



City of Portland
Bureau of Development Services
Land Use Services Division

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Portland, Oregon 97201
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FAX: 503-823-5630
www.portlandonline.com/bds

Date: May 2, 2008
To: Interested Person
From: Dave Skilton, Land Use Services
503-823-0660 / dave.skilton@ci.portland.or.us

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 08-115133 DZ – EXTERIOR RENOVATIONS

GENERAL INFORMATION

Applicant: Sean Valentine, Operator
RATM Development LLC
18200 Von Karman Avenue, Suite #500
Irvine, CA 92612

Oly-Ida Riverfront LLC, Owner
2801 Alaskan Way #200 Pier 70
Seattle, WA 98121

Representative: Chris Peterson, Architect (503-221-1121)
Lrs Architects, Inc.
720 NW Davis, Suite 300
Portland, OR 97209

Site Address: 50 SW Morrison Street

Legal Description: Lot 1&2 Block 3 N 1/2 OF Lot 3&6 Block 3 Lot 7&8 Block 3, Portland
Tax Account No.: R667700370
State ID No.: 1S1E03BA 00900
Quarter Section: 3129

Neighborhood: Downtown Cmty Assoc., contact Jennifer Geske at 503-750-9843.
Business District: Downtown Retail Council, contact Portland Business Alliance at 503-224-8684.

Plan District: Central City – Downtown Subdistrict
Zoning: CXd, Central Commercial with Design Overlay

Case Type: DZ, Design Review

Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

Applicant is seeking Design Review for a proposal to restore the character of the Hotel 50 building by removing elements added in the decades since its completion, specifically: the awnings and canopies at the first floor; a “mansard roof” element at the parapet; existing exterior building lighting; and an upright sign on the rooftop. Other aspects of the proposal include addition of: signage; a water feature; replacement of building lighting fixtures at floor plate “shelves;” replacement of other lighting fixtures; removal of “wall planter” at steps to hotel entry; replacement of chain link fencing at the roof of the east stair tower with translucent acrylic panels; painting; application of a stone cladding material around the restaurant at the corner of SW Morrison Street and Naito Parkway; and a supplemental landscape planting scheme designed to better screen the open parking structure from view.

Design Review is required because the proposal is for exterior alterations within the Central City Plan District – Downtown Subdistrict.

Relevant Approval Criteria:

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

- 33.420 Design Overlay Zone
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: The subject building occupies approximately the northerly two thirds of the block bounded by SW Naito Parkway, SW Morrison Street, SW First Avenue, and SW Yamhill Street. It has frontage on three streets, Naito, Morrison, and First, and its footprint, including the canted two-level parking structure, covers the entire parcel. Its one non-street edge, at the south, abuts neighboring properties with a full height, through-block, zero-setback firewall. The hotel is located in an area where a number of disparate uses and urban elements come together: historic district to the south; structured parking and small businesses to the west; the Morrison Bridge, its approaches, and surface parking to the north; and Waterfront Park and the Willamette River to the east.

The hotel was built within a decidedly automobile-oriented context in 1962. At that time, in addition to the six lanes of Front Street (Naito Parkway), a broad swath of what is now Waterfront Park was occupied by six lanes of limited-access “freeway” known as Harbor Drive. This roadway running along the Willamette River seawall, opened in 1954. It was designed to move traffic on US Highway 99 efficiently through the downtown area between SW Barbur Boulevard and the Steel Bridge. However, beginning in 1974, most of Harbor Drive was demolished and replaced with Waterfront Park, creating the much more pedestrian-oriented context in which the hotel stands today. Most recently, in 2007, extensive streetscape work with a strong emphasis on pedestrian improvements was completed on SW Naito Parkway.

Constructed as a highway-oriented “motor inn” with its own associated restaurant, bar, and parking structure, the hotel was designed in the then prevalent International Style. It is five stories tall and L-shaped in plan, essentially two double-loaded corridors fronting Morrison and Naito respectively, and converging above the restaurant and lobby at the corner. The wing along Morrison is built as four floors of guest rooms above parking, and the site plan leaves an open area within the “L” that is occupied by the upper deck of the canted parking structure. Access to this parking area is from Morrison. The lower level of the parking structure, open to view from the sidewalks along both First and Morrison, is accessed via a downward ramp from the west. Original plantings between the sidewalk and the structure are still partially in place.

Over the years, as tastes and the context changed, the hotel was “updated” several times with added features in different styles. The intent of the current proposal is to strip off these later additions and refresh the surfaces, returning to a more original character. The proposal also

makes changes to respond better to the improved pedestrian and park environments that now surround the building.

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

Land Use History: In addition to a Zoning Confirmation Letter issued on October 17, 2007, the following land-use cases apply to this property:

- **LUR 99-00922 DZ:** A 1999 design review approving removal and replacement of two exterior wall signs on north and east elevations. Voided on 6/1/00.
- **LUR 96-00653 DZ:** A 1996 design review approving replacement of awnings, update to walls & addition of entrance signs.
- **DZ 2-88:** A 1988 design review approving a satellite dish.
- **DZ 38-86:** A 1986 design review approving a storefront remodel.
- **DZ 60-85:** A 1985 design review approving a proposal to repaint the building and install new signage and awnings for the Riverside West Hotel.
- **DZ 59-84:** A 1984 design review approving a satellite dish.
- **DZ 123-84:** A 1984 design review approving a boiler.
- **DZ 48-83:** A 1983 design review approving an awning.
- **VZ 130-64:** A 1964 Title 34 Variance granting permission to have more than one sign in an "s" zone and to increase the face area of signs within 100' of the traveled roadway of a bridge approach from the permitted 100 sq. ft. to approximately 273 sq. ft.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **March 28, 2008**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Department of Transportation
- Life Safety Section of BDS

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 28, 2008. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Central City Fundamental Design Guidelines

These guidelines provide the constitutional framework for all design review areas in the Central City.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland’s character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City’s districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City’s districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

Findings for A1 and B5: Although undoubtedly not designed with park views or river access in mind, by virtue of its proximity, the building does today have a strong relationship with Waterfront Park and the Willamette River Greenway. The proposal better respects these important public amenities by eliminating strong “hot spot” incandescent building lighting and replacing it with an unfocused, lower wattage, light-emitting diode system that softly illuminates the building. Supplemental plantings and a modest water feature at the restaurant entry also help to carry the green character of the park across SW Naito Parkway and deeper into the urban fabric. *These Guidelines are therefore met.*

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

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

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

Findings for A2, A7, A8, and B1: The proposal incorporates a small water feature, lit from below the water surface, at the entrance to the restaurant near the corner of Morrison and Naito. Running water is among the amenities specifically identified as Portland themes in the Guidelines, and the proposed fountain will contribute interest to the public realm both visually and through its sound. New plantings proposed to supplement existing trees and shrubs between the sidewalk and the building edge along Morrison and First will also contribute visual, aural, and tactile elements to the pedestrian experience, and better define the sidewalk by screening it from the open lower parking deck. In the same vein, the applicant proposes to remove all the existing unshielded fluorescent lighting fixtures from the parking structure and replace them with half as many shielded units, eliminating a harsh source of direct eye-level glare while still providing light for security. *These Guidelines are therefore met.*

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

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

Findings for A6 and C3: Rehabilitation and respect for original character are the essence of this proposal. Like many buildings in their first fifty years, this one has been "updated" in response to current fashions several times without much regard to its original design intent. The proposed removal of the resulting accretions, especially the faux mansard at the parapet, the box awnings at the restaurant windows, and the swooping canopy over the drive entrance, will help to reinstate a simple but strong mid-century aesthetic which has gained respect with the passage of time. The proposal also acknowledges the considerable change in the building's context by providing an improved environment for pedestrians while still acknowledging its fundamental character as a 1962 "motor inn." It is especially helpful for those arriving on foot that the restaurant entrance will be marked with an illuminated water feature and the pedestrian entrance to the hotel will be widened and made more visible and prominent. *These Guidelines are therefore met.*

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that

does not detract from the pedestrian environment.

Findings: Not surprisingly, given its original context and date of construction, the building is strongly oriented to automobile use. Although there is a prominent restaurant entrance at the sidewalk, the hotel lobby lies deep within the plan where it is most readily accessible by car. A pedestrian path consisting of steps and a ramp parallel to the driveway, does exist, but it is currently narrow, dark, and obscured from view by a tall, concrete block “planter wall.” The proposal is to remove the planter wall, widen the stairs, provide an open handrail and better lighting, and replace the adjoining polished black stone wall tiles with a deeply textured veneer of coursed, copper-colored quartzite wedges. This will make the pathway more apparent and pleasant to use, and allow drivers and pedestrians to see one another well before their paths intersect. *This Guideline is therefore met.*

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

Findings: Generally speaking the existing building lighting is not well integrated into the architectural design. It consists of bulky incandescent spotlight fixtures mounted to the edges of the floor plates in plain view and aimed upward onto the external projections of the walls separating the guestrooms. The resulting pattern at night is one of yellow-orange “hot spots” against a dark field. The proposal, inspected several times by staff in mock-up, is for a “rope” of light-emitting diodes to be mounted at the floor plate with the light sources shielded from view by a metal angle. The proposed white light is cooler and the overall effect is a much more uniform and subdued. Other exterior fixtures will be replaced for consistency and efficiency, and to eliminate glare. *This Guideline is therefore met.*

C13. Integrate Signs. Integrate signs and their associated structural components with the building’s overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: There are two major aspects to the signage proposal: a) removal of an existing rooftop sign, and b) placement of four new business identification signs. The rooftop sign is poorly integrated with the character of the building and its removal provides a straightforward improvement, especially as viewed from the Morrison Bridge. The proposed new sign package is distributed as follows: a 18’-0” x 1’-8” halo-lit pin mounted horizontal sign on the SW Naito Parkway frontage; a 2’-8” x 25’-0” halo-lit pin mounted vertical sign on the main stairwell facing SW Morrison Street; a 14’-3” x 1’-6” unlit sign composed of flat, cut out, ½” thick aluminum letters mounted to the top of the front edge of the parking entry canopy on the SW Morrison Street façade; and a future maximum 16 square foot sign to be mounted to the back plate of the water feature proposed at the restaurant entry facing SW Morrison Street. The signs all draw their proportions from the particular building elements on which they are to be placed and integrate horizontally or vertically with those elements. The two wall-mounted signs, while not particularly characteristic of the original design aesthetic, are subtle and compatible additions because their relative sizes relate to their proximity to their proximity to the pedestrian environment. They also employ a plain sans serif font, black lettering, and indirect “halo” lighting reflecting from relatively dark surfaces. Raceways and wiring will be internal to the building. *This Guideline is therefore met.*

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

CONCLUSIONS

The limited restoration of the Hotel 50 building meets the spirit of the Central City Fundamental Design Guidelines by updating a 45 year old hotel for the continued use and making it more responsive to the improved pedestrian and park environment it now occupies. At the same time, the proposal maintains the quintessential “motor inn” aspects of the building. A number of out-of-character changes to the building will be reversed, uncluttering the original design. New paint, a new ground floor wall treatment, added landscape plantings, a water feature, subtle building lighting, and a new sign package will all help the hotel contribute to a recently improved streetscape along SW Naito Parkway. The proposal is approved.


ADMINISTRATIVE DECISION

Approval of:

- Removal of a rooftop sign; a mansard roof element at the parapet; awnings; a planter wall adjoining the pedestrian access path to the hotel entry; and a canopy extension at the drive-entry facing Morrison Street;
- Replacement of the exterior building lighting with new systems and fixtures; replacement of lighting fixtures in garage; replacement of windows in the east stair tower with a translucent glass system; and replacement of the chain link fencing at the top of the east stairwell with translucent panels;
- Installation of four new signs: a 18'-0" x 1'-8" halo-lit pin mounted horizontal sign on the SW Naito Parkway frontage; a 2'-8" x 25'-0" halo-lit pin mounted vertical sign on the main stairwell facing SW Morrison Street; a 14'-3" x 1'-6" unlit sign composed of flat, cut out, ½" thick aluminum letters mounted to the top of the front edge of the parking entry canopy on the SW Morrison Street façade; and a future maximum 16 square foot sign to be mounted to the back plate of the water feature proposed at the restaurant entry facing SW Morrison Street.
- Installation of stone cladding at ground floor; supplemental plantings; wood capped cabled handrail at the pedestrian access path to the hotel entry; a new support structure for the entry drive canopy; and a new water feature.

Approvals are per the approved plans, Exhibits C-1 through C-13, signed and dated April 30, 2008, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-1313. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 08-115133 DZ. No field changes allowed."

Decision rendered by:  on May 1, 2008.

By authority of the Director of the Bureau of Development Services

Decision mailed: May 1, 2008

Staff Planner: Dave Skilton

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on March 12, 2008, and was determined to be complete on **March 26, 2008**.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on March 12, 2008.

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

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 15, 2008** at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., appeals must be submitted to the receptionist at the front desk on the fifth floor.

An appeal fee of \$250 will be charged. The appeal fee will be refunded if the appellant prevails. Recognized neighborhood associations are not subject to the appeal fee. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please contact the receptionist at 503-823-7967 to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **May 16, 2008 – (the day following the last day to appeal)**.
- A building or zoning permit will be issued only after the final decision is recorded.

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

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

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

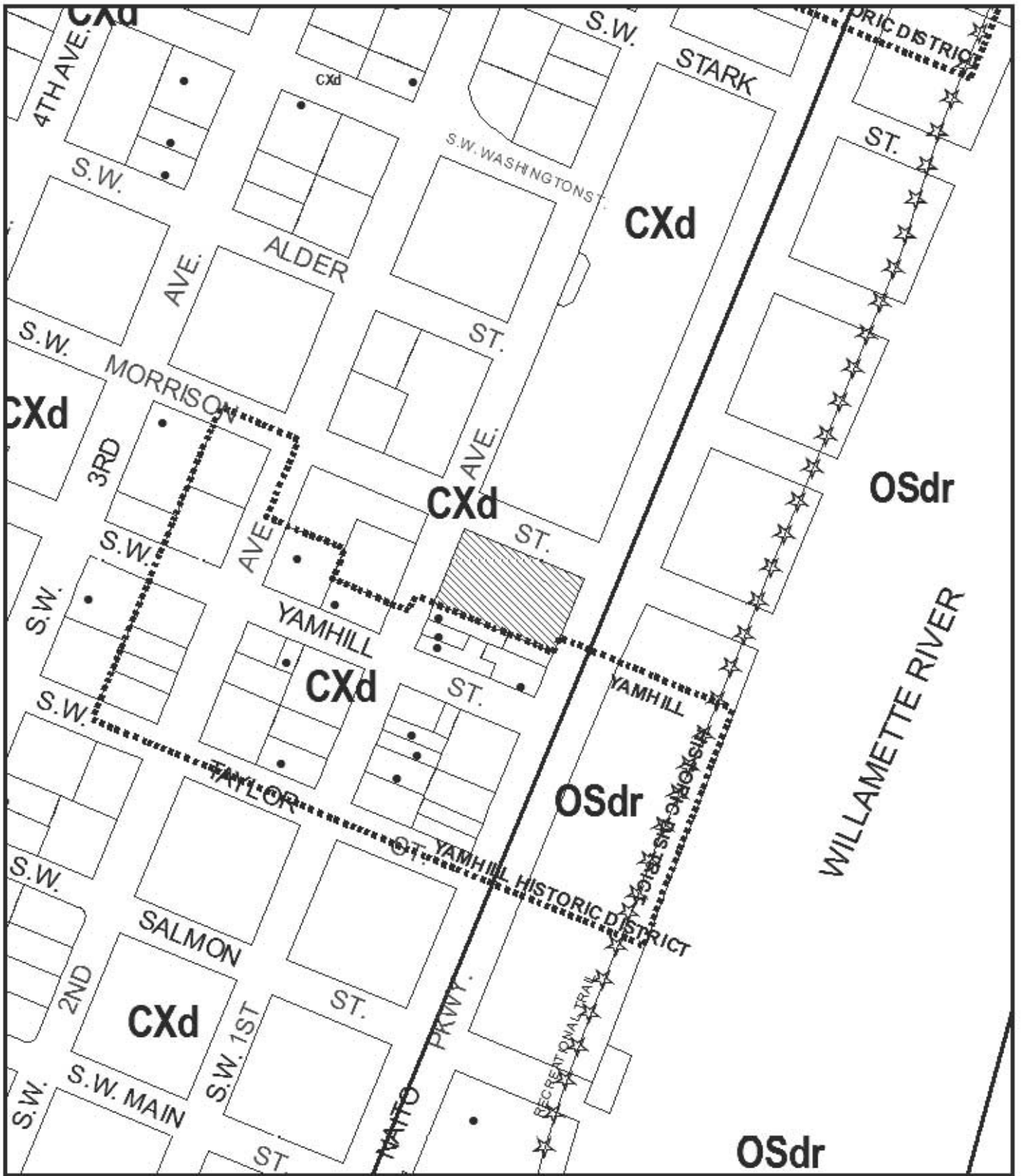
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. North Elevation (attached)
 - 3. East Elevation (attached)
 - 4. South Elevation
 - 5. West Elevation
 - 6. Water Feature Detail
 - 7. Exterior Lighting Detail
 - 8. Landscape Plan
 - 9. Landscape Planting Details
 - 10. Planting Strip Detail
 - 11. Root Confining Membrane Brochure
 - 12. LED Lighting Brochure
 - 13. Exterior Fixture Details
 - 14. SW Morrison Street Sign Details
 - 15. SW Naito Parkway Sign Details
 - 16. Record of Materials Board
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses: None Received
- F. Correspondence: None Received
- G. Other:
 - 1. Original LU Application
 - 2. Site History Research
 - 3. Case Contact Log

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).



ZONING



Site



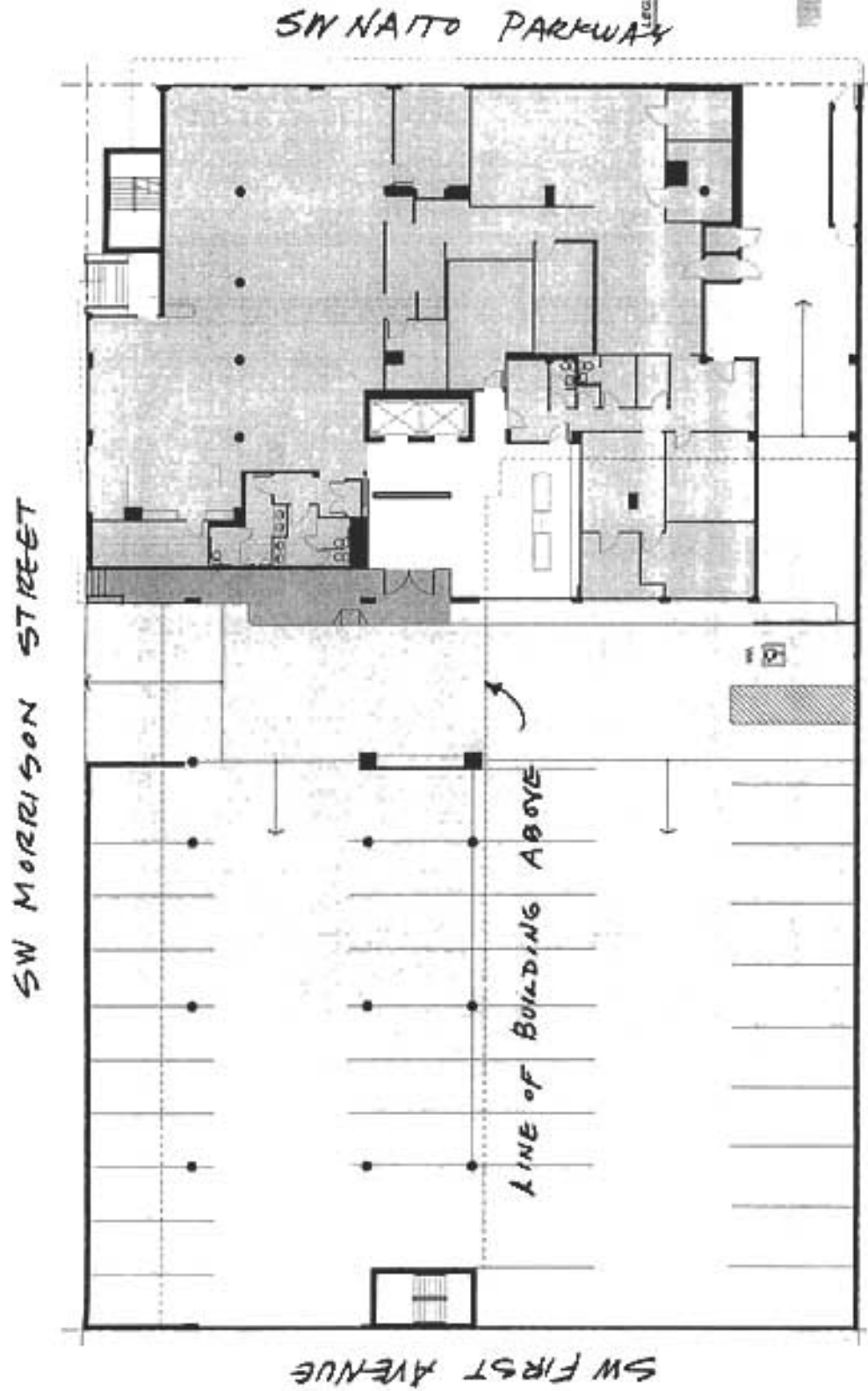
Historic Landmark



NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT

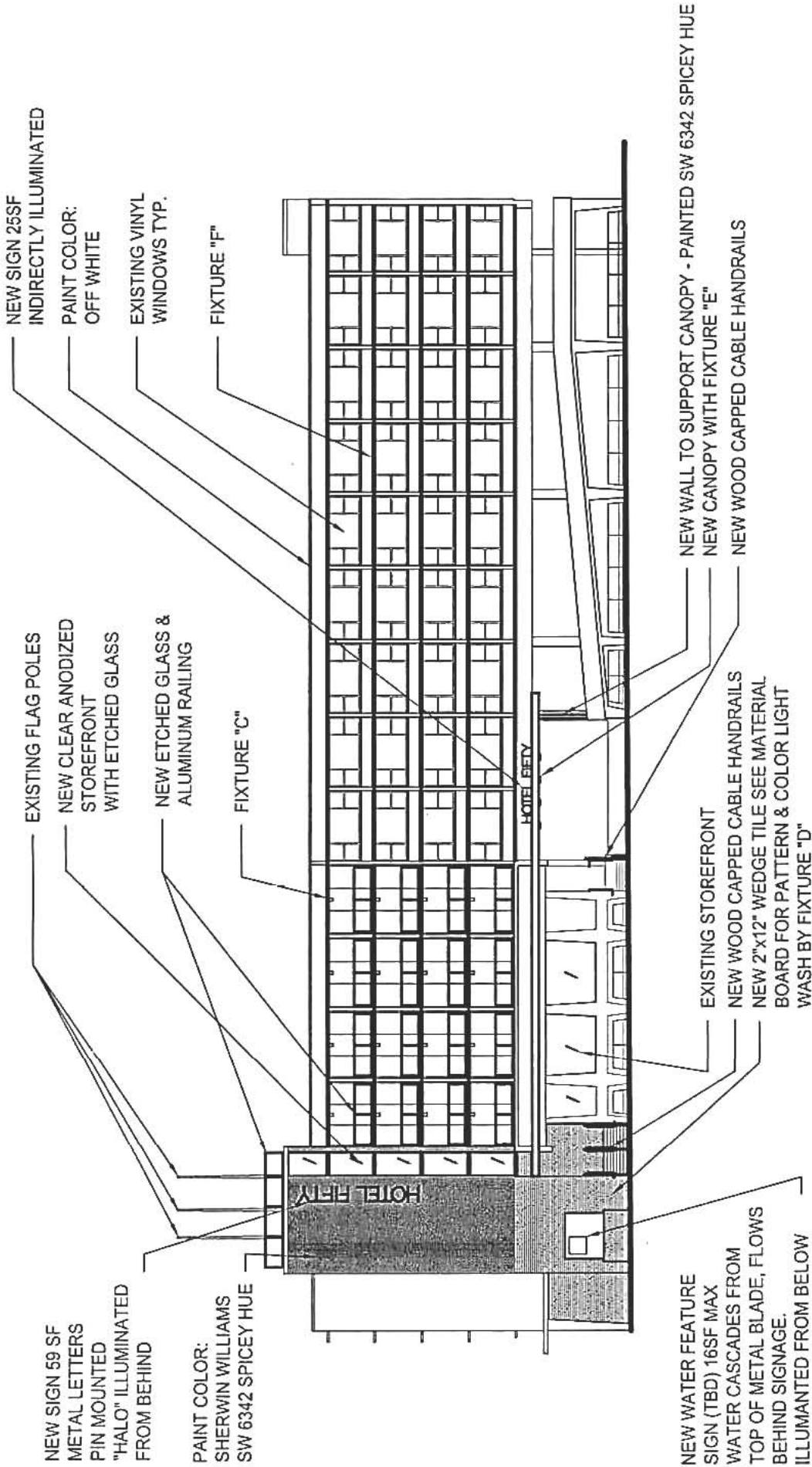
File No.	LU 08-115133 DZ
1/4 Section	3129
Scale	1 inch = 200 feet
State_Id	1S1E03BA 900
Exhibit	B (Mar 17, 2008)



SITE PLAN

Approved
 City of Portland - Bureau of Development Services
 Planner *Dave Shilton* Date *4-30-08*
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

EXHIBIT C-1
 LU 08-115133 DZ



SEE RENDERINGS FOR LANDSCAPING

NORTH ELEVATION

SCALE: NTS

720 NW Davis
 Suite 300
 Portland OR 97209
 503.221.1121
 503.221.2077

LRS
 ARCHITECTS
 www.lrsarchitects.com

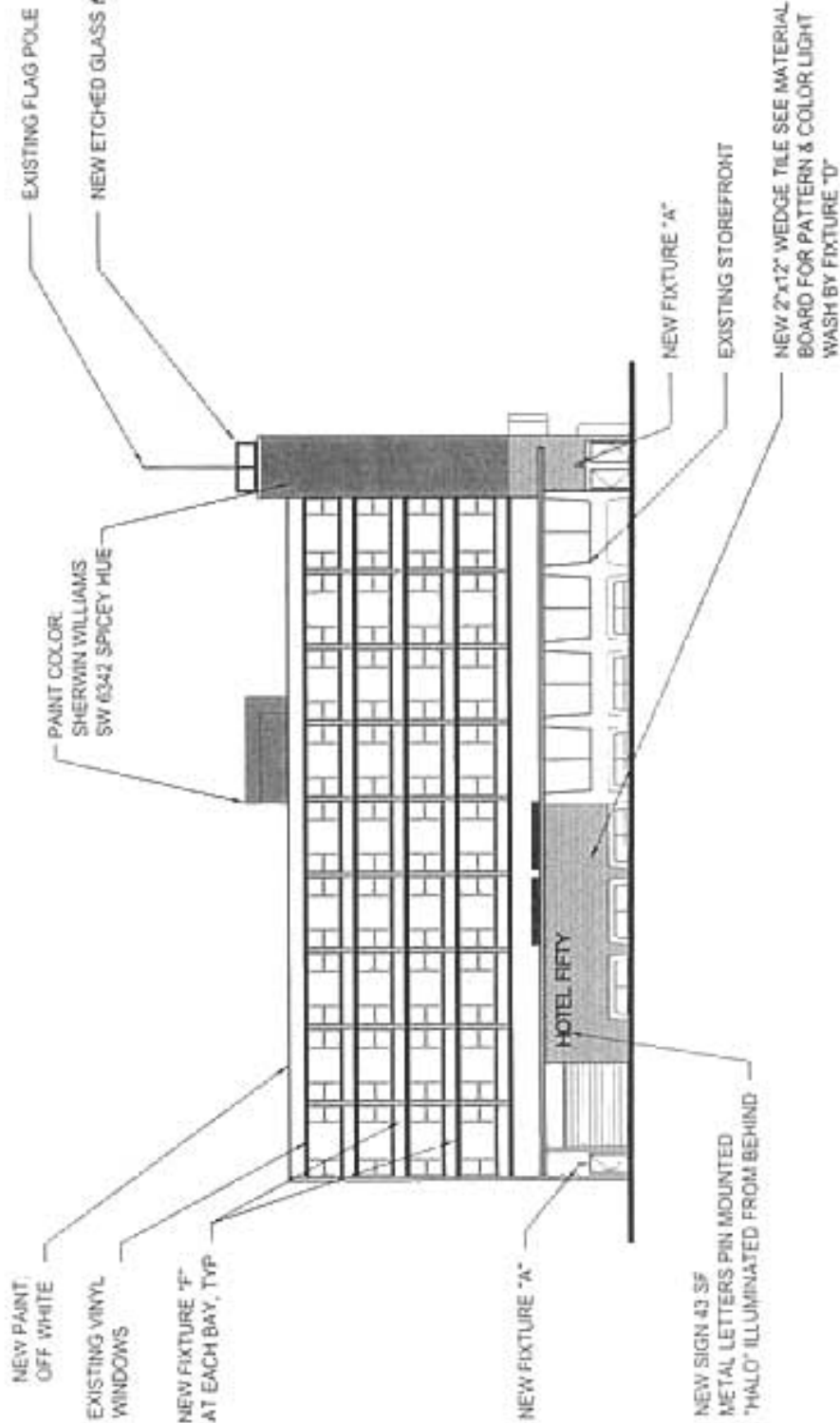
LRS Architects, Inc. © 2008

*Approved PROJECT NAME: HOTEL FIFTY
 City of Portland - Bureau of Development Services 207355
 Planner: *Dave Miller* DATE ISSUED: 4.30.08 04.18.08

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SHEET:

A403
 EXHIBIT C-2
 LV 08-115133 PZ



SEE RENDERINGS FOR LANDSCAPING

EAST ELEVATION

SCALE: NTS

URS
 ARCHITECTS
 www.ursarchitects.com
 720 NW Davis
 Suite 300
 Portland OR 97209
 503.221.1121
 503.221.2077

PROJECT NAME: HOTEL FIFTY
 PROJECT NUMBER: 207355
 DATE ISSUED: 04.18.08
 REVISION:

A404
 EXHIBIT C-3
 LU 08-115133 PZ

Approved
 City of Portland - Bureau of Development Services
 Planner: *Have Station*
 Date: *4-30-08*
 * This approval applies only to the reviews requested and is subject to conditions of approval. Additional zoning requirements may apply.