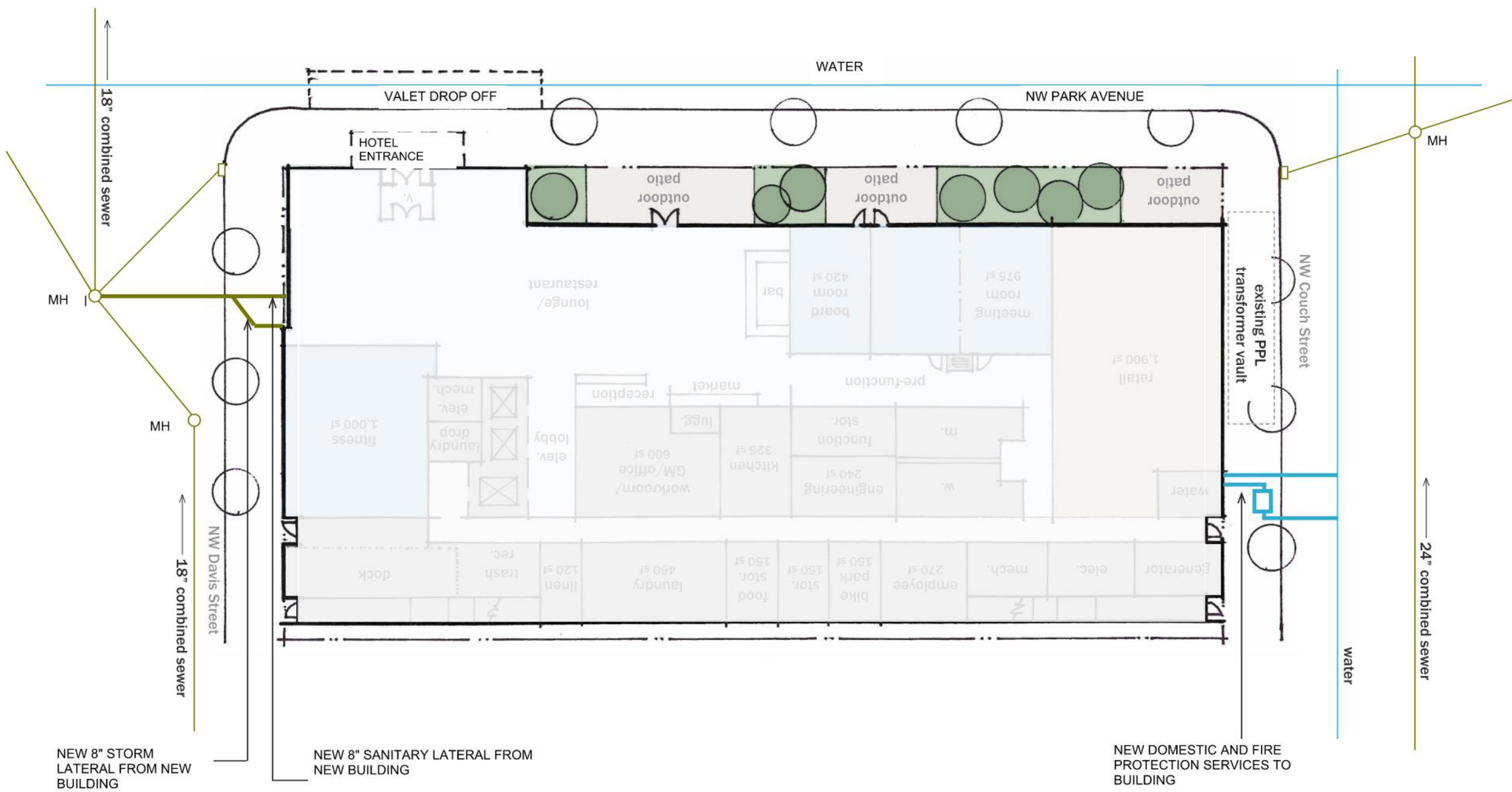
NE CORNER, 8TH & EVERETT




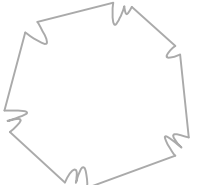
SW CORNER, PARK AND FLANDERS




NE CORNER, 8TH & FLANDERS




LEGEND - SITE PLAN



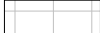
NEW TREES



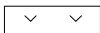
PLANTINGS - SHRUBS



PLANTER



HARDSCAPE 4'-0" x 4'-0"

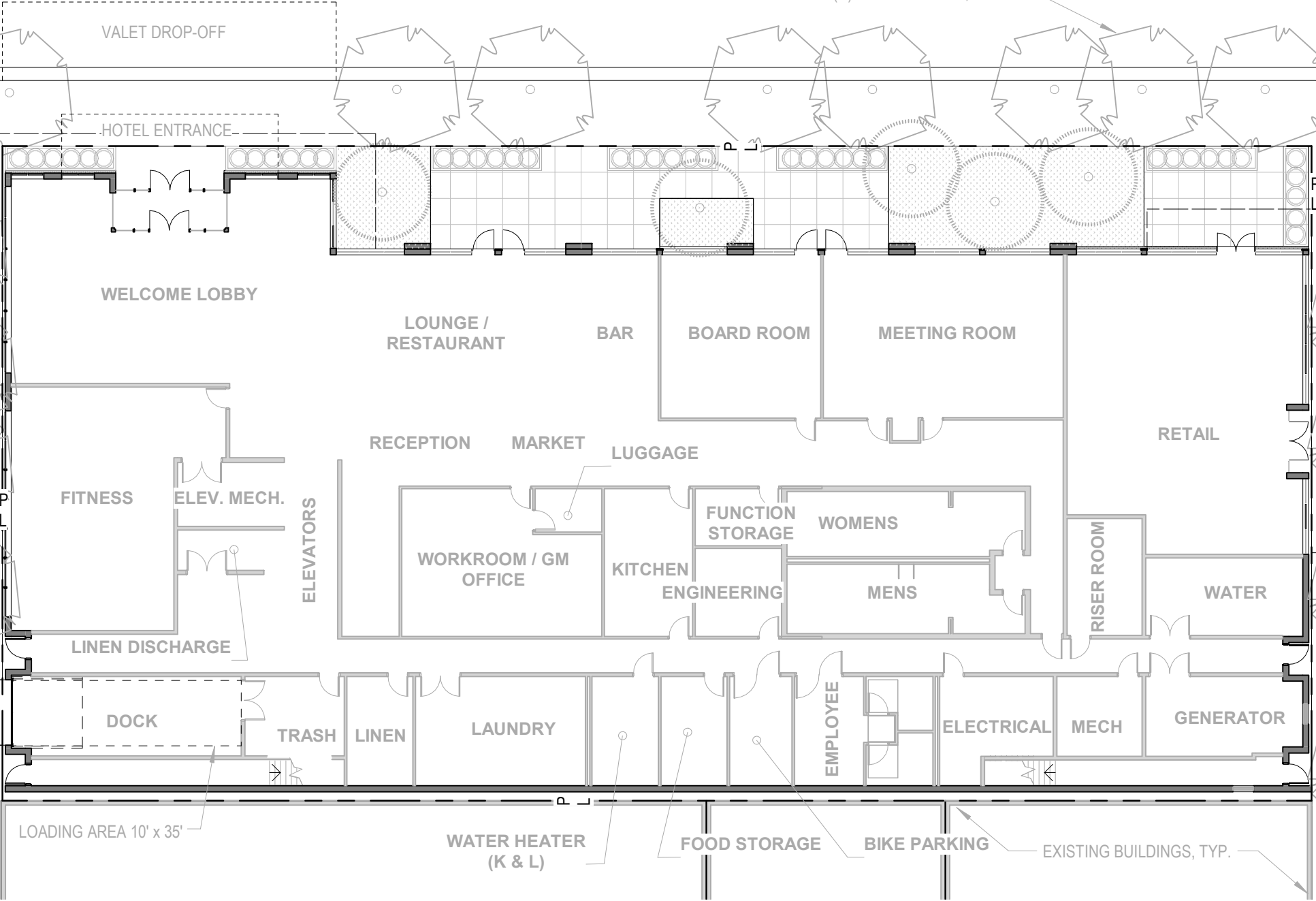


LANDSCAPE AREAS

PARK AVENUE

NW DAVIS STREET

NW COUCH STREET

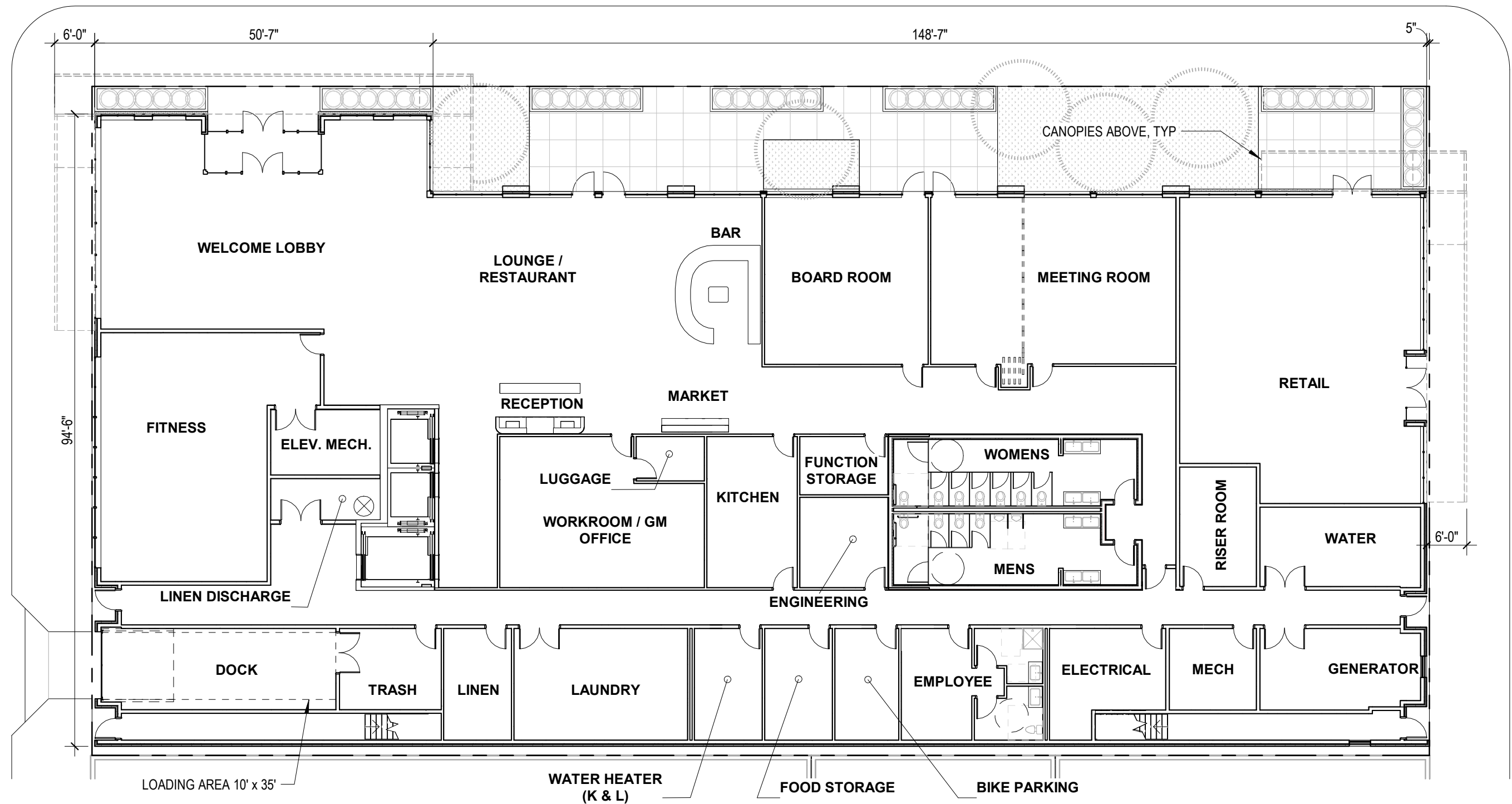


1" = 20'-0"

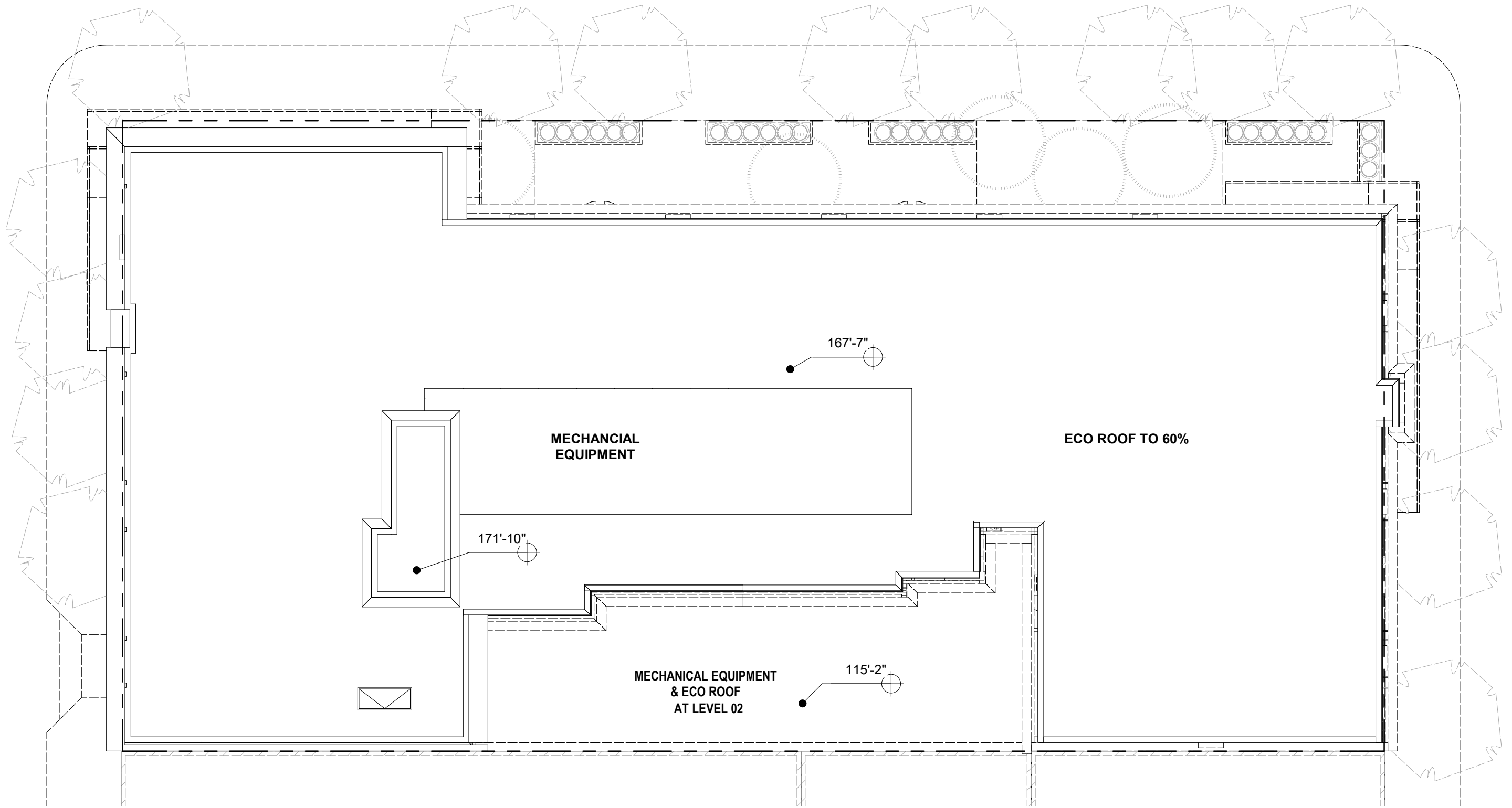
EA 21-68595 DA

SITE PLAN C21

EA 21-068595 DA - Exhibit A.2











1/16" = 1'-0"

EA 21-68595 DA

EAST ELEVATION - PARK AVE. C26

EA 21-068595 DA - Exhibit A.2



CAMBRIA HOTEL PORTLAND

AUGUST 2, 2021



1/16" = 1'-0"

EA 21-68595 DA

SOUTH ELEVATION - NW COUCH ST. C27

EA 21-068595 DA - Exhibit A.2





ALUMINUM STOREFRONT DARK BRONZE



COMMERICAL VINYL WINDOWS
DARK BRONZE



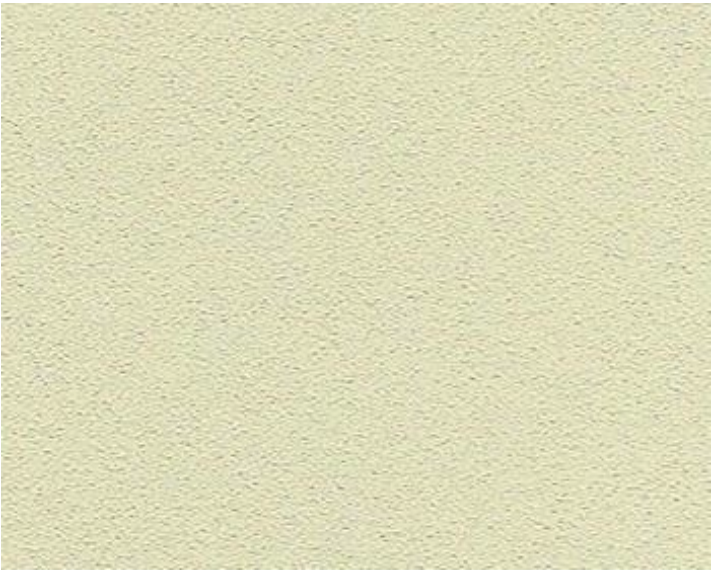
ROLL UP LOADING DOOR DARK BRONZE, FROSTED GLAZING



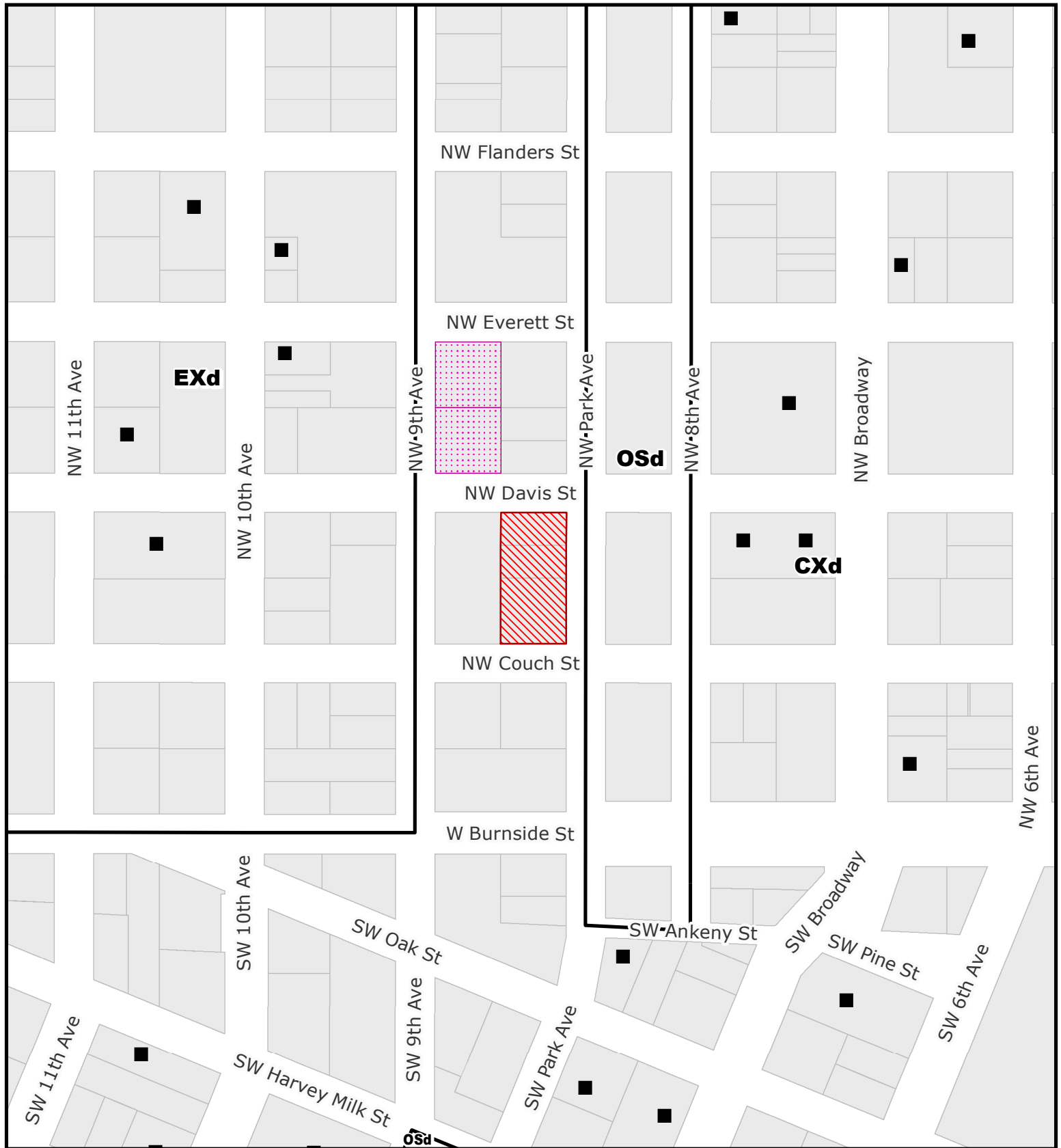
STUCCO SMOOTH FINISH, GREEN



BRICK IRON SPOT



STUCCO SMOOTH FINISH, TAN



ZONING



For Zoning Code in effect
August 1, 2020 - July 31, 2021

CENTRAL CITY PLAN DISTRICT
PEARL SUB DISTRICT



Site



Also Owned Parcels



Historic Landmark

File No.

EA 21 - 068595 DA

1/4 Section

3029

Scale

1 inch = 200 feet

State ID

1N1E34CB 8800

Exhibit

B

Jul 21, 2021



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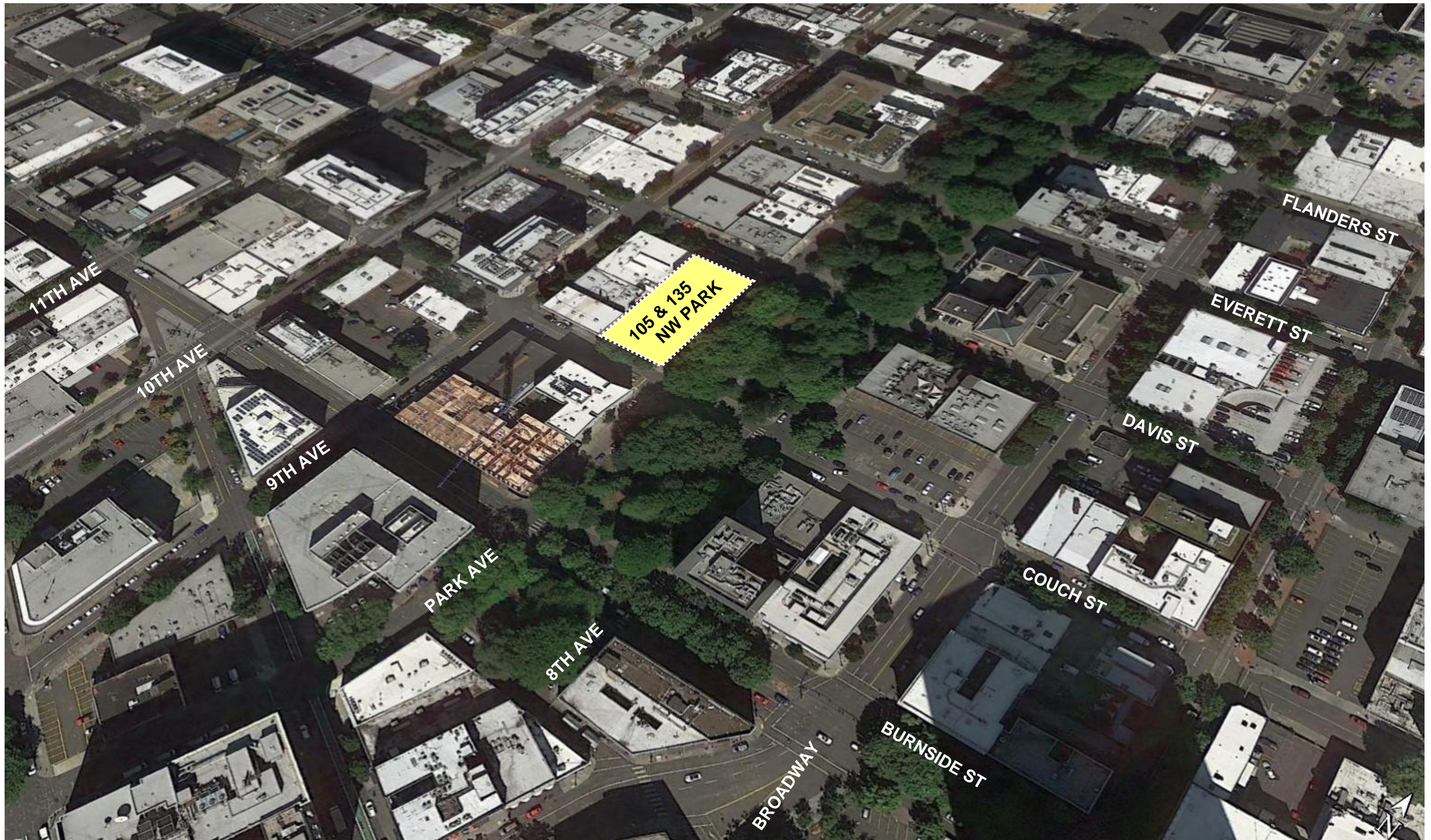
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SE CORNER, COUCH & PARK



SW CORNER COUCH, MID-BLOCK



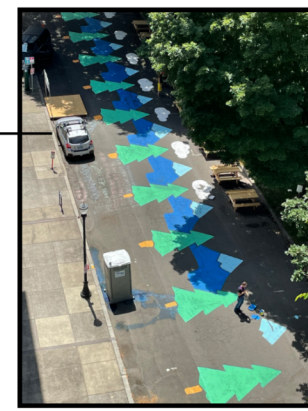
LMC PROJECT



PROJECT SITE



'DOG BOWL' ART / FOUNTAIN



STREET ART



BASKETBALL AND BOCHI COURT



FUTURE PARK CONCEPT



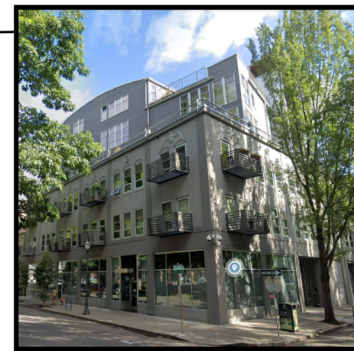
'MEMORY 99' (LEE KELLEY)



PNCA



HARLOW HOTEL



FLANDERS LOFTS



US CUSTOMS HOUSE



DAVIS ST LIGHT 'NEPENTHES' SCULPTURE (LINK N. PARK BLOCKS TO WATERFRONT)



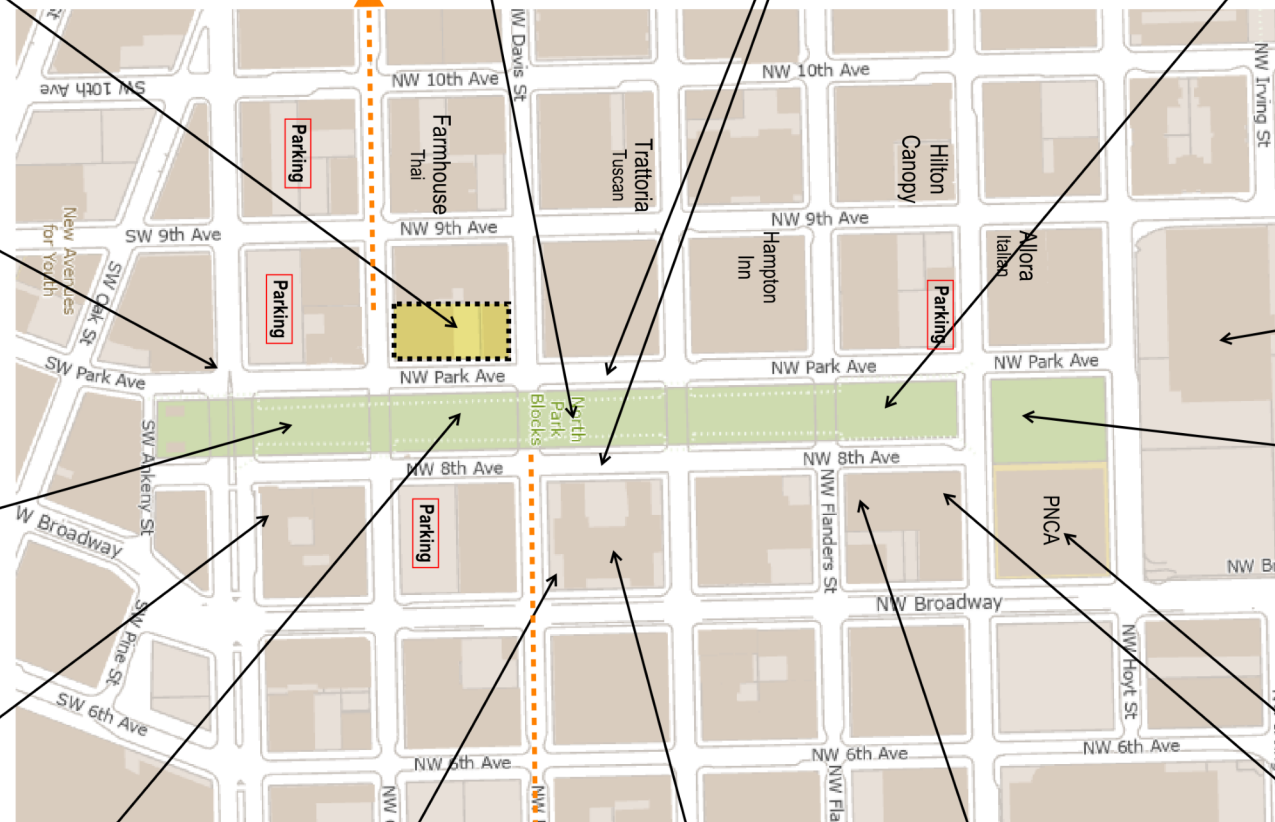
PLAYGROUND



'DA TUNG' BRONZE SCULPTURE



8 NW 8 HOUSING TOWER



TO STREETCAR, POWELS, PROVIDENCE PARK, FOREST PARK

TO MAX, WATERFRONT PARK



MODERN MEDIA, NW CORNER DAVIS & PARK



GRAPHIC ART BUILDING, 9TH BETWEEN COUCH & DAVIS



LOMBARD AUTOMOBILE BUILDING, SE CORNER 8TH & DAVIS



ARTHOUSE, SW CORNER COUCH & PARK



MUSIC SHEET BUILDING, SW CORNER COUCH & 8TH



US CUSTOMHOUSE, 8TH AVE BETWEEN DAVIS & EVERETT



SW CORNER, PARK & EVERETT



HAMPTON INN, NW CORNER, PARK & EVERETT



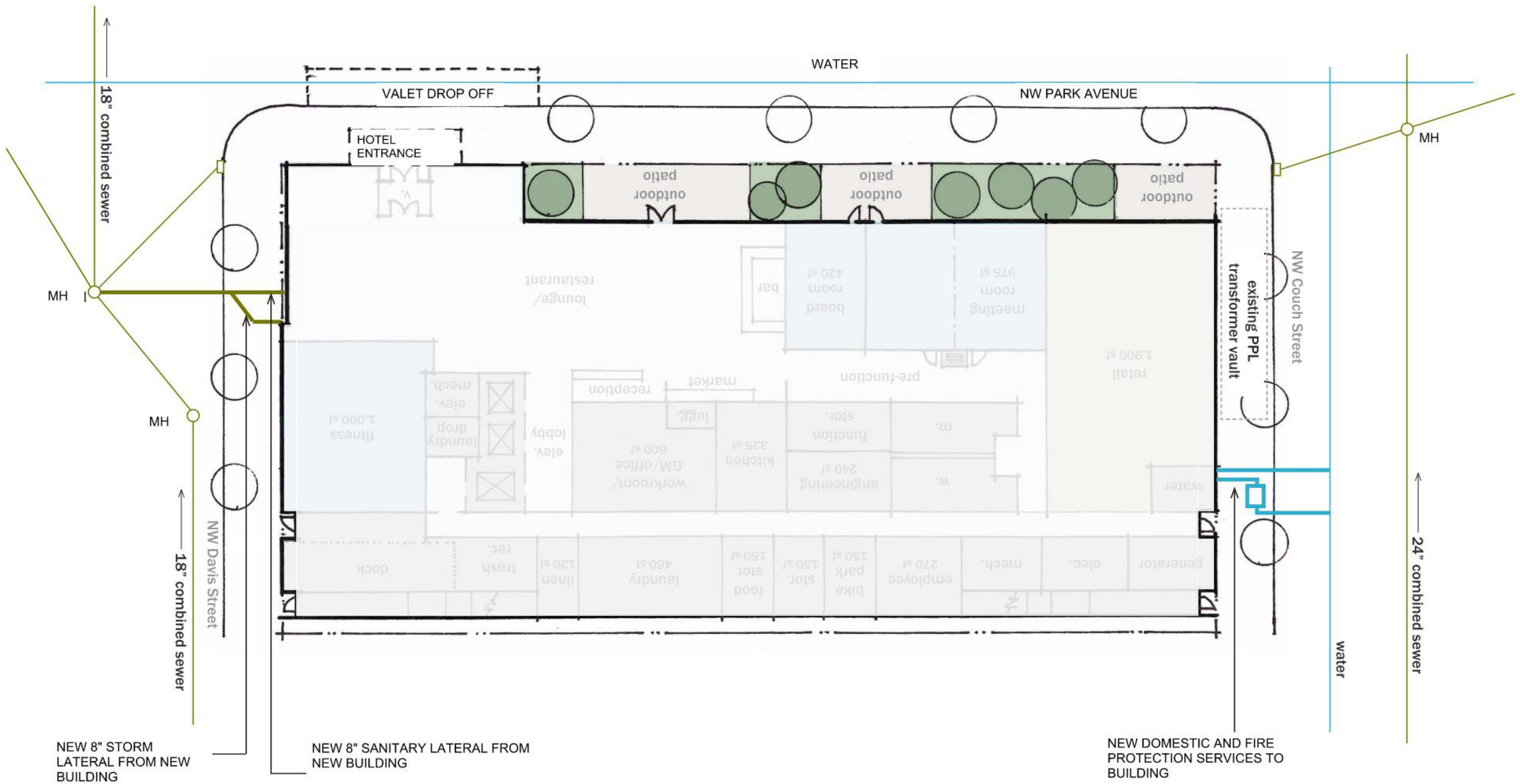
NE CORNER, 8TH & EVERETT




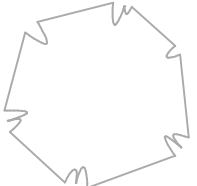
SW CORNER, PARK AND FLANDERS




NE CORNER, 8TH & FLANDERS




LEGEND - SITE PLAN



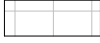
NEW TREES




PLANTINGS - SHRUBS



PLANTER



HARDSCAPE 4'-0" x 4'-0"

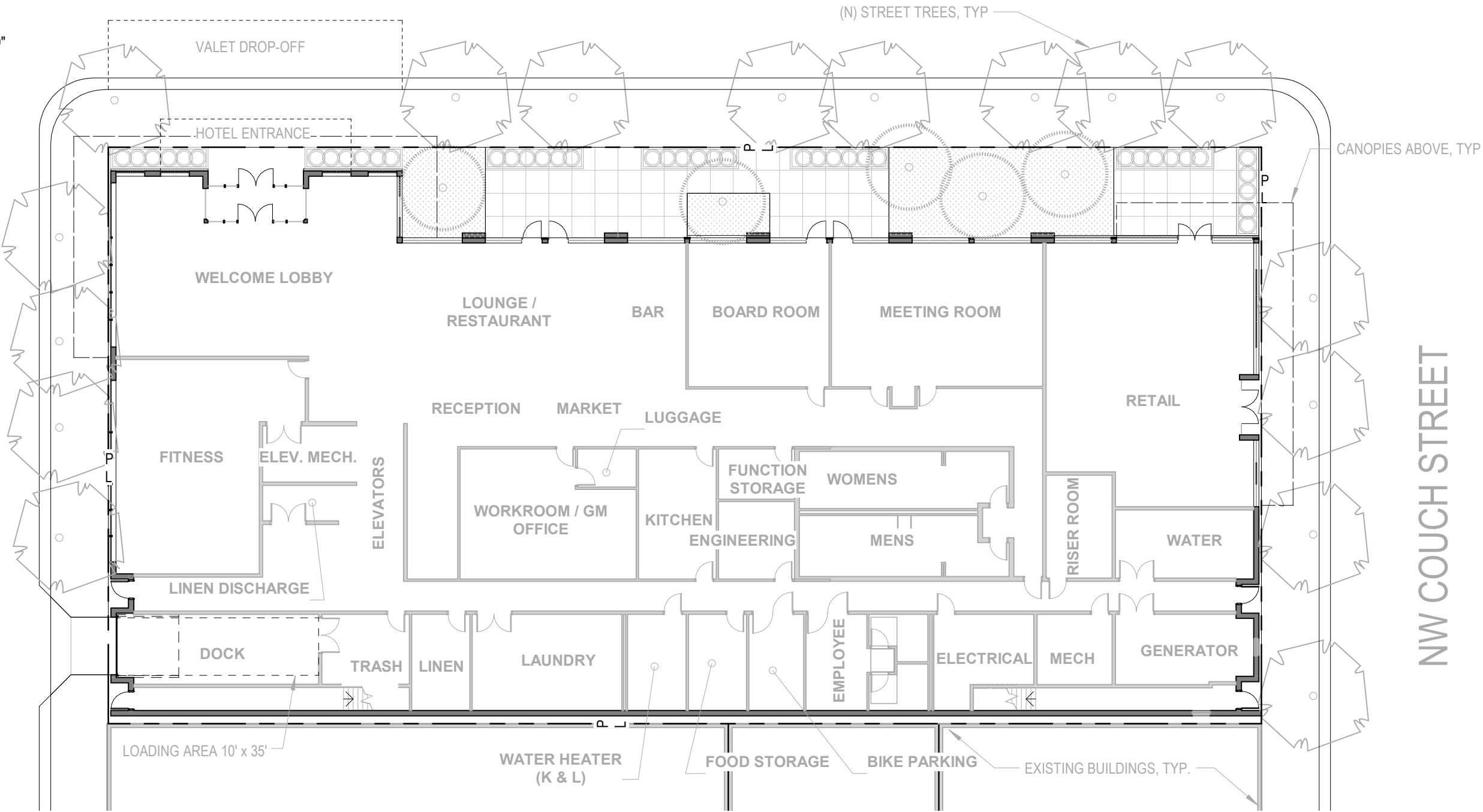


LANDSCAPE AREAS

PARK AVENUE

NW DAVIS STREET

NW COUCH STREET



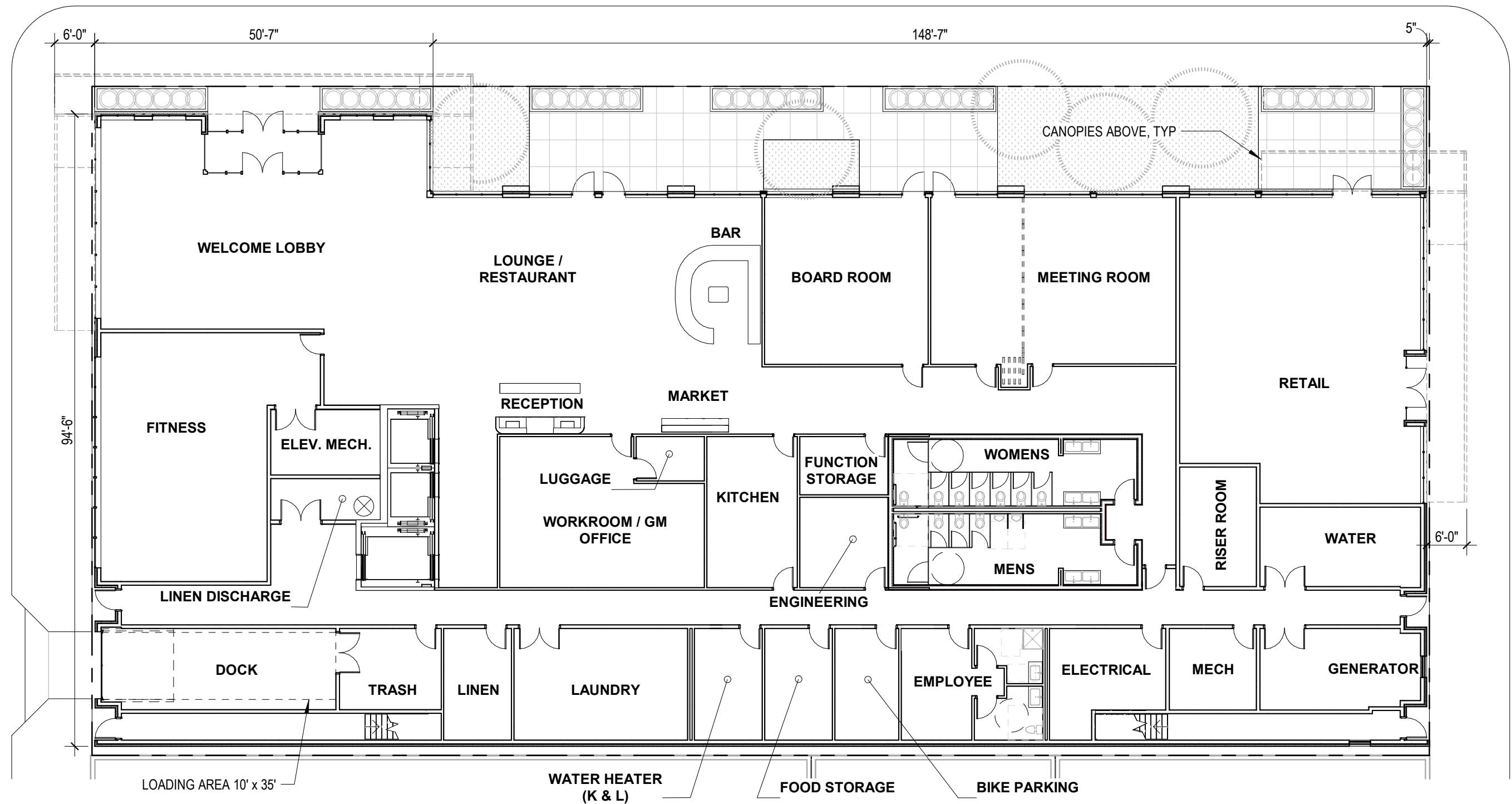
1" = 20'-0"

EA 21-68595 DA

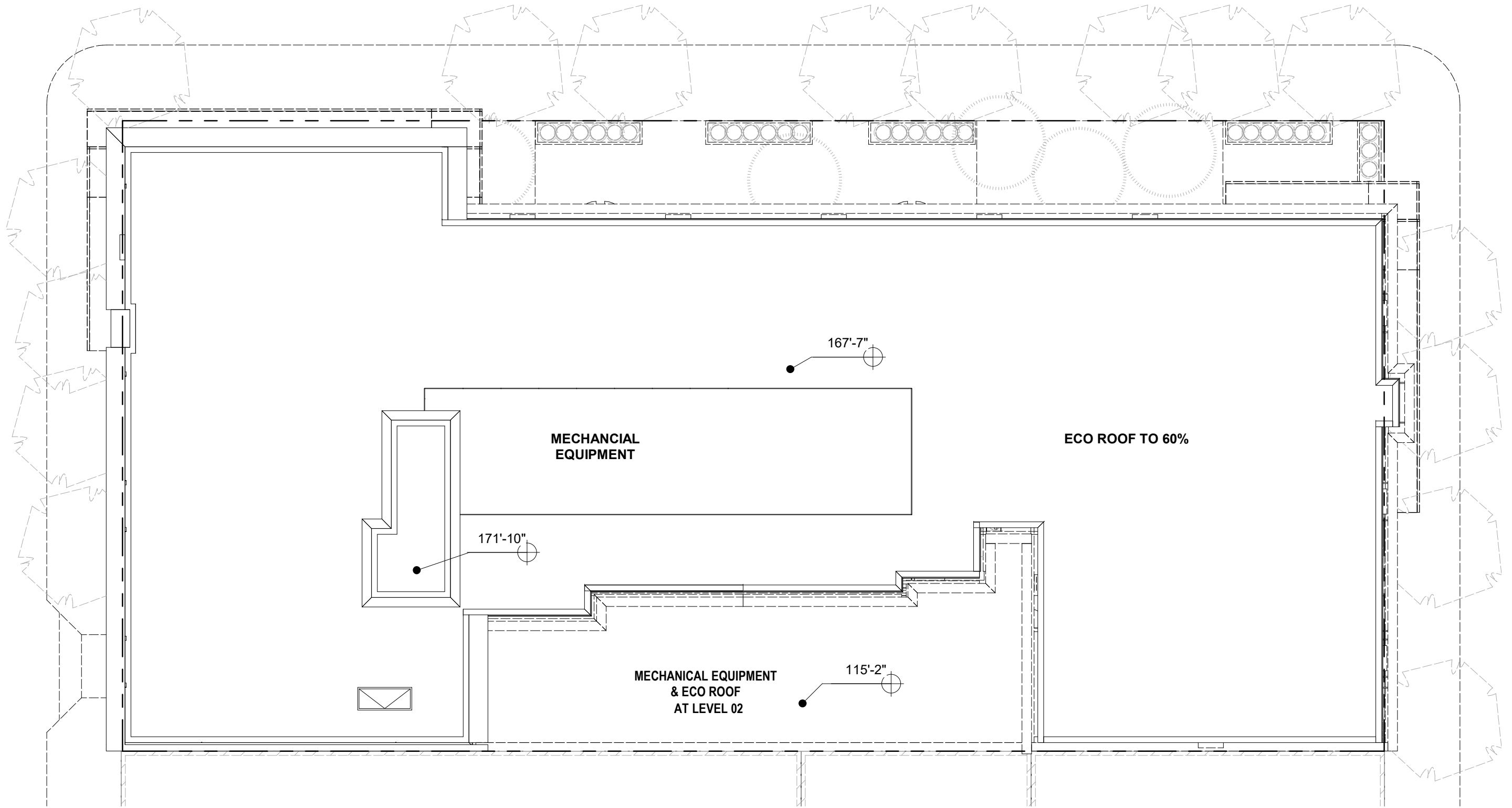
SITE PLAN C21

SERA

CAMBRIA HOTEL PORTLAND
AUGUST 2, 2021











1/16" = 1'-0"

EA 21-68595 DA

EAST ELEVATION - PARK AVE. C26







ALUMINUM STOREFRONT DARK BRONZE



COMMERICAL VINYL WINDOWS
DARK BRONZE



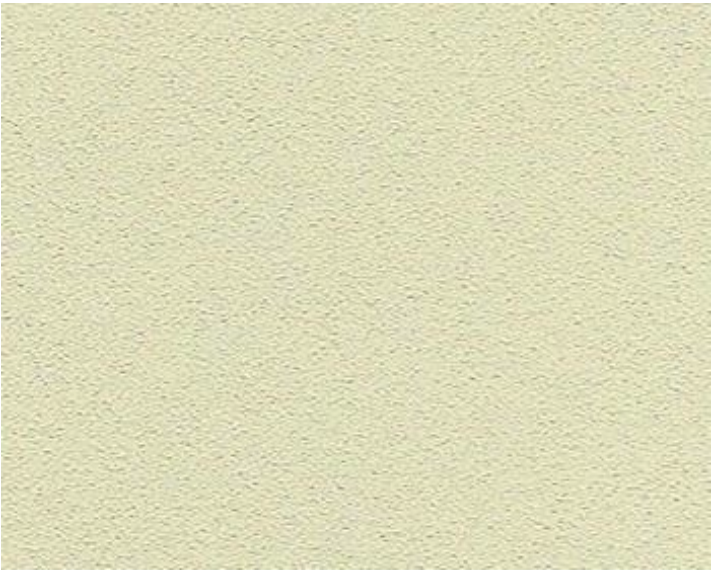
ROLL UP LOADING DOOR DARK BRONZE, FROSTED GLAZING



STUCCO SMOOTH FINISH, GREEN



BRICK IRON SPOT



STUCCO SMOOTH FINISH, TAN



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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Date: July 28, 2021

To: SERA ARCHITECTS *GARY GOLLA* & SERA ARCHITECTS *JON MCAULEY*

From: Benjamin Nielsen, Land Use Services, Benjamin.Nielsen@portlandoregon.gov

RE: Design Advice Request posting for EA 21-068595 DA

Dear Jon and Gary:

I have received your application for a Design Advice Request (DA) at 105 & 135 NW PARK AVE. Your case number is given above. The first meeting with the is scheduled for . I am the planner handling your case, and can answer any questions you might have during the process.

You are required to post notice on the site of your proposal 21 days before the hearing. The information below will help you do this. I am also enclosing instructions for making the required posting boards and the notice that should be placed on the signs.

- A. You must post one of these signs every 600 feet, or fraction thereof, on each street frontage of the property. Because you have approximately 200 feet of street frontage on **NW Park Ave, you should post 1 sign**. Because you have approximately 100 feet of street frontage on **NW Couch St, you should post 1 sign**. Because you have approximately 100 feet of street frontage on **NW Davis St, you should post 1 sign**.
- B. These signs must be placed within 10 feet of the street frontage line, and must be visible to pedestrians and motorists. You may not post in the public right-of-way.
- C. Because the meeting with the for your case is scheduled for August 19, 2021, you must **post the notice by July 29, 2021**, 21 days before the hearing.
- D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. You must return this statement to us by August 5, 2021, 14 days before the hearing.
- E. You should not remove the notice before the meeting, but it must be taken down within two weeks after the meeting. You may want to save the posting boards to use for the required site posting during the Type III land use review.

Encls: Posting Notice
Statement Certifying Posting

cc: Application Case File

Design Advice Request

CHOICE CAMBRIA PORTLAND

CASE FILE	EA 21-068595 DA
WHEN	Thursday, August 19, 2021 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>
WHERE	ONLINE: Link to drawings is available at www.portlandoregon.gov/bds/dcagenda
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at Benjamin.Nielsen@portlandoregon.gov
REVIEW BY	DESIGN COMMISSION
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review
PROPOSAL	Design Advice Request for a proposed new 6-story (approx. 68 feet tall), 174 guest room hotel and approx. 1,900 square foot commercial/retail space. The building is proposed to be clad with brick at the ground floors and stucco on the upper stories. The ground floor will contain the hotel lobby, restaurant and bar, meeting rooms, fitness space, and the future commercial/retail space, as well as back of house areas. One Standard B loading space is proposed with access off NW Davis St, which will require an Adjustment to loading standards. A Modification to the Required Building Lines – Park Blocks standard may also be needed.
REVIEW APPROVAL CRITERIA	Central City Fundamental Design Guidelines River District Design Guidelines Portland Zoning Code Section 33.805.040 – Adjustments Approval Criteria Portland Zoning Code Section 33.825.040 – Modifications That Will Better Meet Design Review Requirements
SITE ADDRESS	105 & 135 NW Park Ave
ZONING/ DESIGNATION	CXd – Central Commercial with Design Overlay Pearl Subdistrict of the Central City Plan District
FURTHER INFO	Available online at www.portlandoregon.gov/bds/dcagenda or contact the planner listed below at the Bureau of Development Services.
QUESTIONS? BDS CONTACT	Benjamin Nielsen, City Planner (503) 865-6519 / Benjamin.Nielsen@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменный или устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад



503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711

SERA ARCHITECTS *GARY GOLLA* & SERA ARCHITECTS *JON MCAULEY*
338 NW 5TH AVE PORTLAND, OR 97029 338 NW 5TH AVE PORTLAND OR 97209

DATE: JULY 29, 2021

TO: Benjamin Nielsen
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING


Case File EA 21-068595 DA

This certifies that I have posted notice on my site. I understand that the meeting with the is scheduled for at 1:30PM, and that I was required to post the property at least 21 days before the hearing.

The required number of poster boards, with the notices attached, were set up on JULY 28, 2021 (date). These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than , 14 days before the scheduled meeting. I also understand that if I do not post the notices by , or return this form by , my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.



Signature

JON MCAULEY

Print Name

338 NW 5TH AVE

Address

PORTLAND, OR 97209

City/State/Zip Code



PARK AVE



COUCH STREET



DAVIS STREET

GENERAL INFORMATION ABOUT THE DESIGN ADVICE REQUEST PROCESS

Purpose of a Design Advice Request

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Purposes served by Design Advice Requests might include the following:

- Early feedback on atypical building types or configurations unable to draw on other prior project approvals to assess approval potential.
- Projects which, for various reasons, anticipate including elements that do not appear to conform to design guidelines, and which may require a waiver of one or more design guidelines.
- Unique urban design schemes for which interest or support is sought prior to approaching other agencies.

Process

The Portland Zoning Code affords the opportunity for parties interested in bringing matters before the Design Commission outside of other prescribed regulatory or legislative processes. The relevant Code chapter reads as follows:

33.730.050 F. Other pre-application advice.

An applicant may request advice from the Design Commission or Historical Landmarks Commission prior to submitting a land use request that would be heard by these commissions. These requests are known as "Design Advice Requests". These requests do not substitute for a required pre-application conference with the BDS staff and other City urban service or technical representatives.

The general order of appearance for those attending the meeting is as follows: Bureau of Development Services introduction, applicant presentation, clarifying questions about the proposal by the Commission, public comment, informal discussion about the proposal between the Commission and the applicants, and Design Commission final comment. There will be no final decision about this proposal during this Design Advice Request process. At the request of the Commission, a submittal for a Design Advice Request may be continued to a future date for further discussion.

Opportunity for Public Comment

The neighborhood association may take a position on the proposed development and may have scheduled an open meeting prior to providing comment to the Design Commission. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting. The public meeting with the Design Commission will provide an opportunity for parties to submit oral and written comment on this matter

Design Advice Request Results

Design Advice Requests will provide informal, advisory response only. Responses received at the meeting may inform City staff when processing future land use reviews, but will not be considered a formal directive from the Commission. The Commission may offer future procedural or design direction, and may also offer a preliminary assessment against approval criteria that would apply were the proposal to be reviewed formally through the land use review process. Comment provided at the meeting will be documented by City staff, and will be available for further and future reference.



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: October 8, 2021
To: Gary Golla & Jon McAuley, SERA Design and Architecture Inc.
From: Benjamin Nielsen, Design / Historic Review Team, BDS
(503) 865-6519, benjamin.nielsen@portlandoregon.gov
Re: EA 21-068595 DA – Choice Cambria Hotel
Design Advice Request Commission Summary Memo – August 19, 2021

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the August 19, 2021 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <http://efiles.portlandoregon.gov/record/11686822>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on August 19, 2021. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type III land use review process [which includes a land use review application, public notification and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type III Land Use Review Application.

Encl:
Summary Memo

Cc: Design Commission
Respondents

Executive Summary. Commissioners thought the building as presented did not respond well to the North Park Blocks context, nor does it create a successful, cohesive composition. Commissioners thought a well-considered and detailed, contemporary building would successfully complement the context and be cohesive unto itself. Regarding the Required Building Lines standard (aka, the Green Loop setback standard), commissioners thought the L-shaped building massing was not appropriate for the North Park Blocks context and believe that a building with a central courtyard recess, similar to that at the US Custom House, could be more successful. This setback area needs to be as carefully considered as the building design itself.

Commissioners Present: Julie Livingston, Brian McCarter, Chandra Robinson, Zari Santner

Summary of Comments. Following is a general summary of Commission comments by design tenet.

CONTEXT

1. Elevation studies.

- a. Commissioners asked that long street elevations be provided to show buildings on either side of the proposed site and how the proposed building relates to those.

2. Historic vs modern.

- a. Commissioners noted that the context of development along the North Park Blocks includes both historic buildings and modern buildings.
- b. Commissioners agreed that a modern building clad in brick would be a better response to the North Park Blocks context than a building that is attempting to incorporate parts and pieces of historic buildings.
- c. Commissioners noted that it is very common to have punched in windows in the Park Blocks and that this is an easy way of getting shadow and detail on the façade.
- d. One commissioner also noted that, since the program is for a hotel, the building can and should have a regular rhythm of openings, which will help it to respond to the Park Blocks context.

3. Setback.

- a. Commissioners initially had varying opinions on the requirement for a setback from the street lot line; however, they agreed that the L-shaped setback results in a building form that is not contextual with the pattern of development on the North Park Blocks.
- b. Commissioners encouraged study of a central courtyard area to at least partially meet the setback requirement, as they believe that this will better complement the North Park Blocks context. The US Custom House was cited as a good example in this context to follow.
- c. The setback area is also the best location to provide water features and works of art. Commissioners did not believe the proposed runnel would satisfactorily meet Guideline A5-3, and that the setback area provided room for a significant water feature.

PUBLIC REALM

1. Ground level of the building.

- a. Commissioners agree that the height of the ground floor is appropriate and will help to make for good flexible use spaces along the sidewalk.

- b. Commissioners agree that the generator needs to be moved off the street frontage to the roof.

2. Canopies.

- a. Commissioners indicated that the proposed canopies, at about 15'-0" above grade, are too high above the sidewalk and will not provide adequate protection from the weather at that height.
- b. Commissioners said that canopies should be provided at all doors into the building and wherever the building is adjacent to a sidewalk or walkway.

3. Ground floor programming.

- a. Commissioners said they placement of meeting rooms along the sidewalk frontage will not satisfy guidelines aiming for active ground level uses. One commissioner remarked that the connection between those rooms and the exterior patio area was "meager". The hotel's lobby, restaurant/bar, and lobby and accessory retail spaces should comprise most of the ground floor frontage and fully engage with the pedestrian environment outside.
- b. Commissioners said that the ground level facing the park needs to make a "massive gesture" to connect activity within the building to the public realm outside.

4. Landscaping and setback/courtyard area.

- a. Commissioners cautioned that the setback area needs to be exceptional, particularly since it supports the Green Loop and faces the North Park Blocks, and even more so if a request is made to Modify the Required Building Lines standard to less than 75% of the lot line length.
- b. One commissioner recommended consolidating the landscaping areas and paved areas within the setback so that the landscaped area can become a beautiful green space that gives passing pedestrians the feeling of going through an area where "the green is enveloping you".
- c. Commissioners hope that the mature trees along NW Couch St can be saved and support the addition of street trees along NW Davis St.
- d. Commissioners agreed that proposed landscape pocket at the corner of NW Park Ave and Couch St is not necessary and that the corner should be urban.

5. Loading.

- a. Commissioners are willing to support an Adjustment to the loading standard, pending affirmative findings from PBOT, and believe that its location is appropriate.

QUALITY & PERMANENCE

1. Commissioners said the proposed design lacked overall cohesiveness and was unresolved.

- a. The design should either be more modern or more historic, but not both.
- b. Commissioners said that the design of the building needs to be focused on the Park Blocks. Some of the massing moves, such as the projecting window bay on the south elevation, suggest it is currently more focused on the ArtHouse.
- c. The current proportions of the building are not working—particularly the proportions and relationships of the pilasters, windows, and the extra space between the pilasters

and windows individually and to one another. One commissioner remarked that the combination of these elements, combined with the 10-foot floor-to-floor heights gave the building a “squatty” feeling and that an increase in the level of transparency on the upper stories would be helpful.

- d. Commissioners also noted that the roof lines are not yet working coherently.

2. Material quality and permanence.

- a. Cladding materials. Commissioners discussed the quality of proposed materials at some length and agree that a stucco system—or brick or concrete with a cement skim coat—are not the highest quality response for this area due to the need for continued maintenance and cleaning. They agreed that primary building cladding should be brick.
- Regarding brick color, commissioners seemed open to ideas, though one commissioner noted that “red brick next to trees is always the right answer.” Another said that the glaze and sheen of the proposed ironspot brick is a good feature. One commissioner said that any color but black could work and noted that vibrancy is needed along the Park Blocks—particularly during the winter.
 - Commissioners did not think proposed “khaki and green” color combination was working well to create a cohesive composition.
- b. Windows. If vinyl windows continue to be proposed, they need to be of the highest quality. Insulated fiberglass windows would be a better choice. Window sashes, frames, and mullions should have dark colors, as those wear best. Windows should also be recessed into the brick to help increase the overall quality and cohesiveness of the façade.
- c. Quality and permanence of plants. One commissioner specifically noted the importance of proper plant choice for the landscaped area on the east side of the site, given the adjacency to the tall, stately trees of the Park Blocks. For that reason, it is unlikely that flowering plants will be successful, and the focus should be on plant materials with a variety and juxtaposition of textures and seasonal color. Like with the building, detailing of the landscaping needs to be of the highest quality.
- d. Louvers. Commissioners said that proposed vertical louvers on the upper stories are “heavy handed” since there are so many and since they are so large. One commissioner thought they look like shutters.
- e. Detailing.
- Commissioners touched on detailing somewhat tangentially, but when they did, they consistently noted that detailing will be important both to help the building respond to its context and to create a successful, cohesive composition.

Exhibit List

- A. Applicant's Submittals
 - 1. Original Drawing Set
 - 2. Revised Drawing Set
- B. Zoning Map
- C. Drawings
 - 1-9. *Not used.*
 - 10. Cover Sheet
 - 11. Sheet Index
 - 12. Project Summary – Team Information
 - 13. Development Program
 - 14. Zoning Summary
 - 15. Aerial Site
 - 16. Existing Site Photos
 - 17. Area Amenities
 - 18. Neighborhood Context
 - 19. Neighborhood Context
 - 20. Utility Plan
 - 21. Site Plan
 - 22. Ground Floor Plan
 - 23. Typical Upper Floor Plan
 - 24. Roof Plan
 - 25. North Elevation - NW Davis St.
 - 26. East Elevation - Park Ave.
 - 27. South Elevation - NW Couch St.
 - 28. West Elevation
 - 29. Building Materials
- D. Notification
 - 1. Posting instructions sent to applicant
 - 2. Posting notice as sent to applicant
 - 1. Applicant's statement certifying posting
 - 2. General information on DAR process included with e-mailed posting/notice
- E. Service Bureau Comments
 - 1. BES
 - 2. PBOT
- F. Public Comments
 - No public comments were received.*
- G. Other
 - 1. Application form
 - 2. Staff memo to Design Commission
 - 3. Staff presentation to Design Commission

EA 21-068595 DA - Exhibit E.1



CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Suite 613, Portland, Oregon 97204 ■ Mingus Mapps, Commissioner ■ Michael Jordan, Director

Pre-Application Conference Response

Date: July 20, 2021

To: Jean Hester, Conference Facilitator
503-823-7783, Jean.Hester@portlandoregon.gov

From: Abigail Cermak, BES Systems Development
503-823-7577, Abigail.Cermak@portlandoregon.gov

Case File: EA 21-058331

Location: 135 NW PARK AVE

R#: R140534, R140535, R140536

Proposal: New Hotel, 5 over 1, 94,000 sq ft, 174 units, 1 Type B onsite loading space, eco-roof and flow through planter for onsite stormwater.

The Bureau of Environmental Services (BES) has reviewed the submitted materials to identify potential issues and requirements and provide the following comments. Some references to Portland City Code (PCC) are included below; the applicant may refer to the Auditor's Office [Online Charter and Code](#).

A. KEY ISSUES AND REQUIREMENTS

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

1. The applicant must submit a site plan showing all proposed sanitary connections and stormwater systems.
2. The applicant must submit a stormwater report, including the results of infiltration testing, with the land use application.
3. Required public right-of-way improvements may trigger stormwater management requirements. If triggered, some or all of this area is eligible to pay an Offsite Stormwater Management Fee in lieu of building a stormwater facility.

B. FOLLOW UP TO QUESTIONS RAISED AT THE MEETING

1. What is the preferred sewer connection for sanitary and storm?
 - a. The BES Modeling team is currently assessing which combined sewer is the preferred connection for this new development. As soon as this information is available, I will follow up with the applicant via email.

C. SANITARY SERVICE

1. *Sanitary Infrastructure:* According to available GIS data, the following sewer infrastructure is located in the vicinity of the project site:
 - a. There is a public 18-inch concrete (RCP) combined sewer in NW Davis St (BES as-built #6041).
 - b. There is a public 24-inch concrete (RCP) combined sewer in NW Couch St (BES as-built #6126).

2. The sanitary/storm pipe in NW Davis street is located approximately 15 feet from the existing property line. Be aware that it is the applicant's responsibility to demonstrate to the satisfaction of BES that the pipe will not be damaged by the proposed development and that clearance will be maintained for future maintenance access. The applicant must determine the exact location of this pipe relative to proposed private improvements including shoring, tiebacks, foundation piles, utility vaults and other improvements associated with the development. If utilities, utility vaults or other private improvements will be located within 5-feet of a BES pipe, a BES Design Variance Request Form must be submitted for review. Refer to Section 2.6 of the 2020 Sewer and Drainage Facilities Design Manual and coordinate with BES staff for additional information. Note that BES may require additional monitoring, inspection and/or relocation of public infrastructure.
3. *Water Main and Sewer Main Locations:* According to available GIS data, there are water mains located between the proposed development site and the combined sewer mains in NW Couch St and NW Davis St. Any new connection(s) to the sewer main will cross the water main and will require a [Water Utility Protection Plan](#). Sanitary laterals must meet required separation distances according to the Water Bureau; the applicant should contact the assigned Water Bureau reviewer or the Water Bureau general email (devrev@portlandoregon.gov) with questions related to required separation distances.
4. *Upsizing Existing Sanitary Lateral:* Based on the proposed development type and according to Table 1 of [ENB-4.17](#), the existing lateral may need to be upsized to provide an acceptable sanitary connection for the development. The applicant should be aware that upsizing an existing sanitary lateral requires a sewer connection permit; the permittee is responsible for upsizing the entire length of lateral to the sewer main and for all costs associated with the work.
5. *Connection Requirements:* Connections to the City sewer system must meet the standards of the City of Portland's [Sewer and Drainage Facilities Design Manual](#), [PCC 17.32.090](#), administrative rules [ENB-4.07](#) and [ENB-4.17](#), and all other relevant City codes and rules. Sanitary sewage from private property must be separately conveyed to the property line and connected through individual laterals for discharge to the City separate sanitary or combined sewer. Per [ENB-4.07](#), sewer connection permits are required to make new connections to City mains and laterals, relocate or upsize existing laterals, and repair sewers in City right-of-way. The permittee is responsible for verifying the location, depth and size of an existing sewer lateral and for ensuring the lateral is clear of obstructions prior to connection.

D. STORMWATER MANAGEMENT

1. *Stormwater Infrastructure:* According to available GIS data, the following stormwater infrastructure is located in the vicinity of the project site:
 - a. There are no public storm-only sewers available to this property and a public storm main extension is not required. The combined sewer described above may provide the only offsite discharge location for stormwater from the development.
2. *General Stormwater Management Requirements:* Development and redevelopment sites that include any of the triggers listed in PCC 17.38.040 are subject to the policies and standards of PCC 17.38.035, Portland's [Stormwater Management Manual](#) (SWMM) and [Source Control Manual](#) (SCM). Projects must comply with the current adopted version of the SWMM as of the permit application date. A fundamental evaluation factor in the SWMM is the Stormwater Infiltration and Discharge Hierarchy (Section 1.3.3), which sets the framework that will be used to determine when a project's stormwater runoff must be infiltrated onsite and when offsite discharge will be permitted, and the parameters that must be met for either scenario. If tested infiltration rates on a property are greater than or equal

to 2 inches per hour, onsite infiltration will be required unless the site qualifies for the ecoroof exception per Section 3.2.1 or infiltration is determined infeasible based on site conditions described in Chapter 2 of the SWMM. Note that maximum building coverage allowed by the zoning code, including below grade development, does not exempt the applicant from stormwater requirements. Pollution reduction and flow control requirements must be met using vegetated facilities to the maximum extent feasible, though roof runoff and some paved impervious surfaces are exempt when discharging directly to a UIC (refer to Sections 1.3.2, 1.3.4, 3.2.4 and 4.2.2 of the SWMM).

3. *Public Right-of-Way Stormwater Management:* Stormwater runoff from the public right-of-way must comply with all applicable standards of the SWMM and Sewer and Drainage Facilities Design Manual and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee.
 - a. Under the 2020 SWMM, sidewalk improvements behind an existing curb that create or replace 500 SF or more of impervious area are no longer exempt from stormwater management requirements unless they fall under a specific exemption described in Section 1.2.1.2 of the SWMM. Based on the scope of PBOT requirements, the length of project frontage and existing conditions, BES does not expect that the required sidewalk improvements will exceed 500 SF of triggered impervious area. However, if the scope of work changes or future analysis shows that the triggered area will exceed 500 SF, then the applicant should note that this area is eligible to pay an Offsite Stormwater Management Fee in lieu of building a stormwater facility through the Staff Review Special Circumstances (SRSC) process. Refer to Section 1.8.1 of the SWMM and contact BES Development Engineering staff to confirm SWMM requirements.
4. *Private Property Stormwater Management:* Stormwater runoff from this project must comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee.
 - a. *Storm Report:* The applicant must submit a Presumptive (SWMM Section 2.5.2) or Performance Approach (SWMM Section 2.5.3) stormwater report and a preliminary utility plan showing stormwater management facilities sized according to SWMM standards. The report must follow the outline included in Section 3.4.3 of the SWMM and be stamped by an Oregon registered engineer or other qualified design professional. Required elements of the report include:
 - 1) Results of infiltration test(s) on the subject site performed by an Oregon-licensed engineer, certified engineering geologist, or registered geologist in accordance with the open pit, encased or double-ring infiltrometer testing methods described in Section 2.3.2 of the SWMM. To best assess the feasibility of onsite infiltration, the design team must test infiltration rates at depths that appear conducive to infiltration using field-based decisions and by referencing available soil information, geotechnical analyses and/or boring logs. To the extent feasible, proposed infiltration facilities must correspond with the location and depth of the completed infiltration testing. Indicate on a plan the approximate location of the test(s).
 - 2) Calculations prepared by an engineer using the [Presumptive Approach Calculator \(PAC\)](#). If using other software under the Performance Approach, the principles of Section 2.5.3 must be followed.
 - 3) If BES approves offsite discharge to the combined sewer, PCC 17.38 and the SWMM require stormwater discharge to be controlled so that the post-development 25-year peak flow rate is limited to the pre-development 10-year peak flow rate. The applicant must show through the Presumptive or Performance Approach stormwater report how flow and volume control standards that apply to the proposed discharge point will be met.

- b. *Infiltration Facility Setback Requirements:* Required minimum setback distances from infiltration facilities to slopes, property lines, foundations and other features are described in Section 2.2.4 and Table 2-1 of the SWMM. Most infiltration facilities must be set back 5 feet from parcel property lines and 10 feet from foundations, as measured to the high water level at the edge of vegetated facilities, the middle of drywells, and the edge of soakage trenches. Note that no setbacks are required for property lines with the right-of-way. Additional specific setback requirements are described for rain gardens, filter strips, downspout extensions, and ponds (see Section 2.2.4 of the SWMM). BES will review all proposals to reduce required setbacks. Stormwater facilities with reduced setbacks may need to be designed under the Presumptive or Performance Approach and additional documentation and analysis (such as analysis from a geotechnical engineer, structural engineer, registered geologist or other environmental professional) may be required as described in Section 2.2.4.2 of the SWMM. Drywells placed under buildings are reviewed as a setback encroachment. They may be allowed provided the drywell is sized to infiltrate the 100-year design storm or an overland escape route is provided.
- c. *Central City Ecoroof Requirement and the SWMM:* Portland's Central City 2035 Plan (CC2035) enacted a standard that requires ecoroofs on most new buildings in the Central City Plan District (see PCC 33.510.243). The standard is intended to maximize ecoroof coverage in the Central City because of the multiple benefits they provide, including stormwater management. This regulation is a zoning standard implemented by BDS. An ecoroof constructed to meet CC2035 will also count toward the project's stormwater management obligations but additional stormwater management may be required by BES if the ecoroof coverage is insufficient. For more information about the SWMM and CC2035, see <https://www.portlandoregon.gov/bes/article/691262>.
 - 1) *Ecoroofs:* Full coverage ecoroofs may meet the entire stormwater management obligation of a building. If instead the applicant proposes an ecoroof that only partially covers a building, the following considerations must be followed, as applicable. For more information about partial-coverage ecoroofs, see <https://www.portlandoregon.gov/bes/article/691262>.
 - (1) *Building Coverage:* If a building with $\geq 60\%$ ecoroof is proposed, onsite stormwater infiltration does not need to be investigated for the building area.
 - (2) *Ground Level:* Incidental ground-level impervious areas associated with an adjacent building that has $\geq 60\%$ ecoroof also does not need to be evaluated for on-site infiltration. However, larger impervious areas that allow sufficient space to install an infiltration facility, such as parking lots, must be investigated for the feasibility of infiltrating stormwater per SWMM procedures.
 - (3) *Pollution Reduction:* In the combined system (Level 3), pollution reduction is not required.
 - (4) *Flow Control:* Flow control must be provided for all non-ecoroof area. A partial ecoroof can contribute toward meeting the site's overall flow control obligation, and in some cases a partial ecoroof may be all that is required. To assess this, the project engineer must calculate flow control using the Santa Barbara Urban Hydrograph method using a 5-minute time of concentration, an ecoroof curve number of 61 (from SWMM Table A-8), and a weighted curve number for the entire roof area (formula is provided in guidance document linked above).

5. *Clean River Rewards Program:* Clean River Rewards, Portland's stormwater discount program, offers discounts up to 100% of the City's onsite stormwater management charge to ratepayers who manage stormwater runoff on their property. Please note that this discount is not automatically applied; ratepayers must register their property and describe how stormwater is being managed to qualify. Be aware that some properties discharging to the Multnomah County Drainage Districts (within the Columbia Slough watershed) are not charged an onsite stormwater management fee by the City and are therefore ineligible to register for this program. See the [Clean River Rewards website](#) or call 503-823-1371 for more information.

E. GENERAL PUBLIC WORKS PERMIT INFORMATION

For questions related to the public improvements described throughout these notes, please contact Rod Krauter at (503) 823-7064 or rodney.krauter@portlandoregon.gov or the BES Development Engineering hotline at (503) 823-7761, option 3.

1. *General Public Works Permit Information:* Information on the City's public works permit (PWP) process, including submittal requirements and review timelines, is available at www.portlandoregon.gov/publicworks. All submitted public works plans must meet the City's Sewer and Drainage Facilities Design Manual (SDFDM), SWMM, and public works permitting plan submittal requirements and drafting standards. Contact Public Works Permitting at (503) 823-1987 or pwp@portlandoregon.gov with questions related to the general public works permit process.
2. *Hazardous Substances Code:* The City's Hazardous Substances Code (PCC 17.24.067) requires the excavation and removal of disturbed contaminated soils from right-of-way access areas and utility corridors. The soils must be replaced with clean fill at a minimum depth of 5 feet. A demarcation/contaminant barrier is also required when it has been determined the soils are contaminated at depth. Erosion control measures for contaminated soils (Section 8.2.1 of the SCM) must be met. Soil stockpiles must be covered and contained with a barrier on all four sides, with an impervious layer underneath the stockpile to inhibit contaminants from leaching back into the soil.

F. SUBMITTAL REQUIREMENTS FOR LAND USE

1. Full land use plan set, including preliminary utility plan showing all existing and proposed sanitary and storm facilities and connections.
2. A Presumptive/Performance approach stormwater report as described in this memo.
3. A Staff Review Special Circumstances form for qualifying improvements, as applicable. Otherwise, the applicant would be required to initiate a Public Works Permit to construct public stormwater facilities and BES must approve the Concept Development (i.e. 30% design) PWP Plans prior to approval of the land use application.

G. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees:* Sewage system connection fees and system development charges are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees, navigate [here](#) or call the BES Development Review Team at 503-823-7761.
2. *Connection Requirements:* Connection to public sewers must meet the standards of the City of Portland's [Sewer and Drainage Facilities Design Manual](#).

3. *UIC Registration*: The Oregon Department of Environmental Quality (DEQ) regulates underground injection control (UIC) facilities to protect groundwater. Drywells and soakage trenches are examples of UICs. It is the applicant's responsibility to register all onsite UICs with DEQ, as appropriate. To learn more visit [DEQ's website](#) or contact the DEQ UIC Program at 503-229-5945. The SWMM also includes general UIC information.
4. *Source Control Requirements*: Source control requirements from the [Source Control Manual](#) (SCM), [Portland City Code \(PCC\) Title 17](#), and [BES Administrative Rules](#) that may be applicable to this project are listed below with the corresponding chapter, section, code, or rule. For specific questions on the following, please contact BES Source Control at 503-823-7122.
 - a. *Site Use and Activity-Based Source Control Requirements (SCM Chapter 6)*: BES recommends the applicant review the following SCM sections to understand the structural, treatment, and operational BMP requirements that may impact the project design.
 - 1) *Waste and Recycling Storage (SCM Section 6.1)*
 - 2) *Covered Vehicle Parking (SCM Section 6.3)*
 - 3) *Material Transfer and Loading Docks (SCM Section 6.4)*
 - 4) *Above-Ground Storage, Processing, or Transfer of Liquids (SCM Section 6.5)*
 - b. *Site Dewatering Requirements (SCM Chapter 9, [PCC 17.34](#), [PCC 17.36](#), [PCC 17.38](#), [PCC 17.39](#), [ENB 4.32](#))*: BES evaluates requests for temporary and long-term stormwater and groundwater dewatering discharges into the city sewer system for approval or denial. See Appendix 1 of the SCM for the Construction Dewatering Discharge Application Form. If approved, a Discharge Permit for the storm or combined sewer may be required.
 - 1) Fees are assessed for temporary construction discharges to the public sewer system – navigate [HERE](#) for current rates and information about dewatering as it relates to [construction projects](#).
 - 2) Construction discharges to City UICs are prohibited.
 - 3) Construction discharges to private UICs (e.g., drywells or soakage trenches) must be authorized by DEQ's UIC Program.
 - c. *Grease Management Program ([PCC 17.34](#), [ENB 4.26](#))*: The City requires grease management (GM) devices in all food service establishments and for any business/industry that may introduce fats, oils, or grease (FOG) into the public sewer. A monitoring access structure (MAS) may also be required. Please refer to the MAS discussion below regarding MAS requirements. For additional information, go to the [Cut Through the FOG](#) webpage.
 - d. *Extra Strength Sewer Charge Program ([PCC 17.34](#), [PCC 17.36](#), [ENB 4.25](#))*: Food service establishments and some other industries incur a surcharge on their sewer bills. A monitoring access structure (MAS) may also be required. Please refer to the MAS discussion below regarding MAS requirements. Establishments that employ best management practices can apply for a rate reduction. Call 503-823-7093 for more information.
 - e. *Monitoring Access Structures ([PCC 17.34](#), [PCC 17.39](#), [ENB 4.03](#), [ENB 4.25](#), [ENB 4.26](#), [ENB 4.35](#))*: Monitoring Access Structures (MAS) for sampling wastewater or stormwater discharges may be required for users that introduce, or are expected to introduce,

pollutants into the public sewer from any non-domestic source. Please refer to the [MAS Administrative Rules](#) for additional information regarding MAS requirements.

- f. *Pet Relief Areas* ([PCC 17.32.030\(F\)](#), [PCC 17.34](#), [PCC 17.39](#)): Any liquid wastes generated from an area that will be built specifically for, or used as, a pet relief area and that contain a drain must direct discharges to the sanitary sewer system. As stormwater is not allowed into the sanitary sewer system, pet relief areas must also be covered and protected from stormwater coming in contact with that area.
- g. *Water Features* ([PCC 17.34](#), [PCC 17.39](#)): If a water feature, such as a fountain, uses treated water (e.g., chlorinated or biocides), the feature water and filter backwash must discharge to the sanitary waste line. If the feature water is not treated, under most circumstances the water can discharge to the storm sewer. If the source of the feed water is rainwater and required to discharge to the City sanitary sewer system or groundwater, a meter is required to assess sewer user fees; current rates are located [HERE](#).

A7

General Folder

105 & 135 NW PARK A...

Folder

Property(3)

People(5)

Info(17)

Fee(2)

Process(14)

Document(1)

Comment(3)

Attachment(6)

Correspondence(8)

2021 068595 000 00 EA Early Assistance

Pending - EA

+ Land Use Services (7)

+ Environmental Services (1)

- Transportation (1)

PBOT Dev Rev - EA Response

Closed

+ Process Management (3)

+ Status Change (2)

Attempt

+Attempt

Checklist

Info

Options

PBOT Dev Rev - EA Response (69017)

Closed

135 NW PARK AVE , PORTLAND, Oregon, 97209, USA

Team

Assigned User

Baseline Start Date

Baseline End Date

To Start

To End

Sign Off User

Discipline

Started

Ended

Created By

Reference

People

Last Modified By

Display Order

Inspection Number

Last Modified

Team

de Freitas, Fabio

Jul 28, 2021 00:00:00

Aug 05, 2021 15:18:36

de Freitas, Fabio

Sep 29, 2021 18:19:35

Sep 29, 2021 18:19:35

de Freitas, Fabio

Reference

People

de Freitas, Fabio

900

Inspection Number

Sep 29, 2021 18:20:34

Comments

See PBOT prepared written response for PC 21-058331 for issues to be addressed.

Top



PORTLAND BUREAU OF TRANSPORTATION

1900 SW Fourth Ave., Suite 5000 Portland, OR 97201 503-823-5185
Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation

Jo Ann Hardesty Commissioner Chris Warner Director

PBOT – Development Review

Pre-Application Conference Response

Date: August 17, 2021
To: Jean Hester, Conference Facilitator
503-823-7783, jean.hester@portlandoregon.gov
From: Fabio de Freitas, PBOT Development Review
(503) 823-4227, fabio.defreitas@portlandoregon.gov
Case File: EA 21-058331
Location: 135 NW PARK AVE
R#: R140534, R140535, R140536
Proposal: A Pre-Application Conference to discuss development of a new hotel with 94,000 square feet of floor area and 174 rooms. One Type B loading space is proposed with access from NW Davis. No on-site parking is proposed. There is a valet parking space proposed on NW Park.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the Pre-application Conference materials to identify potential issues and requirements.

Mayor Ted Wheeler has declared a State of Emergency for the City of Portland. While city offices are closed to the public to maintain social distancing guidelines from Oregon and federal health authorities, PBOT staff who are able to are currently working remotely to help keep the business of PBOT moving.

A. SUMMARY OF REQUIREMENTS:

1. Pursuant to PCC Section 17.88.020.A (<https://www.portland.gov/code/17/88/020>), the proposed project will result in an increase in occupancy and a “significant alteration”. These two thresholds allow PBOT to require associated ROW improvements and property dedication along the site’s frontages (see below for additional details). The subject site is located within the boundaries of the River District sub-district of the Central City Plan District. The site’s frontages are therefore subject to the River District Right-of-Way Framework Plans-Performance Criteria-Design Standards (River District Standards) as amended in 2020 by City via Ordinance 189932 ([189932 Adopt the River District Right-of-Way Standards for the NW Johnson St and NW Park Ave extensions exhibit.PDF](#)).
2. The applicant was informed of the City’s “Green Loop” alignment along the east side of NW Park Ave. At some point in the future, roadway changes in association with the realization of the Green Loop will include retaining the parking lane along the west side of NW Park Ave, eliminating the parking along the east side of the street and replacing it with a separated two-lane multi-use path.

3. The aforementioned Green Loop information was shared in relation to the applicant's proposal for a hotel passenger loading/unloading zone (zone) at the north end of the site's NW Park Ave frontage. Although PBOT Development Review staff and staff from PBOT's Planning Section have indicated preliminary support for such curb zone use along NW Park Ave, this is not a land use-related matter that will be decided with the expected Design Review for the project. The applicant will need to work with PBOT's Parking Control Section to ultimately review, permit and provide appropriate signage for said zone (this is typically done *after* the land use process). PBOT/Parking Control's "downtown" liaison is Sonja Peterson who can be contacted at sonja.peterson@portlandoregon.gov.
4. Discussion during the meeting also included the potential for a private utility vault potentially to be located within the abutting NW Couch right-of-way (ROW). The applicant was advised by Portland Water Bureau staff and staff from Portland Parks/Recreation-Urban Forestry of concerns from both bureaus related to their respective existing infrastructure (NW Couch water main and street trees). PBOT will also voice that the applicant should explore every option possible to locate such a facility for the private use of the proposed hotel on private property before proposing a location within any of the site's abutting ROWs.

If after review by City staff and in coordination with the utility provider, no on-site location is possible, PBOT *may support* the vault within the ROW. PBOT has developed a process for reviewing potential exclusive use utility vaults (UVE) within the public ROW (Administrative Rule/TRN-8.13. Information on this process can be found at the following links -

<https://www.portlandoregon.gov/citycode/article/622898>

<https://www.portland.gov/transportation/development/utility-vault-permitting-and-leasing-development>

In relation to the associated land use application, the applicant must submit a Utility Plan directly to me, Fabio de Freitas, that includes the following:

- a. **Utility Site Plan:** A detailed map of the development and the location of all public and private utilities necessary to support the proposed development (with approximate dimensions - i.e. power/electricity, natural gas, water, sewer, etc.).
- b. **Vault Specifics:** The location and size of all existing Utility Vaults adjacent to the development. In addition, detail and designate any Utility Vaults which are to be used for the Exclusive use (UVE) of the development. All UVE lids must be of the standard lid type defined in TRN 10.19 ([TRN-10.19 - Utility Permits in the Right-of-Way | Portland.gov](#)).
- c. **Utility Contact List:** A list of the names and contact information of all utility representatives consulted to create the plan".

The Utility Plan must be submitted early on during the Development Review/Building Permit process to avoid any conflicts with either process. The applicant should contact the utility provider as soon as possible, to identify a feasible location for the necessary transformer/vault. The submittal of the Utility Plan is required for PBOT to recommend that a Land Use application can be deemed complete.

The applicant is advised that effective July 1, 2016, all new applications for Building Permits with designs that proposed to locate UVEs within the ROW will need to enter into a lease with the City of Portland. A long-term lease will be required in association with new and/or existing UVE infrastructure based upon the following criteria:

- a. On new buildings, any proposed or existing UVEs will require a lease.

- b. On remodeled or renovated buildings only new UVEs or existing UVEs that will require structural modification will require a lease.

Information on the annual cost of rent can be found at:
<http://www.portlandoregon.gov/citycode/article/308415> and at
<https://www.portlandoregon.gov/citycode/article/551984>.

It is critical that this issue is resolved as soon as possible so there is no potential for conflicts related to Land Use, Building Permit or Public Works review timelines. *The aforementioned items must be submitted no later than with the land use application submittal package – otherwise, these items will be identified as land use application completeness issues. Lastly, unless the utility vault location has been conceptually approved through the above referenced UVE process prior to the public hearing for the expected Design Review request, PBOT will not be able to support the project.*

Additionally, in relation to the necessary Public Works Permit process, if the vault cannot be located entirely within the furnishing zone, a location within the sidewalk corridor ***may be permitted*** subject to review and approval through the Public Works Permit process **and via a Design Exception request.** Lids proposed to be located within the sidewalk corridor must meet specific skid resistance criteria and will be evaluated during the Public Works Permit review.

5. Pursuant to PCC Section 33.266.310.C, and as confirmed by BDS staff, the proposed project will trigger two Standard A on-site loading spaces. Standard A spaces are at least 35-ft (long) x 10-ft (wide) x 13-ft (height/clearance).

The submitted plans (and narrative) show one on-site Standard B loading space with access via NW Davis. Any potential exception to the loading requirements will need to be approved via an Adjustment process and the applicant would need to have a professionally prepared Loading Demand Study (LDS) submitted to support the potential Adjustment. The applicant is referred to the additional information related to the LDS requirements at the end of this response. *The submittal of an Adjustment request does not ensure its approval.*

B. TRANSPORTATION CODE REQUIREMENTS:

Topic	Code and Comments	Code Citation & Link
Oriel Windows	An encroachment review is required for Oriel Windows that exceed the dimensions prescribed in the Structural Specialty Code section 3202.3.2.	3202.3.2- Structural Specialty Code
Encroachments in the Public Right-of-Way	Any proposed encroachments (balconies, decks and door swings) in the public right-of-way are subject to the requirements of the International Building Code (IBC). Per the IBC, doors may not swing into the public right-of-way. All encroachments will require a permit issued by PBOT at time of building permit. Additional information on the City's Encroachment Permit process can be found at the following link: www.portlandoregon.gov/transportation/59332 . Further, please see the attached document at the end of this response that includes general information on other relevant Encroachment Permit considerations.	International Building Code

C. EXISTING CONDITIONS / CITY STANDARDS FOR REQUIRED IMPROVEMENTS:**TSP Classification**

Street Name	Traffic	Transit	Bicycle	Pedestrian*	Freight	Emergency Response	Street Design
NW Park Ave	Local Service	Local Service	Major City Bikeway	Major City Walkway	Local Service	Minor	Local Service
NW Couch	Traffic Access	Local Service	Local Service	Neighborhood Walkway	Local Service	Minor	Local Service
NW Davis	Local Service	Local Service	City Bikeway	Neighborhood Walkway	Local Service	Minor	Local Service

*The site is located within the Central City Pedestrian District.

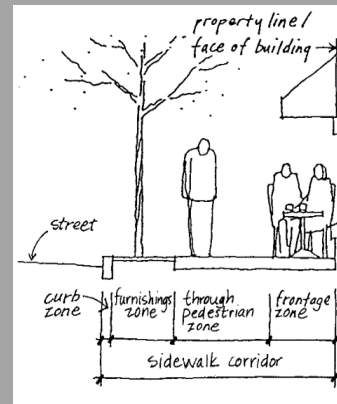
River District Designation

Street Name	Function	Street Trees	Street Lighting
NW Park Ave	Special Function/Green Loop	North Park Blocks Planting standards	Single-Ornamental Street Lights
NW Couch	Special Function	Mixed Layer	Twin-Ornamental Street Lights
NW Davis	Existing Typical Street	Mixed Layer	Twin-Ornamental Street Lights

Existing Frontage Conditions*

Street Name	ROW Width	Roadway Condition	Pedestrian Corridor Width/Configuration			
			Curb	Furnishing	Sidewalk	Frontage
NW Park Ave	60-ft	36-ft paved	0.5-ft	None	11.5-ft	None
NW Couch	60-ft	36-ft paved	0.5-ft	None	11.5-ft	None
NW Davis	60-ft	36-ft paved	0.5-ft	None	11.5-ft	None

* This information is derived from City GIS. This evaluation is not implied to be more accurate than the sources that the information was obtained from. Based on the lack of survey information to support GIS data, this information may not be accurate.

**City Standard Frontage Improvement**

Street Name	ROW Width	Roadway Condition	Pedestrian Corridor Width/Configuration			
			Curb	Furnishing	Sidewalk	Frontage
NW Park Ave	N/A	N/A	0.5-ft	4-ft	6-ft	1.5-ft
NW Couch	N/A	N/A	0.5-ft	4-ft	6-ft	1.5-ft
NW Davis	N/A	N/A	0.5-ft	4-ft	6-ft	1.5-ft

D. DETAILED RIGHT-OF-WAY IMPROVEMENT REQUIREMENTS:

In relation to the Building Permit for the proposed project, the applicant will be required to re-construct the existing ROW conditions to the satisfaction of the City Engineer and consistent with the River District standards ([189932 Adopt the River District Right-of-Way Standards for the NW Johnson St and NW Park Ave extensions exhibit.PDF](#)).

1. NW Park/NW Couch/NW Davis:

The applicant is referred to the Performance Criteria section of the aforementioned River District ROW Standards for the required improvements around the site. This section of the document includes the various ROW components that will need to be constructed along the site's frontages including the 12-ft wide standard sidewalk corridor (Pedestrian Criteria/Section 2.5.1), curb extensions (along NW Couch and NW Davis – Section 2.5.4), street lighting (Sections 2.6.1.1 & 2.6.1.2), street trees (Sections 2.8.4 & 2.8.6). The applicant is also referred to Section 3.0 (Design Standards) for specific required design details of the various design components.

It is not expected that there will be any associated property dedication requirements based on City GIS data – to be confirmed by property survey for which the applicant is responsible.

*It is critical to identify that in relation to the required sidewalk corridor improvements noted above that **there may be property dedication requirements** if the applicant elects to construct stormwater management facilities **instead of paying the optional off-site management fee to address requirements of BES' current Stormwater Management Manual (SWMM)**. The amount of property dedication may be 4-ft depending on the potential stormwater management facility design. It will be vital for the applicant to inform City staff of how the SWMM regulations will be satisfied so that adjustments can be made to potential permit processing requirements.*

2. ADA-compliant corner ramps:

The applicant is advised that in relation to the above referenced sidewalk corridor improvements along the site's three frontages, ADA-compliant corner ramps must be incorporated into the design and constructed (along with the curb extensions along NW Couch and NW Davis – curb extension construction feasibility to be determined during Public Works Permit review).

3. Streetlighting:

The applicant is advised of the potential for additional street lighting along the site's frontages. This determination will be made during the necessary Public Works Permit review process.

4. Public Works Permit:

The frontage improvements must be constructed under a Public Works Permit (see below for additional details) - **in this case, Public Works Concept Development Phase (30% plans) approval is not required prior to a decision being rendered on the associated Land Use request(s)**. However, the applicant is encouraged to initiate the Public Works Permit process as soon as possible to prevent any issues with the building design.

E. PERMIT INFORMATION:

At the time of Building Permit review you should be aware of the following:

1. System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of Building Permits by contacting PBOT's SDC Section at (503) 823-7002 (option 2).
2. Curb cuts and driveway construction must meet the requirements in Title 17. Title 17 driveway requirements will be enforced during the review of Building Permits.
3. The ROW improvements will need to be designed by an Oregon licensed civil engineer and constructed under a Public Works Permit, which is separate from the Building Permit that will be necessary for construction of the proposed project.

Conceptual PW Design must be submitted to Public Works Permitting in order to verify the type of PW Permit that is required and to determine the required performance guarantee amount.

PW Design Review will determine specific design elements including stormwater management, bus stop, curb-cuts, landscaping, location of signage, location of utility poles and street lights, as well as other design requirements.

The applicant is therefore encouraged to contact Public Works at (503) 823-1987 or at pwp@portlandoregon.gov to familiarize himself with the process and initiate the appropriate

meetings/process. Additional information on the City's Public Works Permitting process can be found at the following link: <http://www.portlandoregon.gov/publicworks>. It is important for the applicant to understand the Public Works process and timeline thereof to avoid any conflicts with the Building Permit process.

4. Plans, fees, a contract (called the application for permit) and a performance guarantee for the estimated value of the improvement must be submitted prior to (Building Permit approval). The performance guarantee may be in the form of a surety bond, irrevocable letter of credit, set-aside account, or cash deposit. Applicant should contact Public Works at (503) 823-1987 for appropriate forms and additional information.
5. Encroachments in the ROW must be approved through the Encroachment Permit process prior to PBOT approval of the Building Permit. For more information, go to: <http://www.portlandoregon.gov/transportation/encroachments>.
6. The applicant is advised that the City cannot guarantee the accuracy of location of utilities in the street, and that the information used by the City and furnished to the applicant or their representatives may be incorrect. Verification of private and public utility locations, as well as the responsibility for any and all damage caused by work in the right-of-way, will be the responsibility of the permittee at the time of performing work and right-of-way improvements associated with their project.
7. The applicant has the opportunity to propose an alternative frontage improvement solution. The applicant may enter into the City's adopted Public Works Alternative Review process. Additional information on this process can be found at the following link: <http://www.portlandoregon.gov/article/481371>.

A decision on a Public Works Alternative may be appealed through the Public Works Appeals program. However, the applicant must receive a final response from PBOT, in the form of either a Land Use recommendation or a Building Permit check-sheet, prior to proceeding with any appeal beyond the Public Works Alternative Review. The applicant is advised that appeal of a PBOT Land Use recommendation must occur prior to issuance of the land use decision by BDS and will likely delay the land use review while the request moves through the appeal process. Additional information on the Public Works Alternative process and the Public Works Appeal process can be found on PBOT's development review website at: <https://www.portlandoregon.gov/transportation/73951>.

F. SUBMITTAL REQUIREMENTS FOR LAND USE:

This list identifies PBOT submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

- 1 Written narrative adequately addressing all transportation related approval criteria.
- 2 Preliminary plans showing necessary right-of-way improvements.
- 3 UVE request (if necessary – vault in ROW)
- 4 Loading Demand Study (if necessary – relief from loading requirements)

All submittal requirements should be submitted with the application.

Attachments:

Loading Demand Study
General Information/PBOT Building

Loading Demand Study Requirements

1. Per the requirements of Zoning Code Section 33.266.310 the project is required to provide on-site loading space(s) meeting particular dimensional requirements. The applicant may request an Adjustment/Modification to provide fewer/smaller on-site loading spaces. The concern that PBOT has with these types of exceptions focuses on how the lack of on-site loading may impact operations of the abutting rights-of-way. ***Given the scale and location of the project, PBOT requires the submittal of a Loading Demand Study prepared by a professional traffic consultant to provide sufficient evidence in the record that the applicable Adjustment/Modification approval criteria can be satisfied.*** The loading demand should be based on all expected users of the building. The analysis will need to include:
 - a. A description of the proposed development (retail/office/ residential - total square footage, total number of dwelling units, etc);
 - b. A description of any site constraints (size, topography, other buildings on block, etc.)
 - c. Loading demand data from three similar sites/uses. Video data must be collected for a 72-hour period during a typical week. Data should include type of loading, size of loading vehicles (length, width, and height), FHWA vehicle classification, loading times, and loading durations.
 - d. A prepared map of the site and all existing on-street truck loading zones (TLZs) within a 200-ft radius from the proposed service entrance. Map should inventory:
 - i. Existing TLZ curb lengths
 - ii. Posted limits on time of day/day of week and duration
 - iii. Adjacent land uses
 - iv. Metered and unmetered on-street parking
 - e. Loading demand data for existing TLZs over a 72-hour period during a typical week. Data should consist of times and durations of use of each TLZ.
 - f. Any proposals for self-regulation (self-imposed time restrictions, loading schedule, etc.)
 - g. Projected loading demand for the proposed development

Prior to submitting the analysis, the applicant's traffic consultant must initiate PBOT's scoping request/review by the submitting the appropriate form(s) found at the following link: <https://www.portlandoregon.gov/transportation/73951>. The applicant's traffic consultant shall submit detail on the proposed development site and each of the three study sites for review and approval by PBOT including the following:

- Location of the site
- Types and sizes of land uses on the site
- Operational characteristics of the site
- Location and size of any on-site loading spaces and on-street loading zones that serve the site.
- Proposed camera location(s) for each site

Applicants should expect a minimum of 2 weeks for review of the study sites and a minimum of 3 weeks for review of the Loading Demand Study. *PBOT may modify/expand the scope of the analysis and/or require additional information based upon the specific nature of the request.*



1900 SW Fourth Ave., Suite 5000 Portland, OR 97201 503-823-5185
Fax 503-823-7576 TTY 503-823-6868 www.portlandoregon.gov/transportation

Jo Ann Hardesty Commissioner Chris Warner Director

GENERAL INFORMATION

PBOT BUILDING and ENCROACHMENT PERMIT CONSIDERATION

Encroachments are based on property line locations after any required dedications are completed. If street dedication is required, the proposed development design must incorporate the location of the new property line into the project.

Vaults and Access Lids in Pedestrian Corridor

Vaults are generally not allowed in the Pedestrian Through Zone. If a vault lid is proposed in the pedestrian through zone, the owner of the vault must submit for review and approval through the PBOT Design Exception process. All vaults located in the public right-of-way (r.o.w.) will require an Encroachment Permit approval as a condition of Building Permit approval. PBOT may approve vaults in the sidewalk area with vault lids to be located in the furnishing zone. This needs to be reviewed through a Design Exception submitted by the owner of the proposed vault. This approval will require going through the Design Exception process to see if there is reason to allow the exception. Conditions may be attached to a Design Exception. Applicants should contact the utility provider as early as possible. From the perspective of managing the r.o.w., PBOT would prefer that these be placed in the street or on private property first and by exception may be located in the sidewalk area. PBOT does not desire to have metal lids in the through pedestrian zones and currently requires lift out lids that match the surrounding sidewalk material. Additionally, if approved, access lids not located in the through pedestrian corridor, shall be constructed with an approved non-slip surface having a static coefficient of friction between 0.60 and 1.00 as determined by ASTM Designation C 1028-89. Access lids on inclines greater than 4% shall have a coefficient of friction between 0.80 and 1.00. Lids with openings greater than 0.5 inches (in the direction of travel) are not allowed in the pedestrian through zone (as defined in the Portland Pedestrian Design Guide). For vaults within the through pedestrian zone (approved through a Design Exception review), access lids are to be lift out lids that match the surrounding sidewalk material.

Excavation and Shoring

The limits of excavation for the proposed development need to be shown. Because the proposed development and excavation are in close proximity to the r.o.w., excavation limits need to be shown in order to verify that no work is proposed within the r.o.w. which exceeds the limits of the PW Permit (if required). If the excavation layback exceeds the limits of the PW Permit, approval of a mass excavation encroachment permit will be required. Excavation information may be provided on the Grading and Erosion Control Plan sheets, or on a separate sheet. Please provide slope layback information, as well as the limits and cross sections showing the proposed excavation relative to the finished face of curb and property lines. Cross sections are to be worst case locations. Shoring designs are also preferred to be reflected in a detail drawing so that the anticipated wall height and required pile size is absolutely clear to the contractor during construction. Piling, that are located in the r.o.w., will be required to be cut off

5-feet below the curb gutter elevation, tiebacks will be required to be de-tensioned at the end of their required use.

If shoring, and structural walls which support the r.o.w. are proposed (on-site or within the r.o.w.); sufficient information on the location of proposed shoring design, calculations and a geotechnical report will be required for evaluation by the Transportation Bridges and Structures group prior to PBOT Building Permit approval, or issuance of an Encroachment Permit (if applicable). If tieback shoring is proposed, the tiebacks may not extend past the centerline of the impacted r.o.w. without providing written consent from the adjacent property owner (opposite of the proposed shoring). The applicant should be aware that all Transportation Structural reviews and reviews of encroachments into the public r.o.w. extending past the curb line (or less if warranted), will require additional review time by other Bureaus and Transportation staff, which will be necessary for Transportations approval of the Building Permit. It is recommended that the applicant's design team provide the necessary information to PBOT at an early stage of the permit process, in an additional separate design set.

Designs and Calculations are required to be stamped by an Oregon licensed civil engineer. An additional set of shoring designs, calculations and the geo-technological report will be required for PBOT permitting to forward to the Bridges and Structures group for review. Additionally, a digital copy should also be provided.

Below Grade Encroachments

Vaults and other enclosed below-grade spaces may be allowed within the r.o.w. with a (Revocable) Encroachment Permit. The building section within the r.o.w. must be designed to be severable from the main building and the structural support for the building above grade must meet IBC 3202.1.1. No projections are allowed beyond the curb line. **A minimum of 5-ft of clearance is required from the street gutter grade to the top of the building lid. It is the applicant's responsibility to demonstrate that no conflict will exist with street trees, streetlights, signals, ADA ramps or any other item constructed within the r.o.w. permitted through the Public Works Permit. The applicant must also provide confirmation that the local utility providers have verified that there is no conflict with the proposed encroachment and the provider's existing, or future, infrastructure.**

Footing Encroachments are not allowed within eight vertical feet below the surface grade (IBC 3202.1) without an approved Revocable Permit (encroachment permit), Footings may extend up to 12-inches into the right-of-way provided that the top of footing is located no less than 8-feet below grade.

Balcony Encroachments are allowed by City Code and applicable IBC standards. Balconies may encroach into the public right-of-way 1-inch horizontally for each 1-inch above 96-inches (8-feet) above finished grade. The Maximum encroachment allowed is 48-inches.

Oriel Window Encroachments are allowed by City Code and/or applicable IBC standards as adopted by the Bureau of Planning, Bureau of Transportation and the Bureau of Development Services, or the applicant must procure an approved Revocable Permit from the Bureau of Transportation for the proposed encroachment. If the proposed encroachment exceeds the definition of being a “Minor Encroachment,” “Major Encroachment” policy approval, through City Council, will be required as a condition of this building permit approval.

Stair and railing Encroachments are not allowed outright within the public right-of-way per City Code and applicable IBC standards. If they are proposed in the right-of-way, either the plans and design must be revised to meet the City and associated IBC encroachment standards, or the applicant must procure an approved Revocable Permit from the Bureau of Transportation for the proposed encroachment.

Door and Gate Encroachments into the Public Right-of-Way are not allowed without a Revocable Encroachment Permit to allow any such encroachments. Please be advised that it is not typically PBOT Policy to approve door swings into the ROW for new construction.

Bike Racks are generally encouraged, there is no encroachment permit fee for approved encroachment applications and permits. The permit is required as a means of tracking encroachment locations and assuring that the rack meets City standards for type and location.

Loading Dock Encroachments

Docks extending from a building face into the right-of-way are private structures which require approval as an allowed encroachment in the public right-of-way. Docks are considered accessory to private buildings and fall under ADA building regulations. Where the dock will provide through pedestrian access in lieu of a public sidewalk, the City Engineer will apply ADA requirements in order to provide a higher level of accommodation. As a condition of this building permit approval, the applicant will be required to obtain an encroachment permit from the Bureau of Transportation.

OTHER CONSIDERATIONS

If a Public Works (PW) Permit is required as a condition of performing right-of-way improvements; stormwater management, bus stop, curb-cuts to City Standard, landscaping, location of signage, Location of utility poles and street lights, as well as other design requirements will be determined as part of the PW design review and permit process.

Designs submitted to Public Works for review must be provided by an Oregon licensed civil engineer. **Performance guarantee, contract and fees must be provided to Public Works satisfaction as a condition of PBOT’s building permit approval.**

It will be necessary for the applicant to provide a 30% PW Design to PW in order for PW to;

1) Verify the type of PW Permit that is required, a full "Level II Permit" requiring up through a 90% design review, or a "Limited PW Permit" requiring the 30% for completion of the separate permit, required for PBOT building permit approval.

2) For PW to determine the required performance guarantee (typically a bond) amount.

As stated above, ***Performance guarantee, contract and fees must be provided to Public Works satisfaction as a condition of PBOT's building permit approval.***

Dedication and Easements: As a condition of PBOT building permit approval for construction of development, sufficient dedication will typically be required to meet the required right-of-way standards. The limits of dedication may require the applicant providing a survey of the frontage and an acceptable PW design for comparison. Subject property.

Utilities/Power lines:

If the pedestrian corridor supports overhead power lines directly across from a zero setback building face and projections, the applicant is advised that they may be required to contact the appropriate utility service company to assure that the proposed design meets the requirements of for separation distances of structures and utility services.

CONTACT INFORMATION

PW Permit process:

The PW design must be provided by an Oregon licensed civil engineer. To begin the PW process, please contact Transportation Public Works through <http://www.portlandonline.com/index.cfm?c=53147>

Dedication process:

To start the dedication process, the applicant is required to complete and return a dedication request form to Transportation Right-of-Way Acquisition. Said form will be provided by PBOT at the time of the building permit, PBOT's 1st review. Dedications will not be processed prior to the building permit processing. Dedications, and required easements, will be a condition of PBOT's approval for the building permit.

Design Exception (DE) Application and Process

For additional information on the DE process and for an application, please go to:

<http://www.portlandoregon.gov/transportation/article/207301>

Scroll down to “Form Title” – “Design Exception Instructions (PBOT)” and “Design Exception Form (PBOT)” for the links to additional information and application.

Revocable Encroachment Permit Application:

If the proposed scope of work requires a revocable permit application for encroachments in the public right-of-way, please go to the following web site for an application, processing, and additional information:

<http://www.portlandoregon.gov/transportation/encroachments>

for an application, general information, cost and submittal information.

Permits from PBOT Street System/Utilities and from the Office for Community Technology are required for this installation:

Contact Ryan Mace at 503-823-7076 or at Ryan.Mace@portlandoregon.gov and Melvin Riddick at 503-823-0066 or at Melvin.Riddick@portlandoregon.gov to obtain the required permits. Advise this office when the permits have been obtained.

Other Related PBOT Building Permit Questions:

Please contact Wayne Close (503-823-7647 wayne.close@portlandoregon.gov)



City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds



Early Assistance Application

File Number: EA 21-068595 DA

Appt Date/Time:

FOR INTAKE, STAFF USE ONLY

Date Rec 7/20/21 by EW

LU Reviews Expected DZ

☐ Required ☐ Optional PC 21-058331

☐ Y ☒ N Unincorporated MC

☐ Y ☐ N Flood Hazard Area (LD & PD only)

☐ Y ☐ N Potential Landslide Hazard Area (LD & PD only)

☐ Y ☒ N 100-year Flood Plain

☐ Y ☒ N DOGAMI

Qtr Sec Map(s) 3029 Zoning CXd

Plan District Central City - Pearl

Historic and/or Design District Central City

Neighborhood Pearl District

District Coalition Neighbors-West / Northwest

Business Assoc Pearl District, Downtown Retail Council

Neighborhood within 400/1000 ft n/a

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly. Portland Downtown & Old Town Community
Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

Development Site

Address 105 & 135 NW Park Ave Cross Street Couch Site Size/Area 20,000

Tax account number(s) R 140534 R 140535 R 140536

Adjacent property in same ownership R _____ R _____ R _____

Short Project Description:

include proposed stormwater disposal methods. Attach additional sheets for a more detailed description, if needed.

New Hotel, 5 (Type IIIB) over 1 (Type IA), 94,000 square feet, 174 units, 1 Type B onsite loading space, ecoroof and flow through planter for onsite stormwater.

Design & Historic Review (New development: give project valuation. Renovation: give exterior alteration value) \$ 25,500,000

APPLICANT: Select an Early Assistance Type and check boxes for desired meeting/written notes options:

Early Assistance Type	City Reviewers	On-line MS Teams meeting & written notes provided ¹	No meeting, written notes provided
<input type="checkbox"/> Pre-application Conference² required for Type III and IV land use reviews	BDS Land Use Services, Transportation, Environmental Services, Water, Parks, others as needed	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Design Advice Request² Public Zoom meeting or written notes only with Design Commission or Historic Landmarks Commission	BDS Land Use Services and Design Commission or Historic Landmarks Commission		
<input type="checkbox"/> Early Assistance - Zoning and Infrastructure Bureaus (including initial bureau responses for street vacations)	BDS Land Use Services, Transportation, Environmental Services, Water, Parks	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Early Assistance - Zoning Only	BDS Land Use Services	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Pre-Permit Zoning Plan Check <input type="checkbox"/> 1-2 housing units <input type="checkbox"/> All other development	BDS Land Use Services		<input type="checkbox"/>
<input type="checkbox"/> Public Works Inquiry for 1-2 housing units No land use review or property line adjustment expected	Transportation, Environmental Services, Water		<input type="checkbox"/>

¹Where a meeting is optional, an additional fee applies for the meeting in addition to written notes. Please see the Land Use Services fee schedule for detailed fee information: www.portland.gov/bds/documents/land-use-services-fee-schedule.

²Public notice (email and internet posting) provided for Pre-application conferences and Design Advice Requests.

Applicant Information For Early Assistance options that include a meeting, indicate who should be invited by BDS staff. A legible email address must be provided. Include separate sheet for additional names if needed.

PRIMARY CONTACT, check all that apply ☒ Applicant ☐ Owner ☐ Other _____
Invite to MS Teams Meeting?: ☒ Yes ☐ No
Name Gary Golla, Jon McAuley Company SERA Design and Architecture, Inc.
Mailing Address 338 NW 5th Ave
City Portland State OR Zip Code 97209
Day Phone 503-445-7372 email garyg@seradesign.com, jonm@seradesign.com

Check all that apply ☐ Applicant ☒ Owner ☒ Other Owner's Agent
Invite to MS Teams Meeting?: ☒ Yes ☐ No
Name Casey Gemunder Company Choice Hotels
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone (301) 628-4396 email pollick@highsidedevelopment.com see comment in A7)

Check all that apply ☐ Applicant ☐ Owner ☒ Other Construction Management / Party of Interest
Invite to MS Teams Meeting?: ☒ Yes ☐ No
Name Harris Griswold Company Highside Development
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone 720-402-9424 email griswold@highsidedevelopment.com

**Please submit this application via email with the following materials to
LandUseIntake@portlandoregon.gov:**

- ☒ Written project description
- ☒ Site plans drawn to a measurable scale, with scale and scale bar identified
- ☐ Building elevations drawn to a measurable scale (if appropriate), with scale and scale bar identified

Once the application is received, staff will contact you regarding payment and scheduling a date and time for your meeting.

Questions to be discussed:

Please include on a separate sheet of paper all questions you wish to be addressed.

Note:

1. Only material submitted with the original application will be addressed by City staff; we are unable to address any additional material that is submitted after the application is received.
2. For some proposals, such as those using the Community Design Standards, you will receive more detailed information if you provide full-sized plans.
3. Estimates for System Development Charges (SDCs) are not be provided at Early Assistance Meetings. Refer to SDC information on the BDS website.
4. Plans examiners do not participate in Early Assistance meetings and they do not provide written comments. For life/safety and building code questions, consult with a plans examiner in the Permit Center or schedule a Life Safety Preliminary Meeting (www.portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet).

Following a pre-application conference, the summary report with web links to forms and handouts will be e-mailed to you. If you prefer to receive paper copies, please check this box. ☐



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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Design Advice Request

DISCUSSION MEMO

Date: August 12, 2021
To: Portland Design Commission
From: Benjamin Nielsen, Design / Historic Review Team
(503) 865-6519, benjamin.nielsen@portlandoregon.gov
Re: EA 21-068595 DA – Choice Cambria Hotel
Design Advice Request Memo – August 19, 2021

This memo is regarding the upcoming DAR on August 19, 2021 for the Choice Cambria Hotel. The following supporting documents are available as follows:

- Drawings may be accessed here <https://efiles.portlandoregon.gov/Record/14611659/>. Note, Commissioners who requested hard copies will receive the drawing set by courier.
- A Design Guidelines matrix is attached with staff comments, and I will send you a digital copy via email.

I. PROGRAM OVERVIEW

Design Advice Request for a proposed new 6-story (approx. 68 feet tall), 174 guest room hotel and approx. 1,900 square foot commercial/retail space. The building is proposed to be clad with brick at the ground floors and stucco on the upper stories. The ground floor will contain the hotel lobby, restaurant and bar, meeting rooms, fitness space, and the future commercial/retail space, as well as back of house areas.

One Standard B loading space is proposed with access off NW Davis St, which will require an Adjustment to loading standards.

A Modification to the Required Building Lines – Park Blocks standard may also be needed.

II. DEVELOPMENT TEAM BIO

Architect	Gary Golla & Jon McAuley, SERA Design and Architecture
Owner's Representative	Casey Gemunder, Choice Hotels
Project Valuation	\$ 25,500,000

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA:

[Central City Fundamental Design Guidelines](#)
[River District Design Guidelines](#)

(see attached matrix)

IV. POTENTIAL ADJUSTMENT APPROVAL CRITERIA

The following Adjustment may be requested.

1. Number of Loading Spaces (33.266.310.C). Two Standard A spaces are required (35' x 10' with a clearance of 13'). Only one Standard A space is proposed.

The Adjustment would be subject to the following approval criteria (33.805.040 A-F.):

- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and
- B. If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and
- 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
- D. City-designated scenic resources and historic resources are preserved; and
- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and
- F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.

V. POTENTIAL MODIFICATION APPROVAL CRITERIA

The following Modification may be requested:

1. Required Building Lines, Standards for the Park Blocks (33.510.215.B.5). The standard requires a minimum 12-foot setback for at least 75% of the length of the NW Park Ave lot line. The lot line is 200 feet long, but only 148'-7" of the building is proposed to be set back (approximately 74.3% of the lot line length). The depth of the setback proposed, however, is approximately 15 feet.

The Modification would be subject to the following approval criteria:

- A. The resulting development will better meet the applicable design guidelines;
- B. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested; and
- C. Any impacts resulting from the modifications are mitigated to the extent practical.
(****Commissioners: please note criterion C. is a new criterion adopted with DOZA.*)

VI. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on August 19, 2021:

- *Background and discussion topics are organized according to the tenet of Context, Public Realm, and Quality & Permanence.*
- *See the attached matrix for additional staff comments and possible discussion topics.*

CONTEXT

1. **Policy.** The following summarizes key policy context as it applies to the subject site.
 - a. **Plan: Central City 2035.**
 - b. **Development Standards: CXd – Central Commercial with Design Overlay; Pearl Subdistrict of the Central City Plan District.** *Though early in the design process, the proposal appears generally compliant with zoning code standards (allowed use, maximum setbacks, parking, loading, landscaping, windows, etc.), except as noted above.*
 - c. **Streets: TSP Designations.** The site is located in the Pearl Bicycle District and Central City Pedestrian District.
 - i. *NW Park Ave is classified as a Major City Bikeway and Major City Walkway. It has local service classifications for all other modes.*
 - ii. *NW Couch St is classified as a Traffic Access Street and Neighborhood Walkway. It has local service classifications for all other modes.*
 - iii. *NW Davis St is classified as a City Bikeway and Neighborhood Walkway. It has local service classifications for all other modes.*
2. **Natural.** *Generally flat site with few existing natural features. The North Park Blocks are the primary natural component of the nearby area.*
3. **Built.** *The site is located on the west side of the North Park Blocks, one story to the north of the ArtHouse. The site currently has two historic brick buildings (though they have no official historic designations or demolition protections), and these are separated by a surface parking lot.*
4. **Discussion Topics.**
 - a. *The building is generally compatible in scale and materials with development along the North Park Blocks. Building detailing seems to be following patterns used at historic warehouses along the North Park Blocks, with simple articulation, large openings, and stucco cladding. Finer level details are still needed to best integrate the new building within the context of existing development.*
 - b. *The setback area along the North Park Blocks follows the relatively new Required Building Lines Standard for the Park Blocks (33.510.215.B.5), which requires a minimum 12-foot setback for at least 75% of the length of NW Park Ave. This setback must be at least 50% landscaping with ground cover plants and shrubs and contain one tree per 400 square feet. This creates an unusual situation compared to the rest of development along the North Park Blocks, with the exception of the Customs House, where development generally abuts the sidewalk edge at the lower stories of existing buildings.*

PUBLIC REALM

1. **Site organization.** *Public uses generally face the street frontages of the site, and back-of-house uses are pushed towards the site's western edge.*
2. **Circulation System.** *Circulation on and around the site generally uses the public sidewalks.*
3. **Discussion Topics.**
 - a. *The required setback area and landscaping could help to further integrate the site within its North Park Blocks context, though the current landscape design is not yet developed enough to understand its true character. Landscape spaces shouldn't be*

treated as left-overs, but should be well-integrated with the semi-public space this setback creates.

- b. *Deep canopies are proposed at each corner of the building, though along NW Park Ave, these are mostly occupied by landscape or patio/plaza area.*
- c. *While the frontage along NW Davis St has active uses for most of its length, it is otherwise unarticulated.*
- d. *A generator room and large vent faces NW Couch St. A single loading space faces NW Davis St.*
- e. *Water features and works of art are needed to meet Guidelines A5-5 and A5-6, and these should be integrated into the setback area.*

QUALITY & PERMANENCE

1. **Exterior materials.** *Brick and stucco are the primary cladding materials, with brake metal accents (fairly large panels), vinyl windows, and metal louvers.*
2. **Coherency.**
 - a. *The building generally follows a clear design concept. It is divided into two masses, at least visually. Both masses share a distinct ground floor and similarly patterned upper stories.*
 - b. *The projecting window on the south elevation deviates from the overall design and should be more integrated.*
 - c. *Proposed vents on the upper stories seem oversized and unnecessarily visually dominant on all three frontages.*
3. **Resilience.** *With appropriate material selections and detailing, the building should be as enduring as other buildings along the North Park Blocks frontage. Vinyl windows are generally less resilient or enduring as other window types.*
4. **Discussion Topics.**
 - a. *Ultimately, material quality and detailing of those materials will be very important, particularly considering the context of development on the North Park Blocks.*
 - b. *Proposed vents on the upper stories seem oversized and unnecessarily visually dominant on all three frontages.*
 - c. *Are vinyl windows of sufficient quality considering the North Park Blocks context?*

CENTRAL CITY FDG (2003) + RIVER DISTRICT DG (2008)		PROJECT NAME: Choice Cambria Hotel		CASE NUMBER: EA 21-068595 DA	
DATE: 08/12/2021		PROJECT ARCHITECT: SERA Design & Architecture		PROJECT VALUE \$25,500,000	
CONTEXT		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
A1: Integrate the River		+	The proposal places the building's lobby at the corner of NW Davis & Park. NW Davis St provides a direct connection to the river, and large illuminated sculptures help light the way along this street, starting at the North Park Blocks.		
	A1-1: Link the River to the Community	+			
A2: Emphasize Portland Themes		?			
A3: Respect the Portland Block Structures		+	The proposal maintains the existing block structure.		
	A3-1: Provide Convenient Pedestrian Linkages				
A5: Enhance, Embellish & Identify Areas		+/-/?	See notes in A5-1-2 and C4, below.		
	A5-1: Reinforce Special Areas		See A5-1-2.		
	A5-1-1: Reinforce the Identity of the Pearl District Neighborhood	N/A	The subject site is not located in the "Pearl District Neighborhood" area shown on the "Special Areas Within the River District" map on page 7 of the River District Design Guidelines.		
	A5-1-2: Reinforce the Identity of the North Park Blocks Area	+	The proposed building helps to fill out the street wall that defines the west edge of the park. The loading entry is located as far from the Park Blocks as possible.		
		?	The proposal sets back the building wall for 75% of its length, as required by a standard tied to the Green Loop. This creates a distinct character on the North Park Blocks, where building walls are usually placed at the sidewalk edge. A notable exception to this is the Customs House, which has a central courtyard enclosed by an arcade.		
	A5-1-3: Reinforce the Identity of Chinatown	N/A			
	A5-1-4: Reinforce the Identity of the Union Station Area	N/A			
	A5-1-5: Reinforce the Identity of the Waterfront Area	N/A			
	A5-2: Emphasize N.W. Broadway Bright Lights	N/A			
	A5-3: Incorporate Water Features	-	No water features are yet indicated. Water features should be integrated into the setback area facing the North Park Blocks.		
	A5-4: Integrate Works of Art	-	No works of art are yet indicated. Art should be integrated into the setback area facing the North Park Blocks.		
A6: Re-use, Rehabilitate, Restore Buildings		-	The subject site has two existing brick buildings which will be demolished under this proposal. (Demolition is allowed without Design Review approval.) Retaining, reusing, and restoring these buildings would give the proposal more character and interest and could better support and complement the North Park Blocks.		

A9: Strengthen Gateways		N/A	The site is not located at a gateway location.		
	A9-1: Provide a Distinct Sense of Entry and Exit	N/A	The site is not located at a gateway location.		
C1: Enhance View Opportunities					
	C1-1: Increase River View Opportunities	+	There are likely very few views to the river from this site, but corner windows on the upper stories provide opportunities for views down NW Davis and Couch Streets.		
C4: Complement the Context of Existing Buildings		+	<p>Masonry and stucco buildings are typical in the North Park Blocks and will complement the North Park Blocks context if detailed appropriately.</p> <p>The building's overall scale is consistent with other buildings in the North Park Blocks.</p> <p>The primary entrance for the building faces the North Park Blocks.</p>		
		?	The building's partial setback (though required) and asymmetrical mass are an atypical development pattern on the North Park Blocks. This issue seems to be addressed in part by treating the two masses of the building with slight visual distinctions.		
		-	Large vertical vents are placed at each room on the upper stories of the building. These are not typical of buildings along the North Park Blocks or the Pearl District, more generally. The building's ventilation system should be reconsidered to not necessitate the need for facade venting.		
D1: Park Blocks		+	<p>The building's main lobby entrance and most of its hotel windows are oriented towards the Park Blocks.</p> <p>Placement of the lobby at the corner of NW Davis and Park helps to strengthen the connection to New China/Japantown by placing the lobby entrance along Chinatown's "festival street" which is also defined by large illuminated sculptures leading into that district.</p>		
D2: South Waterfront Area		N/A			
D3. Broadway Unique Sign District		N/A			
D4. New China/Japantown Unique Sign District		N/A			

PUBLIC REALM		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
A4: Use Unifying Elements		?	The setback area along NW Park Ave will contain trees and planting areas, though it is not yet clear how these will help to unify the site with the Park Blocks.		
A7: Establish and Maintain a Sense of Urban Enclosure		+	The sense of enclosure is established along NW Couch and Davis Streets with building walls built to the edge of the sidewalk, deep canopies, and a recessed retail entry along NW Couch.		
		?	The setback area along NW Park Ave will contain trees and planters, although a greater level of enclosure could be provided by incorporating an open trellis or arcade structure along this area.		
		-	Additional articulation in the storefront system must be provided at the ground level along NW Davis St.		
A8: Contribute to a Vibrant Streetscape		+	Active uses and large storefront windows generally line all three street frontages. Back of house uses are pushed towards the interior lot line of the building.		
	A8-1: Design Fences, Walls, and Gateways to be Seen Over				
B1: Reinforce and Enhance the Pedestrian System					
B1-1: Provide Human Scale to Buildings Along Walkways		+	The distinct ground level, storefront windows and doors, planters and trees, and canopies help to create human scale along the sidewalks.		
		-	This guideline would be better met by providing a door to the lobby along the NW Davis St frontage.		
B2: Protect the Pedestrian		+	Most of the building's mechanical units are located on the building's roofs. Venting for hotel rooms occurs on upper stories.		
		-	The building's generator and a large vent are at the ground level along the NW Couch St sidewalk. As seen with many other downtown buildings, the generator could be accommodated on the rooftop.		
B3: Bridge Pedestrian Obstacles					
B4: Provide Stopping and Viewing Places		+	Large outdoor patios are proposed along the Park Blocks frontage.		
B5: Make Plazas, Parks & Open Space Successful		+	The building and its entries and outdoor patio/plazas are oriented to the North Park Blocks.		
	B5-1: Recognize the Roles of the Tanner Creek Parks	N/A			
	B5-2: Strengthen the Significance of the Classical Chinese Garden	N/A			
B6: Develop Weather Protection		+	Long, 6'-0" deep canopies wrap around both the NE and SE corners of the building, providing weather protection along all 3 streets.		
B7: Integrate Barrier-Free Design		+			

	C3-1: Integrate Parking	N/A	No parking is proposed.		
C6: Develop Transitions Between Buildings & Public Spaces		+	The main lobby entrance is setback from the sidewalk edge under a large canopy, which helps to define the transition zone between the building and the public sidewalk. The same is true at a smaller scale for the entries into the retail space at the SE corner.		
C7: Design Corners that Build Active Intersections		+	A retail space anchors the building's SE corner and the building's main lobby anchors the NE corner, bringing life and activity to both intersections. Corner windows at the upper stories help to emphasize the corners at both intersections.		
C8: Differentiate the Sidewalk Level of Buildings		+	The sidewalk level of the building is defined by the use of brick, large storefront windows, canopies, and brake metal accents.		
C9: Develop Flexible Sidewalk Level Spaces		+	A retail space, restaurant/lounge, lobby, and meeting rooms are located along the building's sidewalks. Back of house uses are located mostly along the interior lot line at the west end of the site.		
	C9-1: Reduce the Impact of Residential Unit Garages on Pedestrians	N/A			
C10: Integrate Encroachments					
C11: Integrate Roofs and Use Rooftops		+	Mechanical units and ecoroof will be placed on both rooftops.		
C12: Integrate Exterior Lighting					
C13: Integrate Signs		?	Neon signage should be used along the North Park Blocks, per Guideline D1.		

QUALITY AND PERMANENCE	STAFF		COMMISSION	
	+ / -	Comments	+ / -	Comments
C2: Promote Permanence & Quality in Design	+	Brick and stucco are traditional materials that are typically of high quality when detailed appropriately.		
	?	<p>Brake metal panels are large, and the gauge is not specified. Composite panels may be a better material for this application.</p> <p>The type of stucco cladding is not yet specified, but it must be of the highest quality given the context of the nearby buildings.</p>		
C3: Respect Architectural Integrity	N/A	No portions of the original two buildings are proposed to be reused.		
C5: Design for Coherency	+/-	The building generally follows a clear design concept with a distinct ground floor and similarly patterned upper stories, despite the slight distinctions between the two masses. The projecting window on the south elevation deviates from the overall design and should be more integrated. Proposed vents on the upper stories seem oversized and unnecessarily visually dominant on all three frontages.		



City of Portland
Design Commission

Design Advice Request

EA 21-068595 DA

Choice Cambria Hotel

August 19, 2021

Staff Presentation

Context

Location
Zoning
Future Approval Criteria
Context
Program Overview
Potential Modifications & Adjustments

Applicant Presentation

Discussion Topics

Context
Public Realm
Quality & Permanence
Potential Modifications & Adjustments

Public Comments

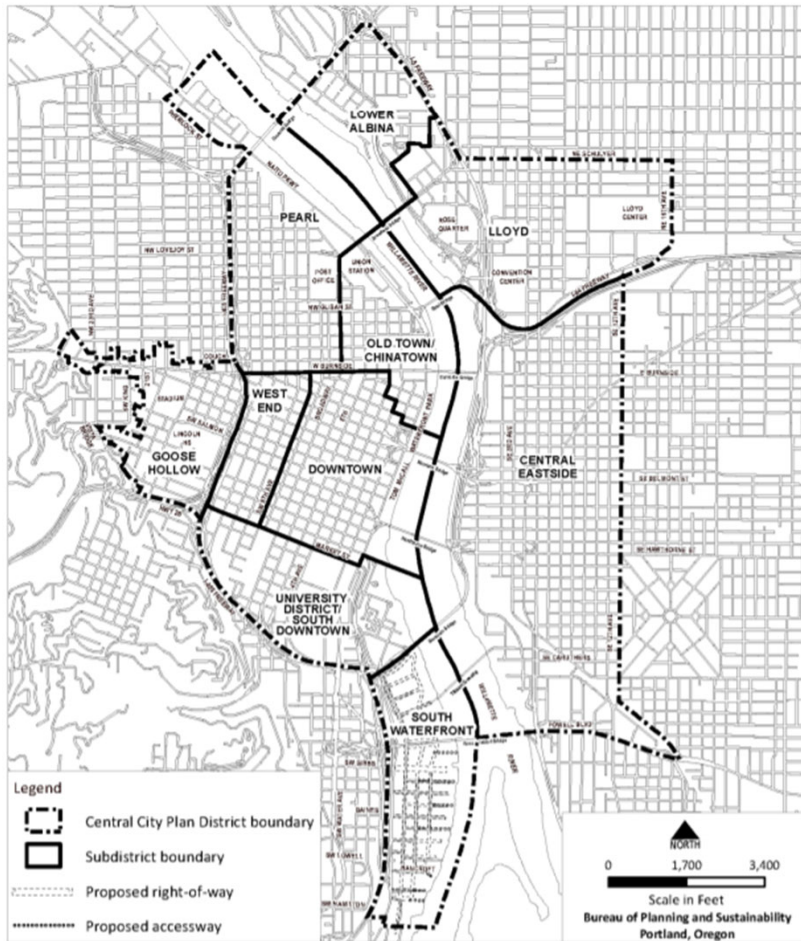
Commission Discussion

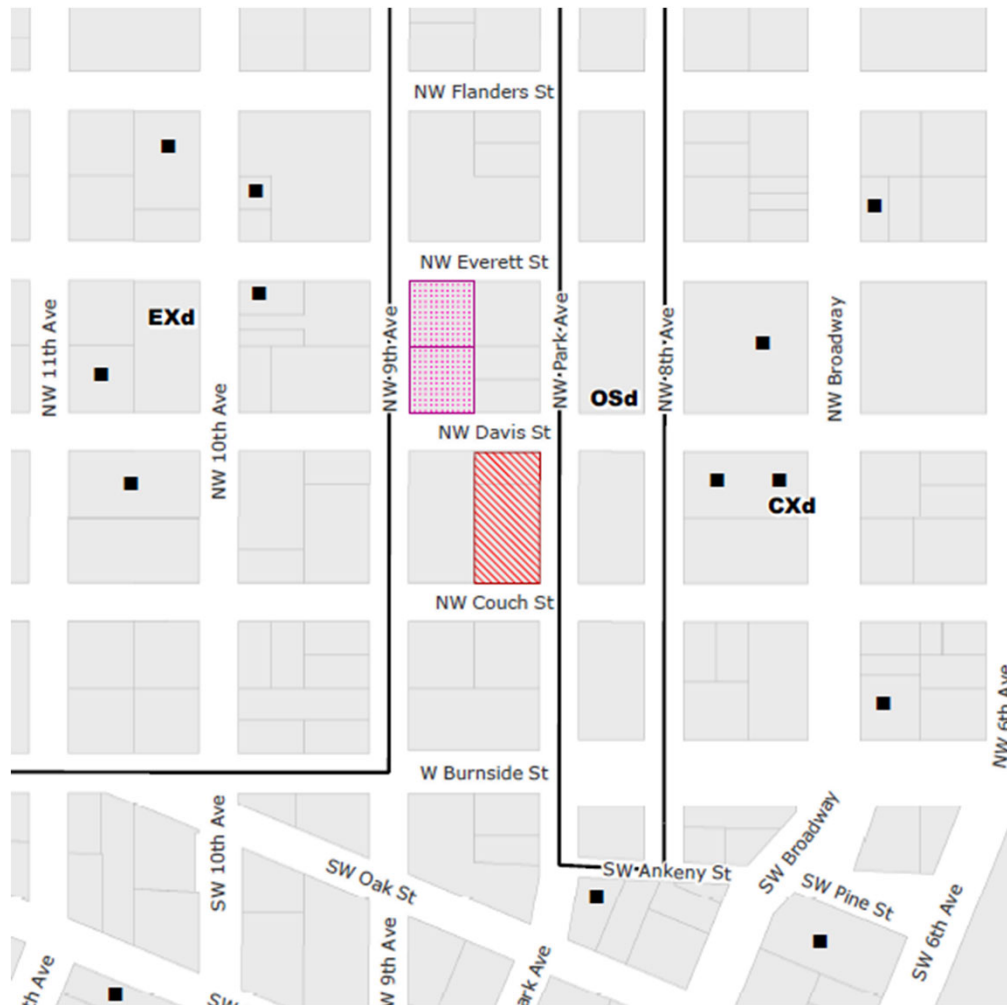
Context

Location

Central City Plan District

Pearl Subdistrict





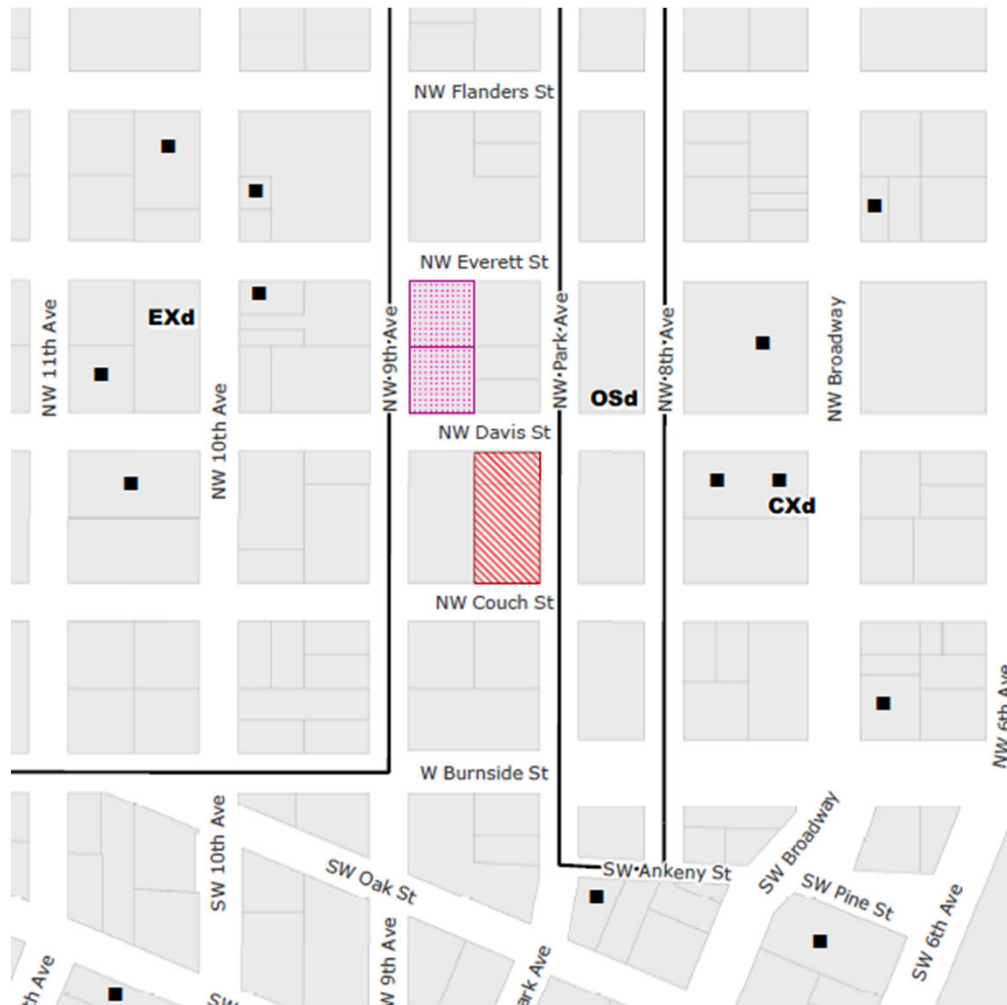
Zoning

Base Zone:
CX, Central Commercial

Overlay:
Design Overlay

Floor Area Ratio:
6:1 base max FAR
2:1 min FAR

Height:
100' max



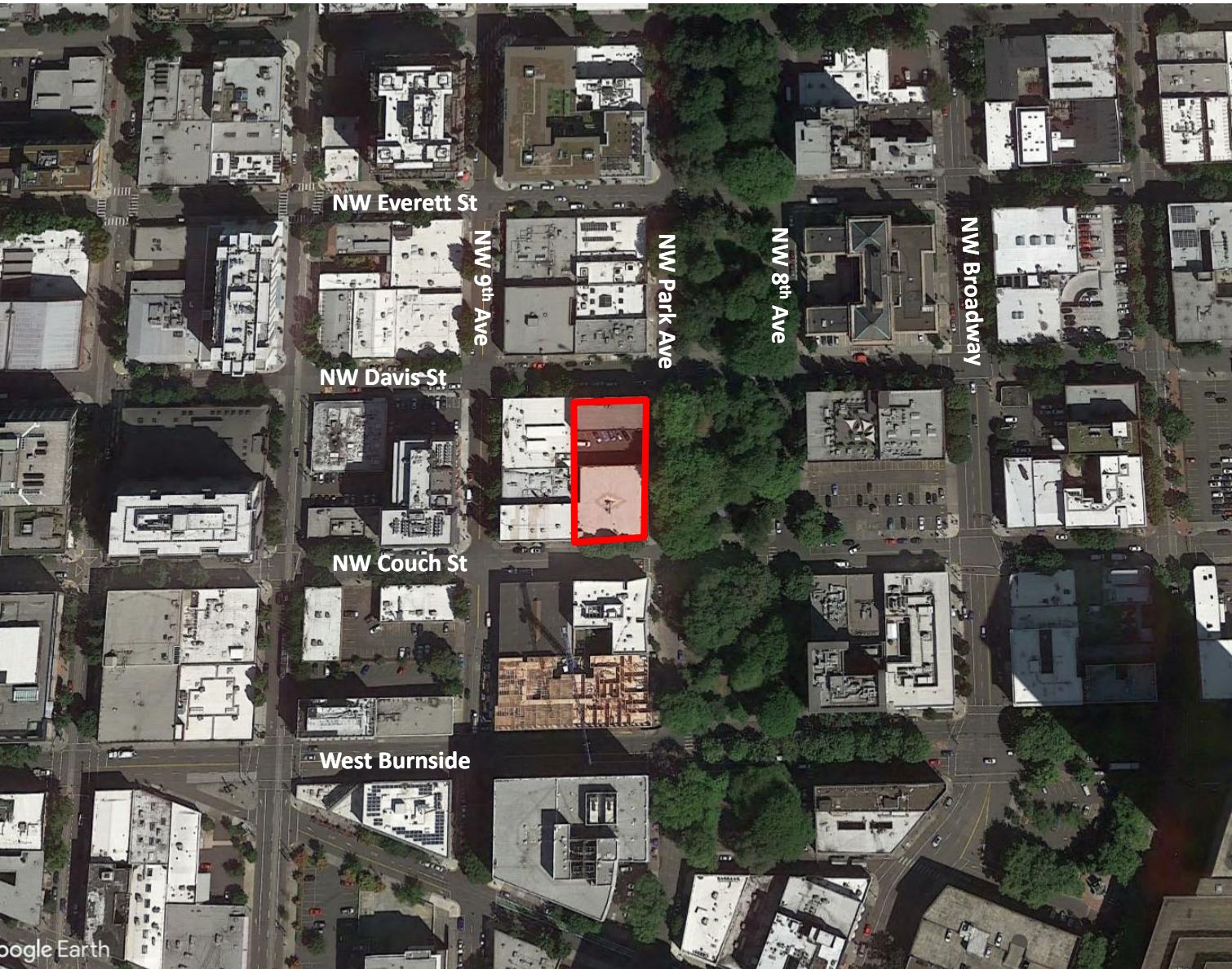
Approval Criteria

Central City Fundamental Design Guidelines

River District Design Guidelines

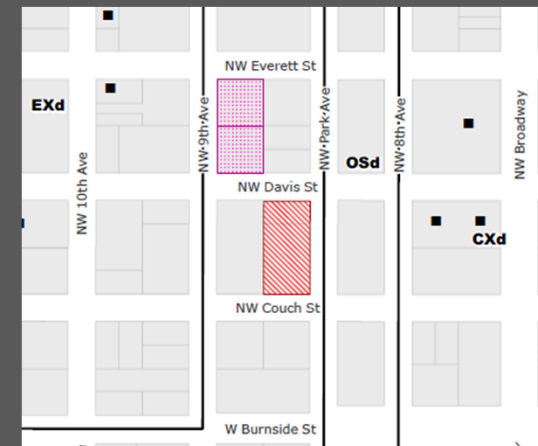
33.805.040 – Adjustments Approval Criteria

33.825.040 – Modifications That Will Better Meet Design Review Requirements



Context

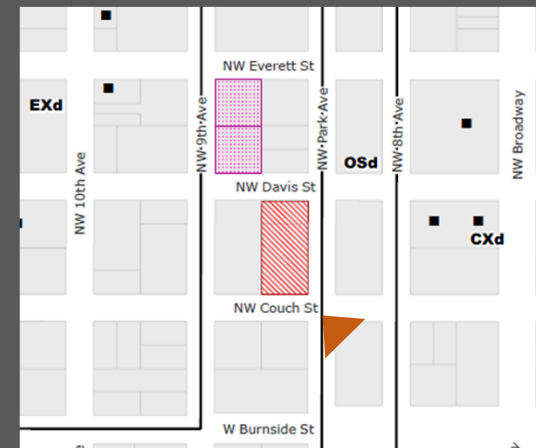
- Located along the west edge of the North Park Blocks
- Green Loop bicycle pathway will likely run along NW Park Ave past the site
- East edge of Pearl District
- Davis St connection to New China/Japantown





Context

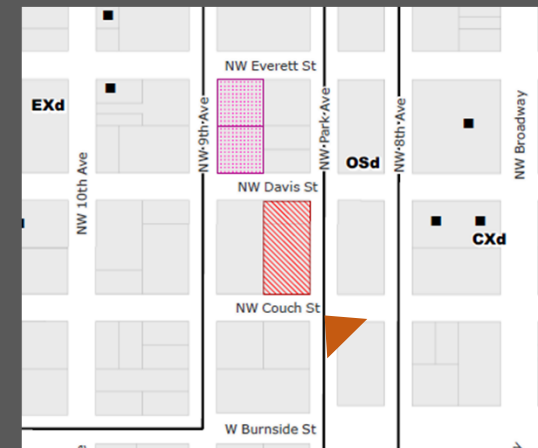
- Existing 2-story brick building on south half of subject site





Context

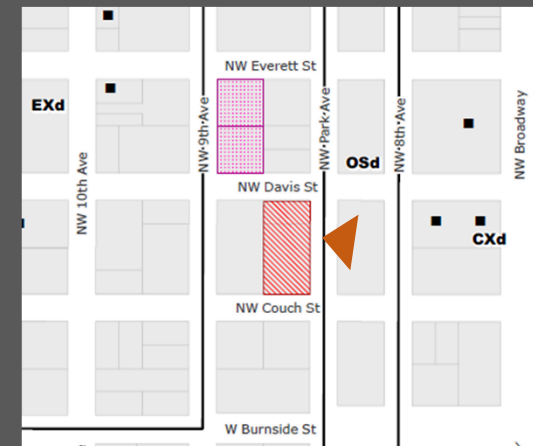
- Existing 2-story brick building on south half of subject site





Context

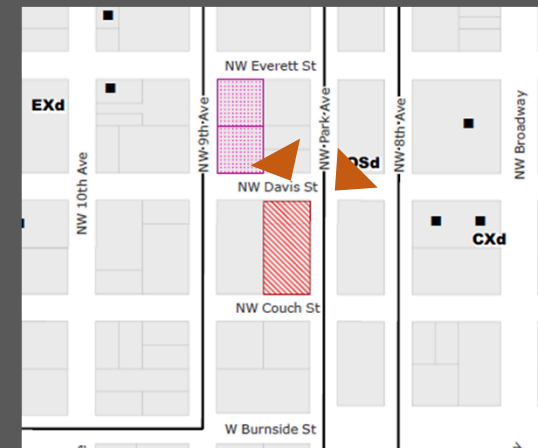
- Existing 5-story brick building and surface parking north half of subject site





Context

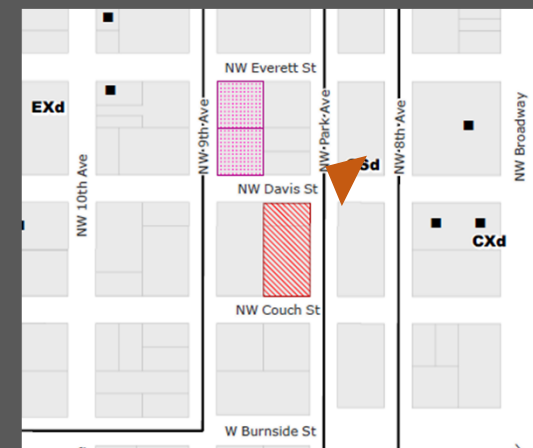
- Existing 5-story brick building and surface parking north half of subject site





Context

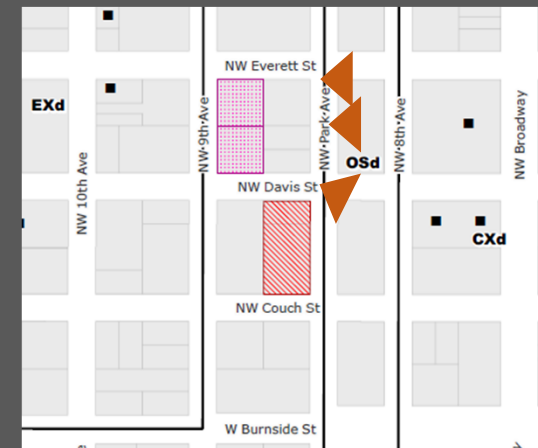
- View to buildings on north side of NW Davis St





Context

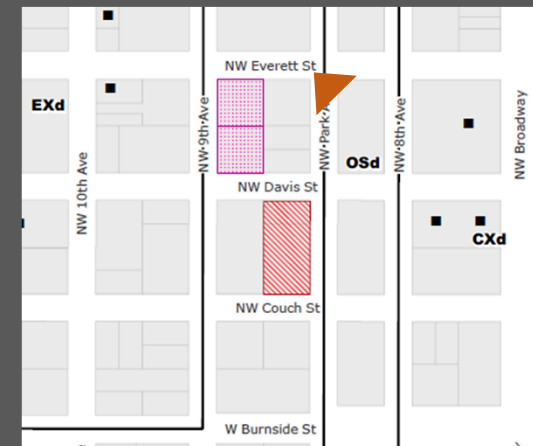
- View to buildings on north side of NW Davis St





Context

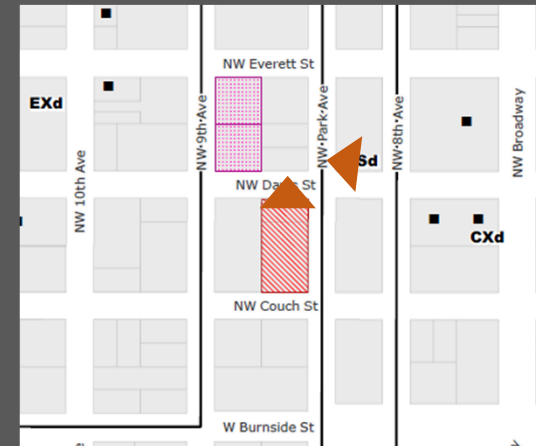
- Hampton Inn at NW Park & Everett





Context

- Hampton Inn at NW Park & Everett





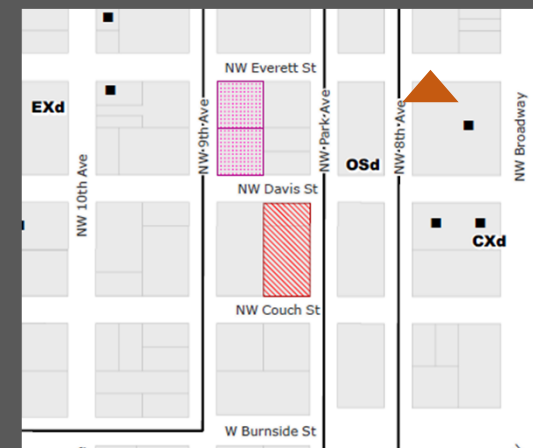
- Blumauer and Frank Drug Company Building (HRI) at NW Everett & 8th Ave





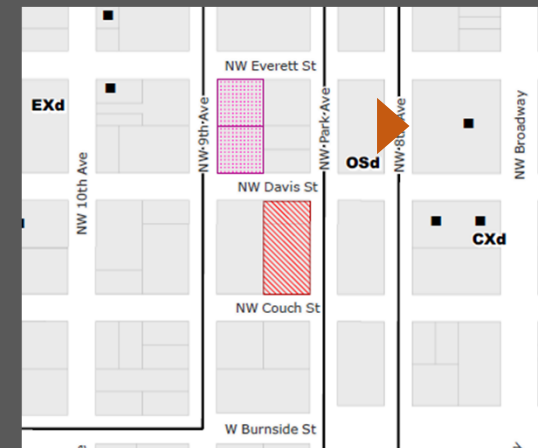
Context

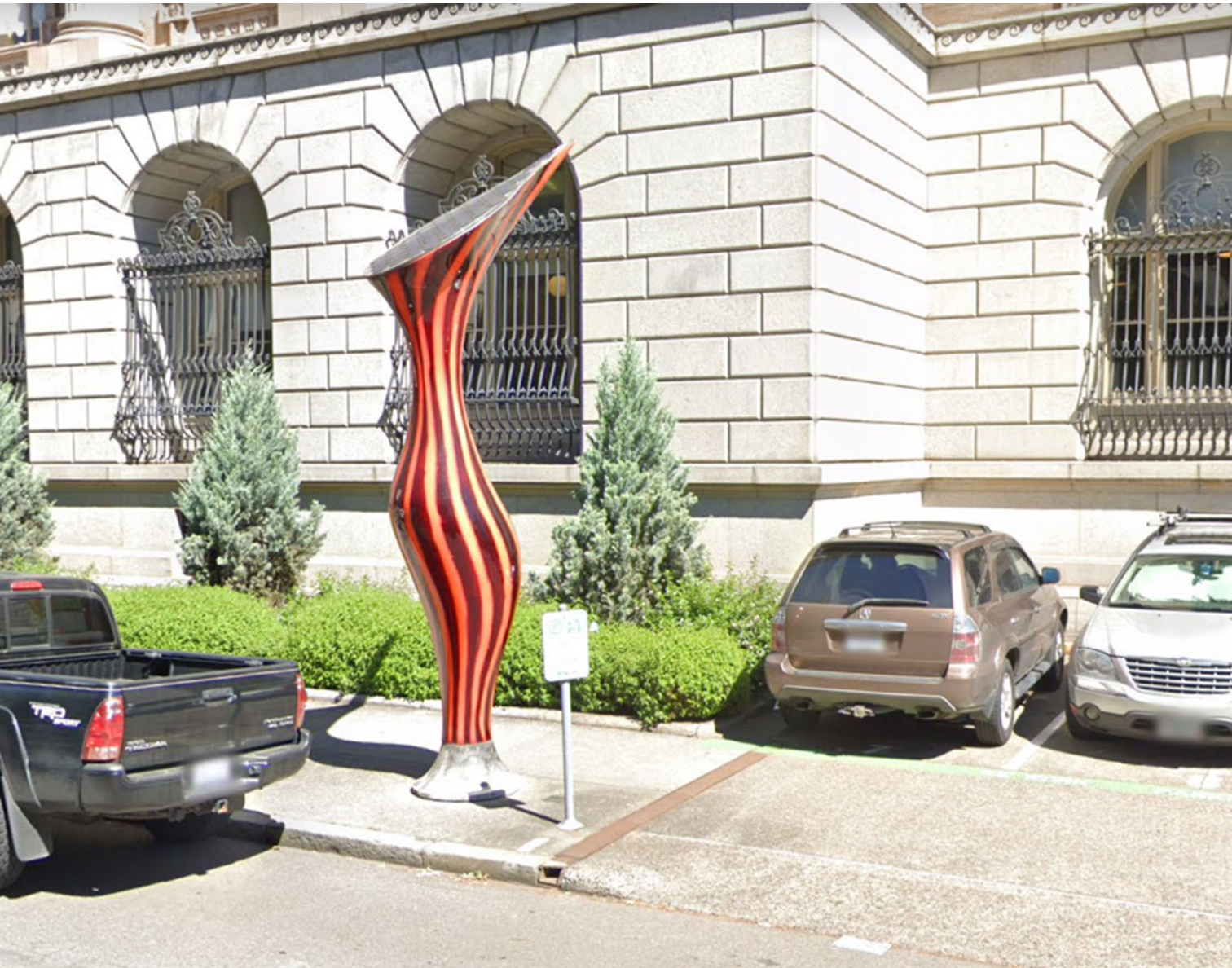
- NW Everett & 8th Ave



Context

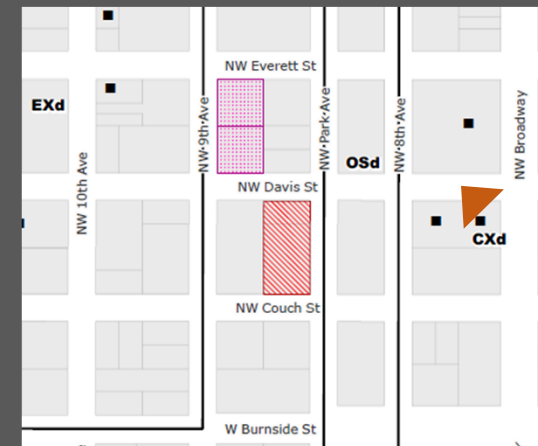
- US Custom House (landmark)





Context

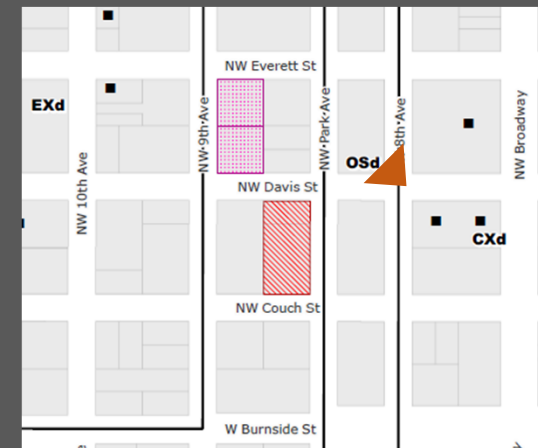
- An illuminated “Nepenthes” sculpture along NW Davis St





Context

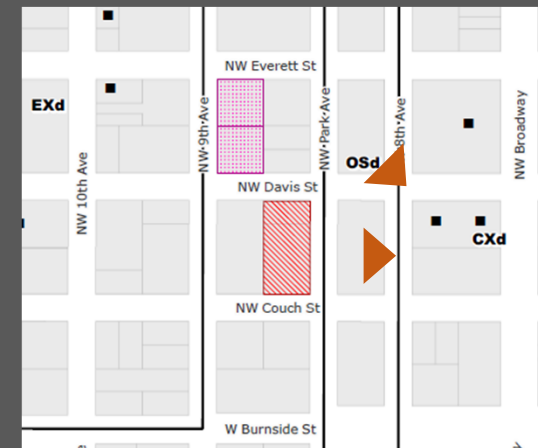
- Lombard Automobile Building (landmark) at NW Davis & 8th Ave





Context

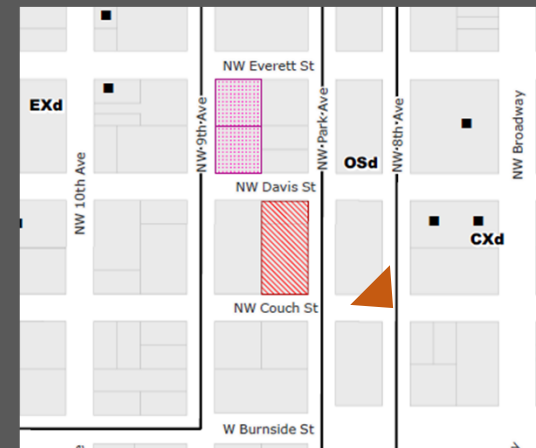
- Lombard Automobile Building (landmark) at NW Davis & 8th Ave





Context

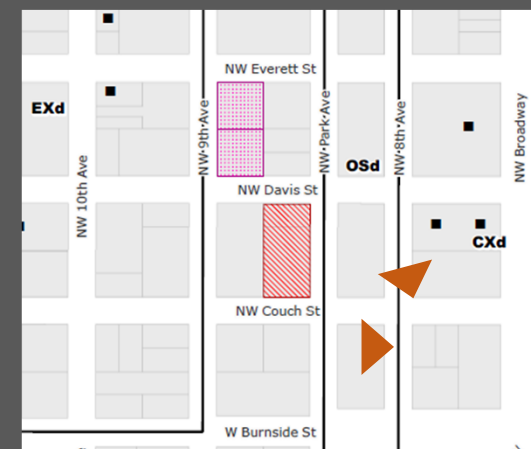
- Building at NW Couch & 8th Ave





Context

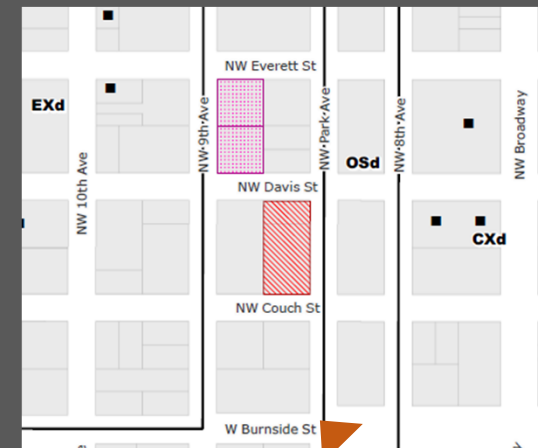
- Building at NW Couch & 8th Ave





Context

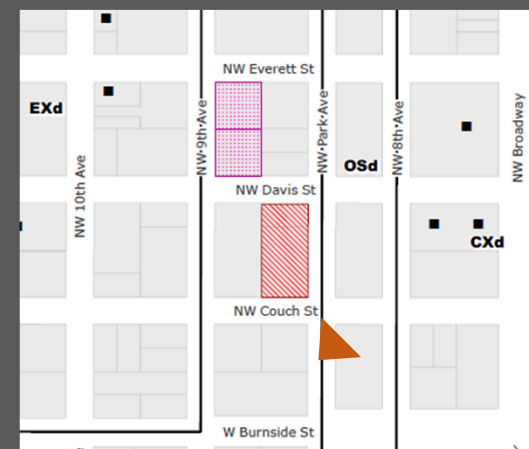
- New mixed-use building at corner of NW Park & Burnside





Context

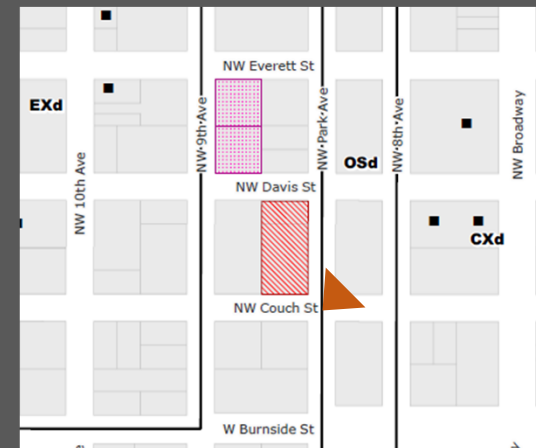
- New mixed-use building at corner of NW Park & Burnside





Context

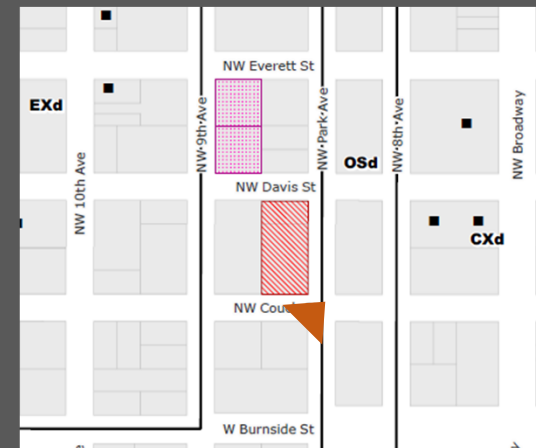
- Arthouse building just south of subject site at NW Couch & Park





Context

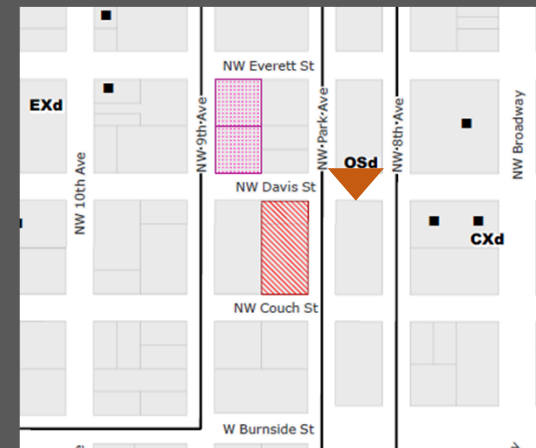
- North Park Blocks – directly east of subject site





Context

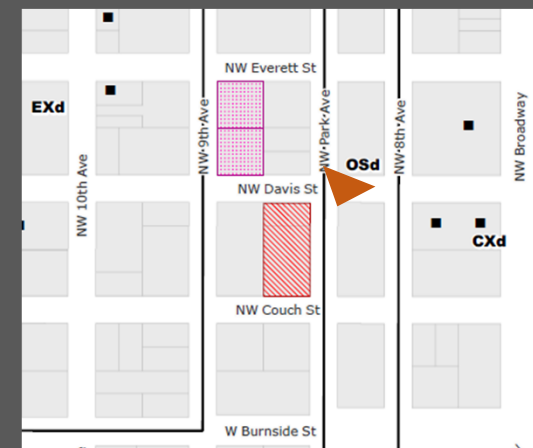
- North Park Blocks – directly east of subject site

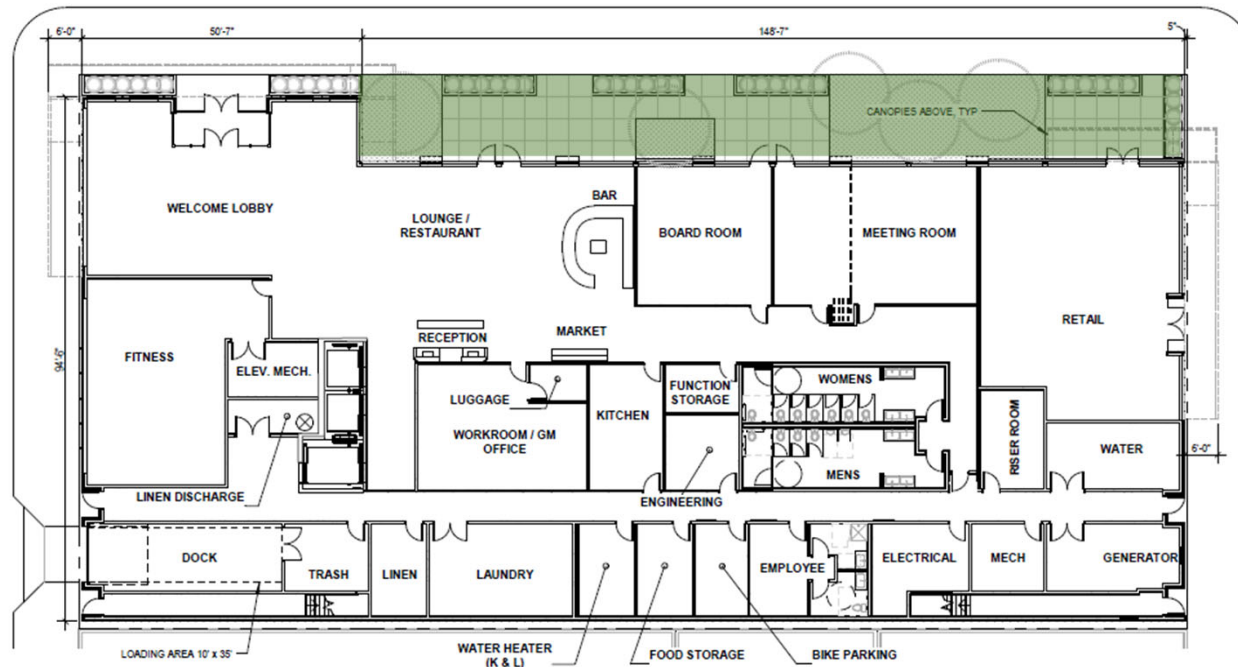




Program Overview

- 93,690 SF, 6 stories
- 174 hotel guest rooms
- Ground floor retail (1900 SF)
- Ground floor lobby, restaurant/bar, meeting rooms, and fitness space
- No on-site parking
- One Standard B loading space



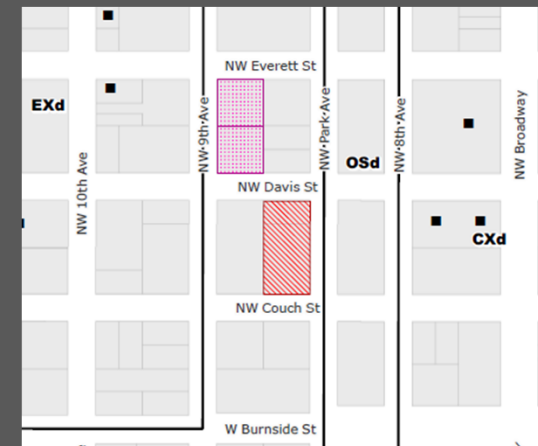


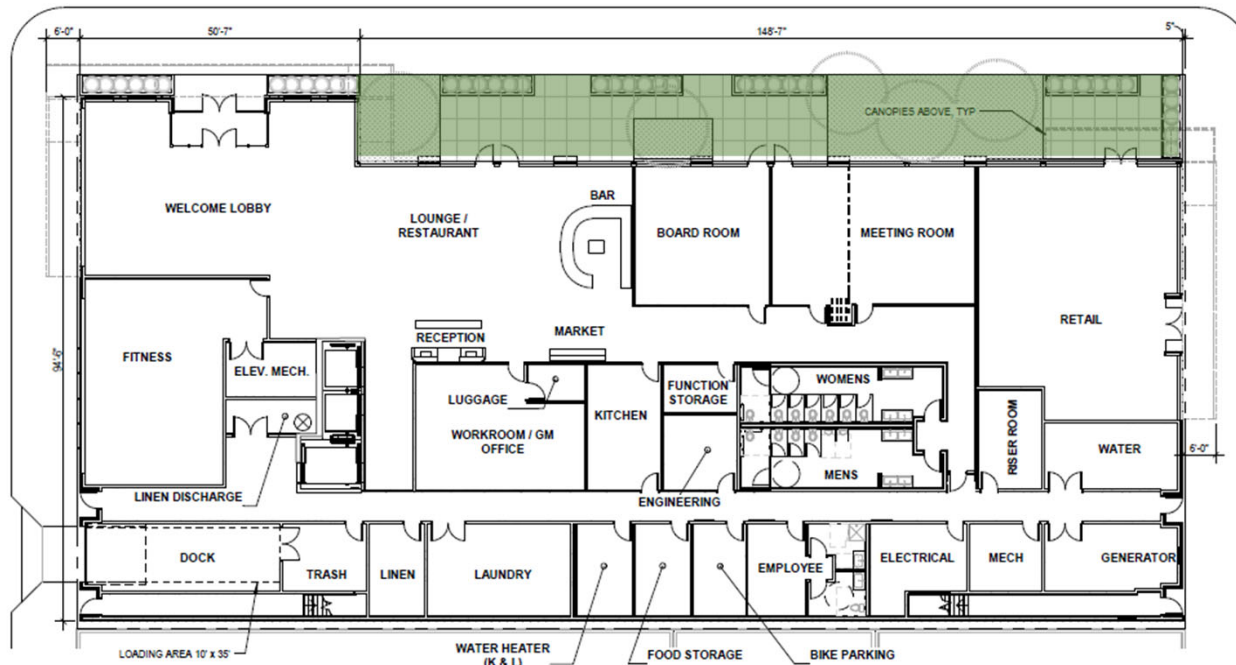
Modification

1. Required Building Lines (33.510.215.B.5)

Required Building Lines, Standards for the Park Blocks

The Standard: Buildings must be set back at least 12 feet from the street or adjacent lot line along at least 75 percent of the length of the lot line. At least 50 percent of the space between the building and the street or adjacent lot line must be landscaped with ground cover plants and shrubs, and contain one tree per 400 square feet. All plants must be selected from the Portland Tree and Landscaping Manual.



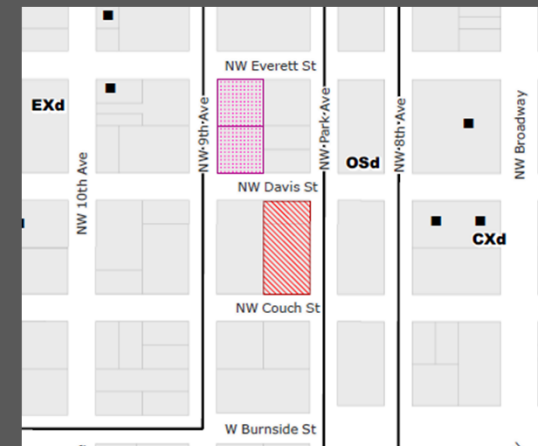


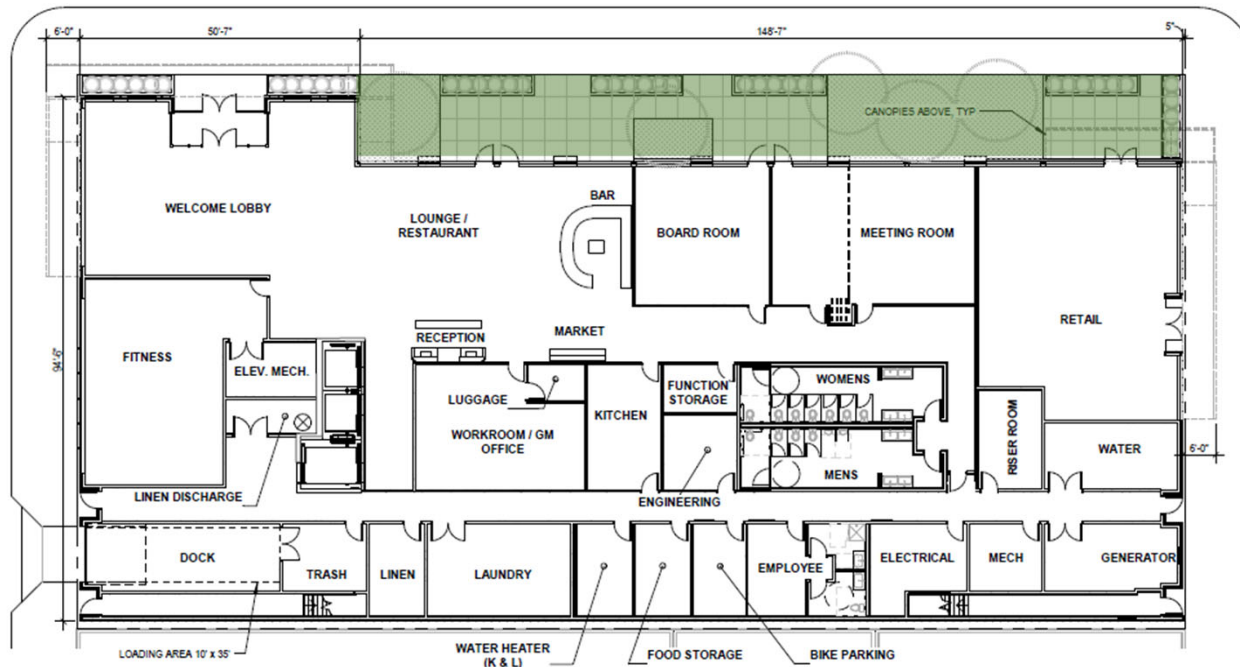
Modification

1. Required Building Lines (33.510.215.B.5)

Required Building Lines, Standards for the Park Blocks

The Purpose: The required building line standards ensure that buildings in certain parts of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The standards support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. Extensions of the sidewalk may incorporate trees, landscape planters, groundcover, and areas for stormwater management between the building and the sidewalk.



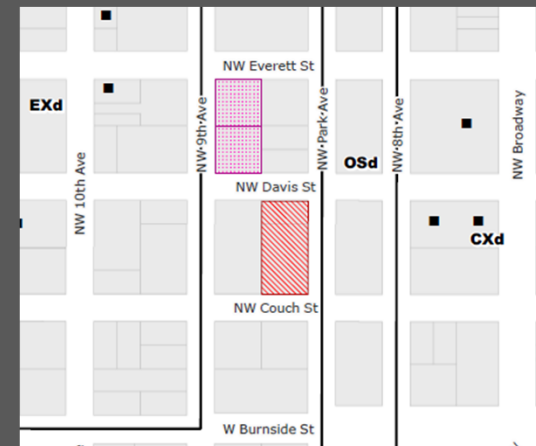


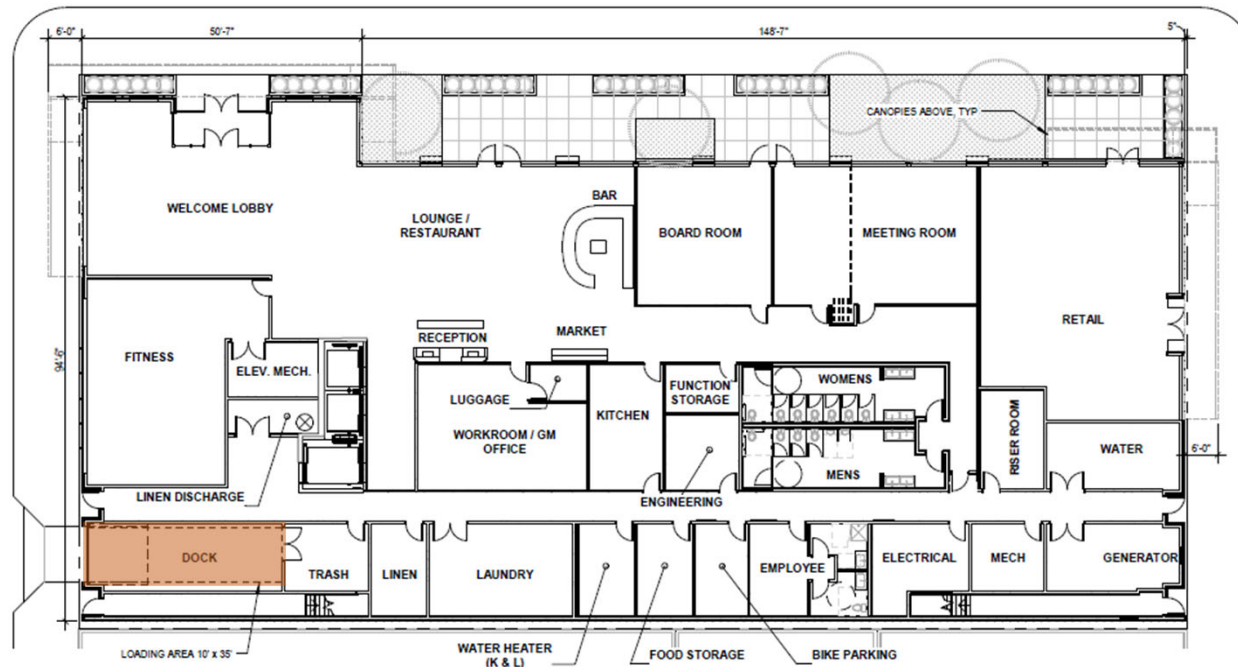
Modification

1. Required Building Lines (33.510.215.B.5)

Required Building Lines, Standards for the Park Blocks

The Proposal: The lot line is 200 feet long, but only 148'-7" of the building is proposed to be set back (approximately 74.3% of the lot line length). The depth of the setback proposed, however, is approximately 15 feet.





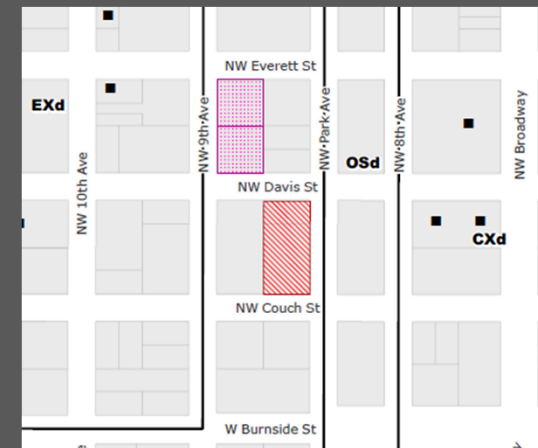
Number of Loading Spaces

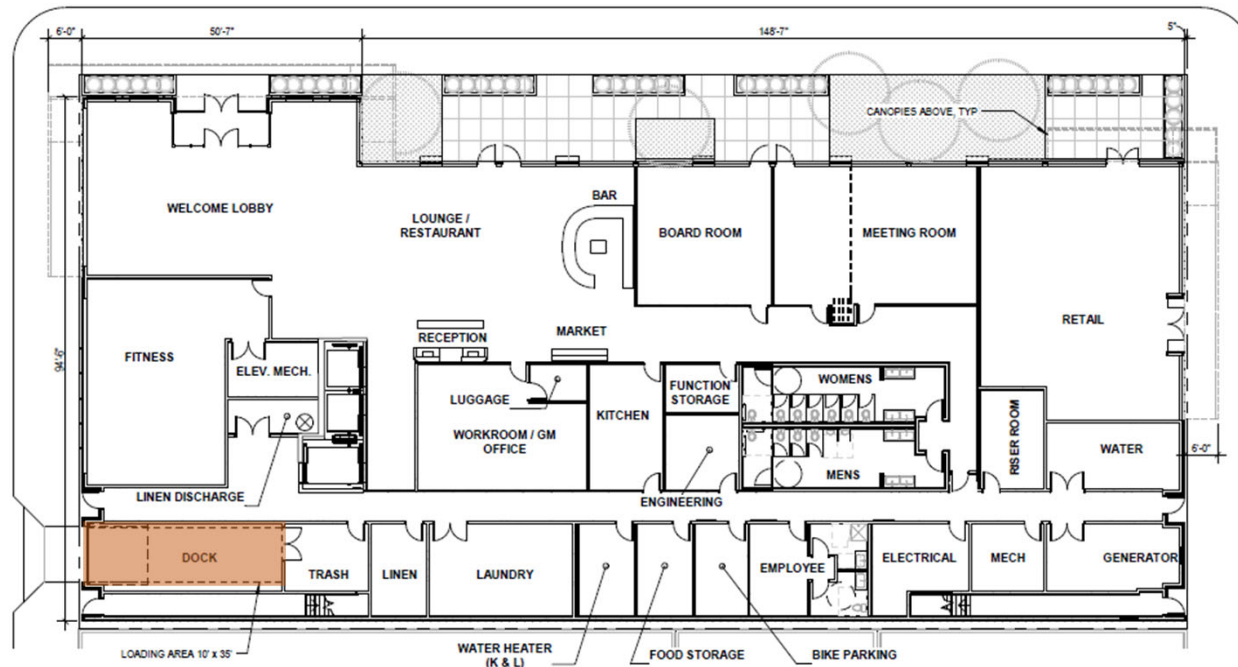
The Standard: Two loading spaces meeting Standard A (35' x 10' x 13') are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.

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

Adjustment

1. Number of Loading Spaces (33.266.310.C)



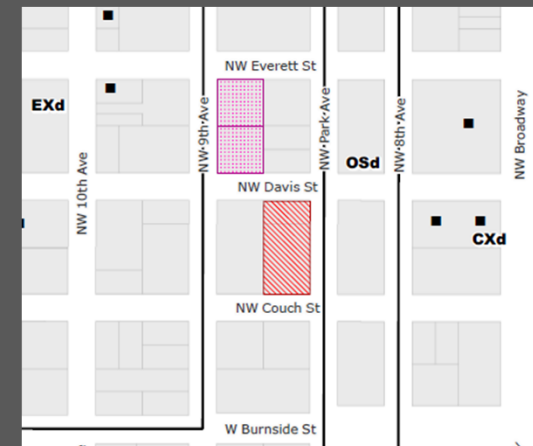


Adjustment

1. Number of Loading Spaces (33.266.310.C)

Number of Loading Spaces

The Proposal: One Standard B loading space (18' x 9' x 10').



Applicant Presentation

Discussion Topics

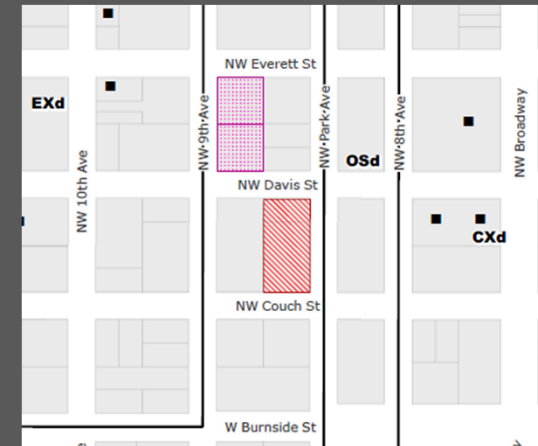


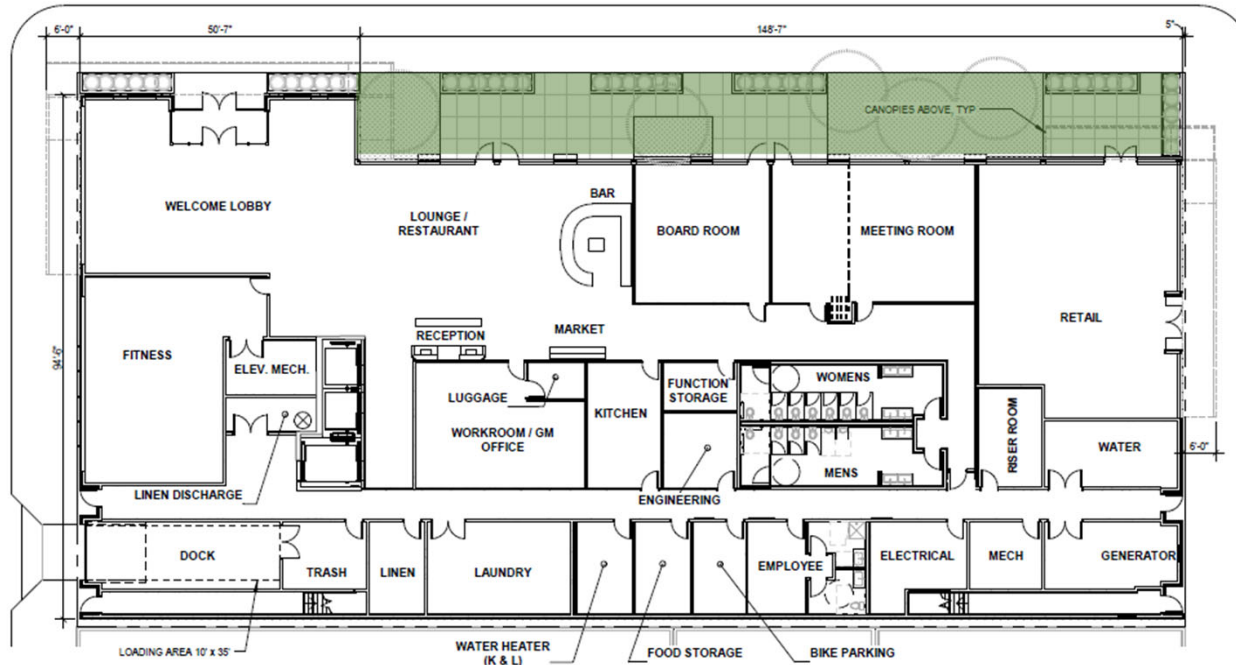
Scale, materials, detailing

The building is generally compatible in scale and materials with development along the North Park Blocks. Building detailing seems to be following patterns used at historic warehouses along the North Park Blocks, with simple articulation, large openings, and stucco cladding. Finer level details are still needed to best integrate the new building within the context of existing development.

Context

1. Scale, materials, detailing
2. Required setback



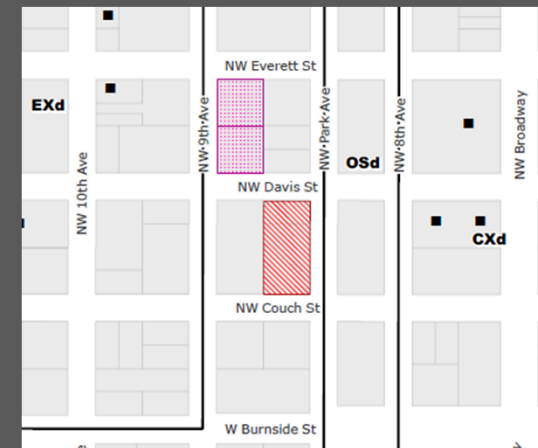


Context

1. Scale, materials, detailing
2. Required setback

Required setback

The code required setback creates an unusual situation compared to the rest of development along the North Park Blocks, with the exception of the Customs House, where development generally abuts the sidewalk edge at the lower stories of existing buildings.



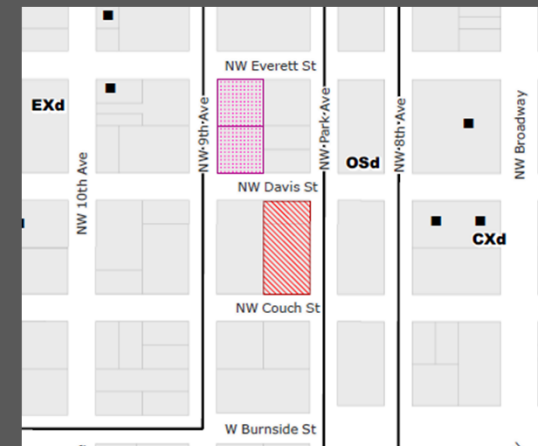
Public Realm

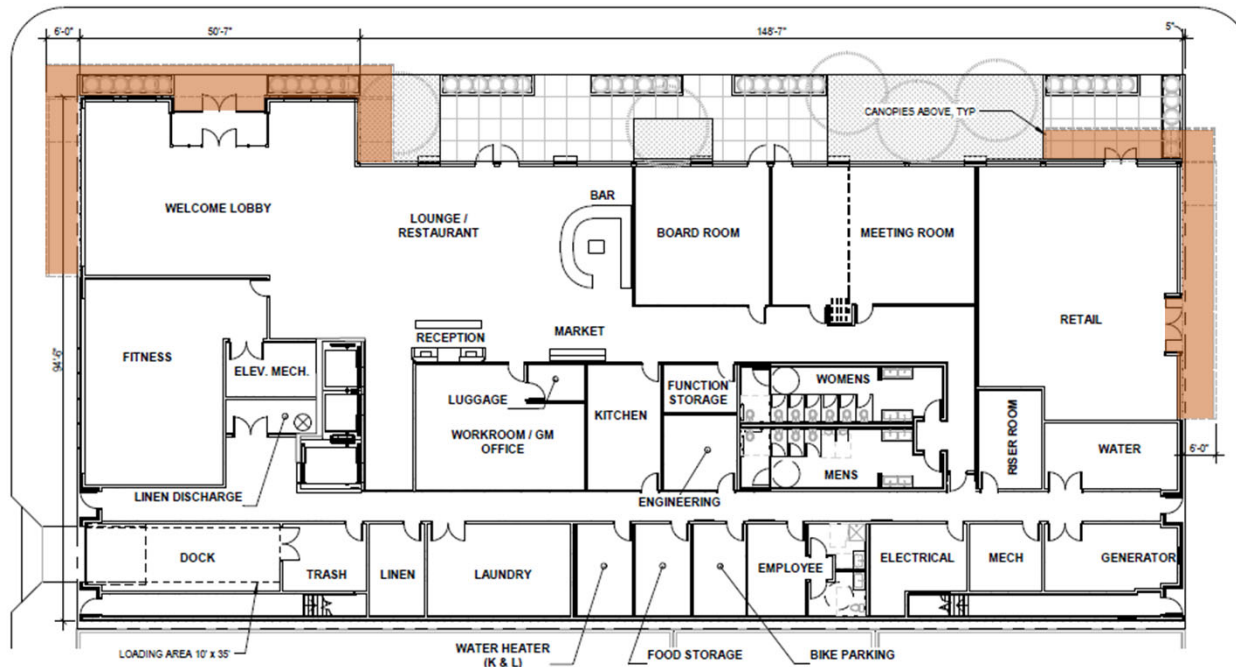
1. Well-integrated setback area
2. Canopies
3. Lack of articulation along NW Davis
4. Generator room and vent
5. Water feature and art

Well-integrated setback area

The required setback area and landscaping could help to further integrate the site within its North Park Blocks context, though the current landscape design is not yet developed enough to understand its true character. Landscape spaces shouldn't be treated as left-overs, but should be well-integrated semi-public spaces.

The setback area will contain trees and planters, although a greater level of enclosure could be provided by incorporating an open trellis or arcade structure along this area.





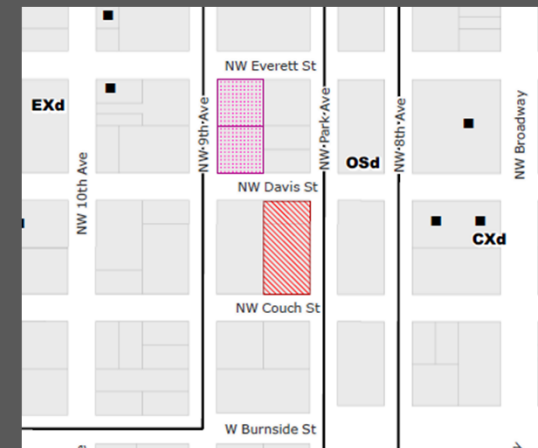
Canopies

Deep canopies are proposed at each corner of the building, though along NW Park Ave, these are mostly occupied by landscape or patio/plaza area.

Additional canopy coverage should be provided along NW Davis St.

Public Realm

1. Well-integrated setback area
2. Canopies
3. Lack of articulation along NW Davis
4. Generator room and vent
5. Water feature and art



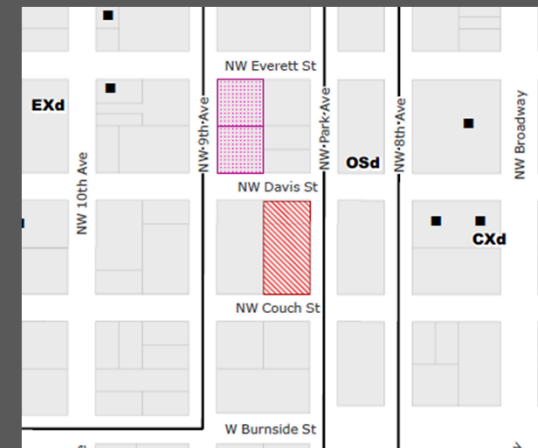


Lack of articulation along NW Davis

While the frontage along NW Davis St has active uses for most of its length, it is otherwise unarticulated.

Public Realm

1. Well-integrated setback area
2. Canopies
3. **Lack of articulation along NW Davis**
4. Generator room and vent
5. Water feature and art



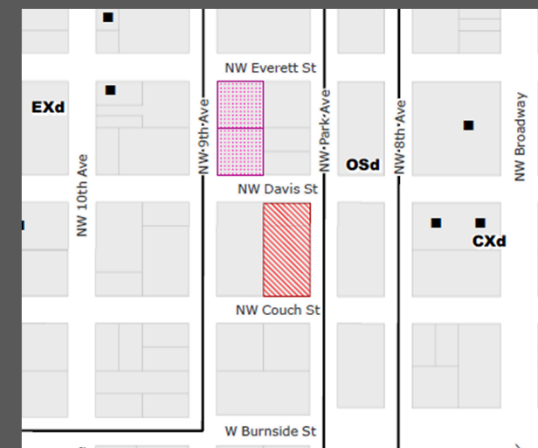


Generator room and vent

A generator room and large vent faces NW Couch St. A single loading space faces NW Davis St. The generator should be located on the roof, or at the very least, the vents should be located away from the pedestrian realm.

Public Realm

1. Well-integrated setback area
2. Canopies
3. Lack of articulation along NW Davis
4. **Generator room and vent**
5. Water feature and art



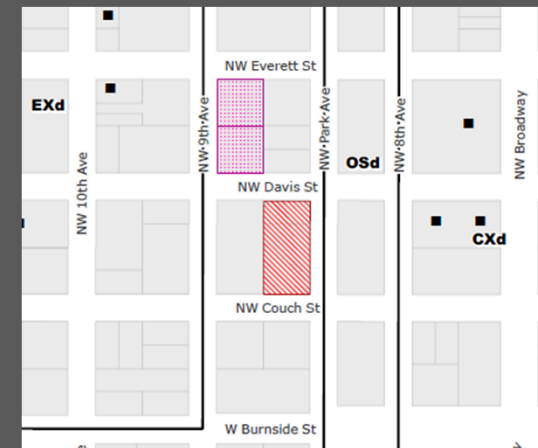


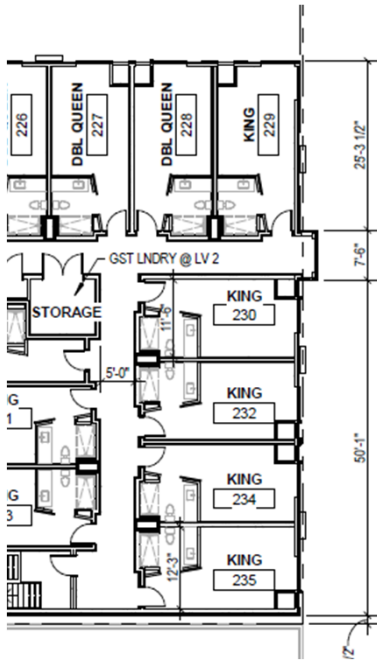
Design concept

It is divided into two primary masses. Both masses share a distinct ground floor and similarly patterned upper stories.

Quality & Permanence

1. Design concept
2. Projecting window bay
3. Vents
4. Material quality and detailing
5. Vinyl windows



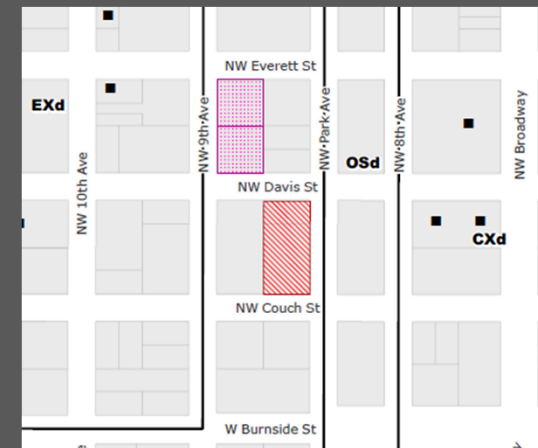


Projecting window bay

The projecting window on the south elevation deviates from the overall design and should be more integrated or removed from the proposal.

Quality & Permanence

1. Design concept
2. Projecting window bay
3. Vents
4. Material quality and detailing
5. Vinyl windows



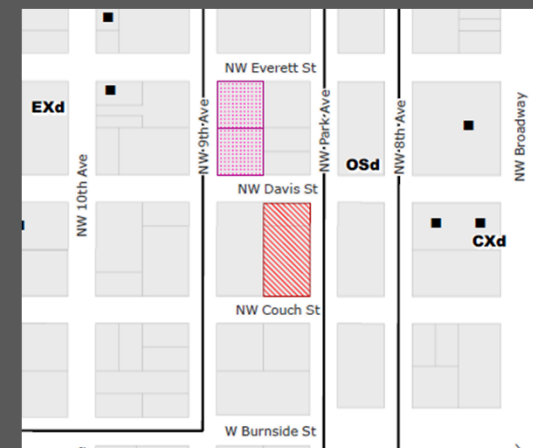


Vents

Proposed vents on the upper stories seem oversized and unnecessarily visually dominant on all three frontages.

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ALUMINUM STOREFRONT DARK BRONZE



COMMERCIAL VINYL WINDOWS
DARK BRONZE



ROLL UP LOADING DOOR DARK BRONZE, FROSTED GLAZING



STUCCO SMOOTH FINISH, GREEN



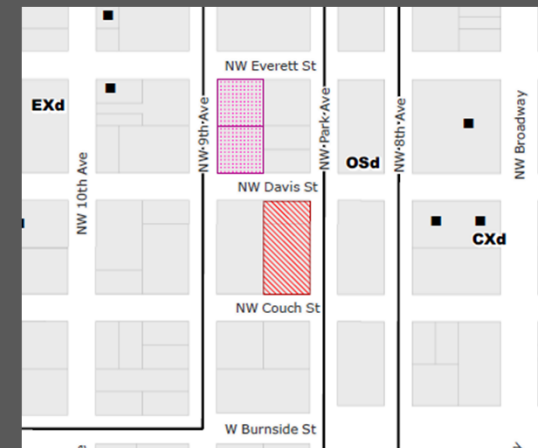
BRICK IRON SPOT



STUCCO SMOOTH FINISH, TAN

Material quality and detailing

Ultimately, material quality and detailing of those materials will be very important, particularly considering the context of development on the North Park Blocks.



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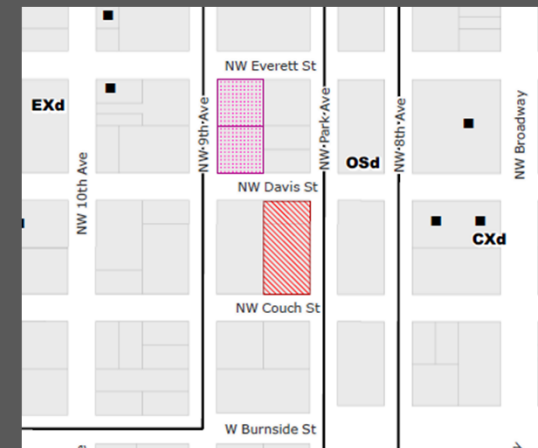
BRICK IRON SPOT

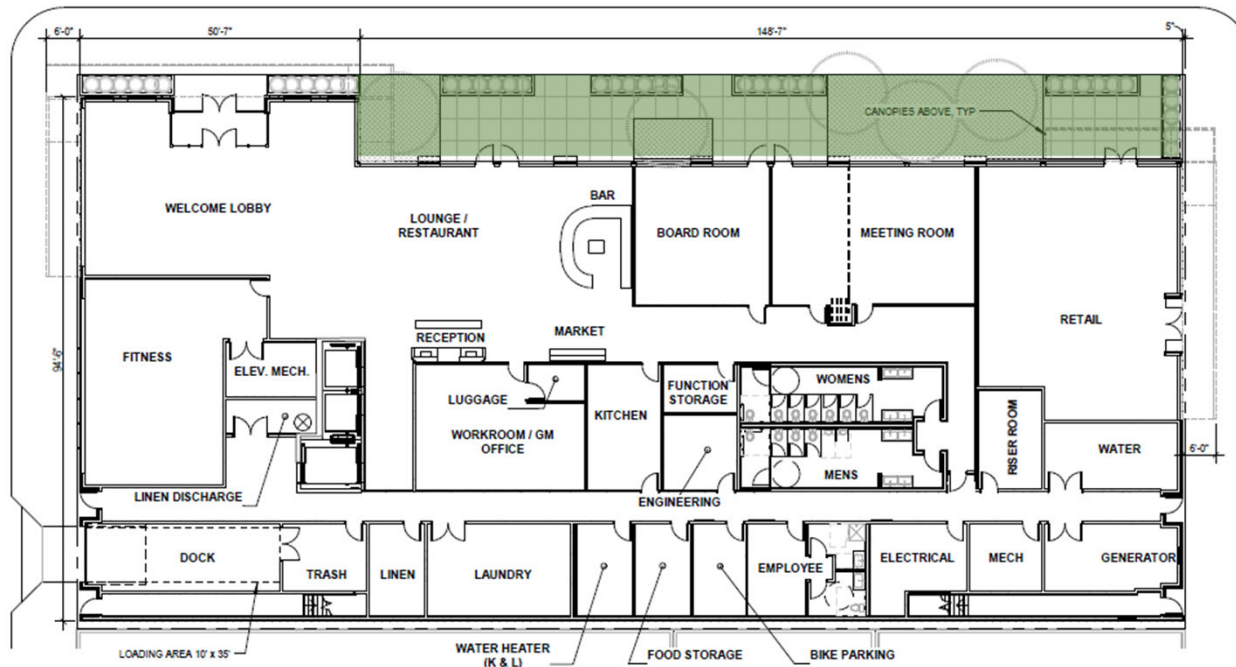


STUCCO SMOOTH FINISH, TAN

Vinyl windows

Are vinyl windows of sufficient quality considering the North Park Blocks context?





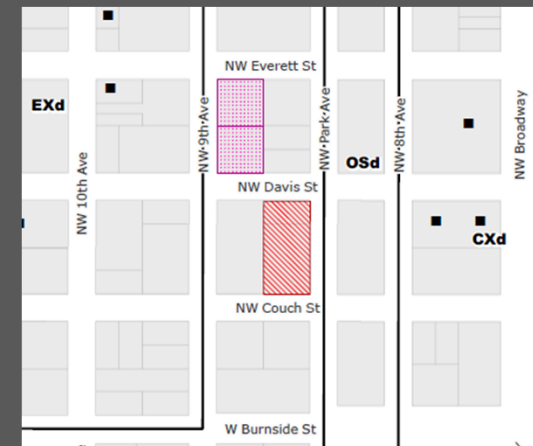
Modification

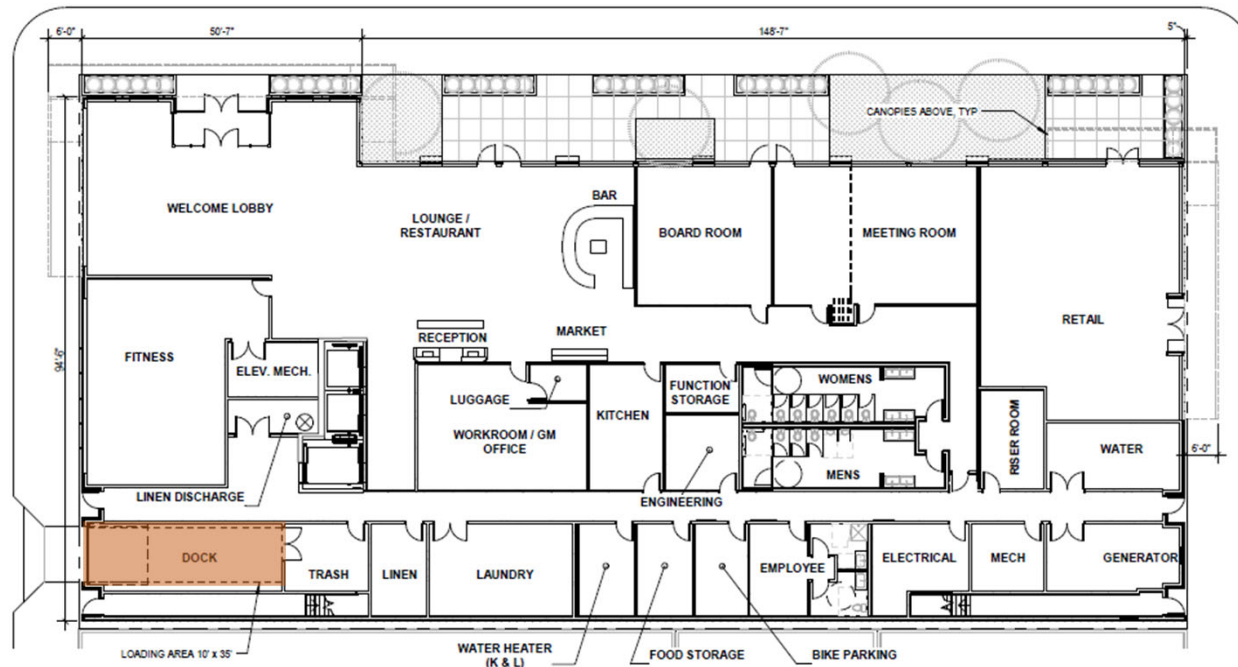
1. Required Building Lines (33.510.215.B.5)

Required Building Lines, Standards for the Park Blocks

The Proposal: The lot line is 200 feet long, but only 148'-7" of the building is proposed to be set back (approximately 74.3% of the lot line length). The depth of the setback proposed, however, is approximately 15 feet.

The extra depth could be beneficial in providing more useful area for pedestrians and larger plants. Ultimately, the setback area's design, detailing, and integration with the building and surrounding pedestrian realm will factor into consideration as to whether this potential Modification is approvable.





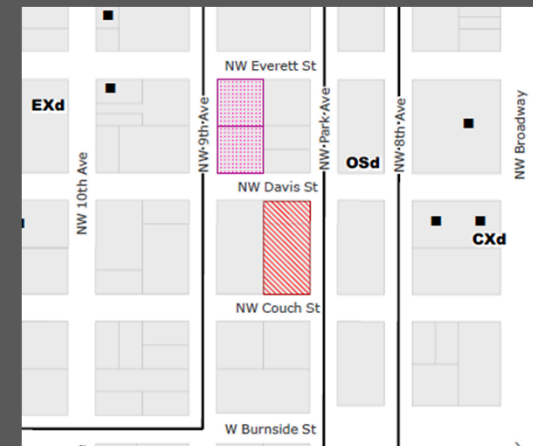
Adjustment

1. Number of Loading Spaces (33.266.310.C)

Number of Loading Spaces

The Proposal: One Standard B loading space (18' x 9' x 10').

Providing only a single loading space results in greater opportunity for activation of the ground level of the building. Ultimately, a loading demand analysis and subsequent findings from PBOT will be a major determinant as to whether this Adjustment could be approvable.



Questions