



City of Portland, Oregon
Bureau of Development Services
Land Use Services

FROM CONCEPT TO CONSTRUCTION

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FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON March 5, 2015

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 14-225506 DZM AD PC # 14-199508 AC HOTEL by MARRIOTT

BUREAU OF DEVELOPMENT SERVICES STAFF: Jeff Mitchem 503-823-7011
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GENERAL INFORMATION

Applicant/Contact: Jon Mcauley / Sera Architects
338 NW 5th Avenue / Portland, OR 97209
Michael Finn / Mortenson Construction
610 SW Alder Street, Suite 200 / Portland, OR 97205

Owner: Portland Development Commission
222 NW 5th Ave | Portland, OR 97209-3812

Site Address: 820-838 SW 3RD AVE

Legal Description: BLOCK 22 LOT 5&6, PORTLAND
Tax Account No.: R667703480
State ID No.: 1S1E03BA 06100
Quarter Section: 3129
Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - Downtown
Zoning: CXd, Central Commercial with a Design Overlay
Case Type: DZM AD, Design Review with an Adjustment and Modification
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

Design review for a new 204 room hotel on a vacant 10,000 square foot lot – 13 floors plus one below grade level on existing vacant lot. The gross building floor area will be approximately 118,000 square feet and building height will be approximately 130'. Ground floor program includes a bar, lounge, lobby, dinning, long-term bike storage (11 space per code requirement) and back of house. No on-site parking is proposed. Parking demand will be satisfied within a

nearly parking garage (agreement pending). Additional basement facilities include: board room, meeting rooms, a small library and a fitness room. The main entrance to the hotel lobby is proposed to be located at the chamfered corner of SW 3rd Avenue and Taylor Street. Valet drop off is proposed to be located curbside on SW Third Avenue near the main entrance.

One (1) Modification is required for Rooftop Access & Mechanical (33.140.210.B.2.) Stairwell enclosures and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit (130' at parapet height). The cumulative area of all roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. The project proposes a two-tiered mechanical coverage condition – “low-level” equipment (ducting at 3' above parapet height, screened with brick, totaling 38% of roof coverage) and “high-level” equipment (HVAC at 8'-6" above parapet height, screened with metal panel totaling 12% of roof coverage). Combined, the total mechanical coverage for this building is 50%.

One (1) Adjustment is needed to reduce the number of on-site loading spaces from two (2) to one (1).

Oriel Window. The proposal includes a window projection (oriel) into the public right-of-way at the southwest corner of the building (SW 3rd Ave / Taylor St). The applicant has provided documentation demonstrating that the proposed projection satisfies OSCC 3202.3.2. / IBC/32#1. PBOT has no objections to this element of the proposed building.

Approval Criteria:

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

- 33.825 Design Review
- Modification Criteria (33.825.040)
- Adjustment Criteria (33.805.040)
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: The vacant ¼-block site occupies the northeast corner of the intersection of SW 3rd Ave and Taylor St. The remainder of the block is fully developed –adjacent to the north is the Director Building (Landmark, circ. 1911) and fronting SW 2nd St adjacent to the east are four masonry buildings within the Yamhill Historic District. The MAX light rail line runs along SW Yamhill and Morrison Streets, which are designated Regional Transitway/Major Transit Priority Streets, Central City Transit Pedestrian Streets, and Local Service Bikeways. SW 3rd Avenue and Taylor St are both designated City Walkways. The site is within the Downtown Pedestrian District.

Zoning:

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

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design

review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate no prior land use reviews.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **February 12, 2015**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Bureau of Transportation Engineering
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Bureau of Parks-Forestry Division

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **February 12, 2015**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

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.

Central City Fundamental Design Guidelines

SECTION A - PORTLAND PERSONALITY

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.

C1. ENHANCE VIEW OPPORTUNITIES. Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces

Findings: The project site is three blocks west of the Willamette River and greenway directly accessed via SW Taylor Street. Project components enhancing connections to the river include

- building orientation to maximize the number of guestrooms with views to the river,
- windows at the end of the east termination of the corridor to increase light and views to the water,
- ground floor active use on both SW 3rd Ave and Taylor St including clear glazing to enhance sidewalk vitality, and
- inclusion of vegetated storm water flow-through planters at the second floor roof to enhance river ecology by improving water quality before it flows into the Willamette.

These guidelines are met.

A2. EMPHASIZE PORTLAND THEMES. When provided, integrate Portland-related themes with the development's overall design concept.

Findings: Integral to the vitality of this part of the central city is a lively restaurant and nightclub scene. The ground floor program includes a food and beverage operation that that will add to this cultural context, thus increasing sidewalk and storefront activity in the district. The orientation of the bar and lounge areas at SW 3rd Avenue are intentionally configured as active storefront. In addition areas of operable glazing will be provided along SW 3rd Avenue to decrease the barrier between indoor and outdoor space. A generous canopy will also be provided so that sidewalk seating can be provided further adding to sidewalk activity.

This guideline is met.

A3. RESPECT THE PORTLAND BLOCK STRUCTURES. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-

foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

Findings: The proposed building occupies a quarter of a full 200-foot square Portland block. The building will support the Portland Block structure on its street frontages by massing the building at the property line.

This guideline is met.

A4. USE UNIFYING ELEMENTS. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

Findings: The proposed design will provide a consistent streetscape by incorporating street elements selected and designed to coordinate with the neighborhood. The building will use common materials which include storefront windows, brick, and metal panels, to unify the building with existing surrounding buildings. A dark brick will be used to contrast with the light pallet of brick colors of the adjacent buildings. The two story base articulation is a common element in the district and is incorporated into the proposed design. Also seen in the district and neighboring Director's Building is a vertical pier with recessed horizontal band articulation. This pier and horizontal articulation is emulated in the proposed design. This combination of elements will create a contemporary building that is consistent with existing buildings in the area, while introducing new elements that will give the building a unique character.

This guideline is met.

A5. ENHANCE, EMBELLISH, AND IDENTIFY AREAS. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

C4. COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS. Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings: The proposed design provides a combination of elements that will create a contemporary building consistent with existing buildings in the area, while introducing new elements that will give the building a unique character including the aforementioned skin materials (dark brick, two story base articulation, vertical pier with recessed horizontal band articulation) and contextually responsive ground floor programming including a food and beverage operation that will add to the development pattern and quality offerings that Portland is already known for. The layout of the bar and lounge spaces run along SW 3rd Avenue to create an active storefront. In addition areas of operable glazing will be provided along Third Avenue to decrease the barrier between indoor and outdoor space. A generous canopy will also be provided so that sidewalk seating can be provided further adding to sidewalk activity.

These guidelines are met.

A7. ESTABLISH AND MAINTAIN A SENSE OF URBAN ENCLOSURE. Define public rights-of-way by creating and maintaining a sense of urban enclosure

Findings: The proposed building will be built to all property lines to provide a strong built edge along both SW 3rd Avenue and Taylor Street. This corner features the project's primary entrance chamfered at 45 degrees. A generous canopy signifies this entrance while protecting pedestrians from the elements and creating a smaller space serving as a buffer between the public exterior realm and the private, interior of the building. Continuous

canopies along SW 3rd Avenue will help to define the street edge while also providing cover for outdoor seating.

This guideline is met.

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

A9. STRENGTHEN GATEWAYS. Develop and/or strengthen gateway locations.

Findings: The ground floor food and beverage operation will greatly enhance sidewalk and storefront activity where it is currently lacking. In addition, the operable glazing provided along SW 3rd Avenue and continuous canopy will combine to fill a current gap in streetscape vibrancy.

Though not identified in the Central City Plan as a "Gateway" location, the site lies at the threshold to the Yamhill Historic District. The project acknowledges this significance with a chamfered corner entry and prominent glazed oriel window element from the entry doors to the parapet.

These guidelines are met.

SECTION B - PEDESTRIAN EMPHASIS

B. 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: The proposed building will enhance the pedestrian system through a sidewalk-activating ground floor program. By nature, the hotel use will deliver many new visitors to the neighborhood concentrated at key points along the project frontage – the corner entry, the hotel lobby and reception fronting SW Taylor Street and the lobby lounge and bar along SW 3rd Avenue. Currently, travelers tend to spend more time in the hotel public spaces working on laptops instead of in their rooms. This trend as well as bar/food customers and reception check in/check-out activity will keep the ground level public spaces active throughout the day.

In addition, the building facade will incorporate a series of brick piers and large areas of glazing setback 1'-0" from the face of the brick. Deep canopies will also be incorporated to provide protection from the elements and areas for outdoor seating associated with the food and beverage operation.

This guideline is 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.

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

Findings: The storefront system incorporates deep canopies along both SW 3rd Avenue and Taylor Street providing protection from the elements and areas for outdoor seating associated with the food and beverage operation. Architectural lighting will be used to demarcate entries and at street level the brick piers will incorporate lighting to reinforce their rhythm along the street front. To help maintain the aesthetic of the building's edge at the pedestrian level, the majority of the building's mechanical equipment will be located on the roof behind mechanical screens.

These guidelines are met.

B4. PROVIDE STOPPING AND VIEWING PLACES. Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.

B7. INTEGRATE BARRIER FREE DESIGN. Integrate access systems for all people with the building's overall design concept.

Findings: The building facade will incorporate a series of brick piers and large areas of glazing setback 1'-0" from the face of the brick. These areas of glazing will allow viewing both into and out of the hotel's active public spaces. Deep canopies will also be incorporated along both SW 3rd Avenue and Taylor Street to provide protection from the elements and areas for outdoor seating associated with the food and beverage operation. All entries to the building are fully accessible.

These guidelines are met.

SECTION C - PROJECT DESIGN

C2. PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT. Use design principles and building materials that promote quality and permanence.

C5. DESIGN FOR COHERENCY. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition

Findings: The building will use contextually germane materials including aluminum storefront windows, brick, and metal panels. The metal panel specified for the project is *Metoposite Flat Metal Wall Systems* – 22-gage, foam-backed, anodized, conceal fastened, 5'x5' panel dimension. As shown in the drawings supporting this Design Review submittal the careful application and detailing of these wall panels will be needed to ensure the high quality appearance, ease of maintenance and long-term durability of the material. These materials are considered of high quality and evoke a sense of permanence and historic relevance associated with the adjacent Yamhill Historic District.

The project's restrained massing and limited cladding material result in a singularly coherent composition – brick, metal panel, punched window openings sparingly accented with window wall at the chamfered corner. As a result, the building reads as a unified mass bisected by the chamfered corner entrance and fully glazed oriel window bay. This element marks the 'entrance' with 130 feet of southwest oriented glazing. Flanking this element on both sides are a series of brick piers extending from ground to parapet which serve to unify the ground floor public space with the guestroom floors above. Between the brick piers are tall punched windows at the guestrooms with a horizontal band of metal panel defining the

floor line. And finally, the vertical mullion pattern between the windows seals the building's overall coherency as single vertically expressed ¼-block building.

At the hearing, Design Commissioners determined that the corrugated metal canopy roofs at the ground floor was neither a contextually derived nor an appropriately permanent material and was therefore inappropriate for application in this project. The Commission concluded that glass would better promote coherency, quality and permanence. *Therefore, with the Condition of Approval requiring that all canopy roofs be glass, these guidelines are met.*

At the hearing Design Commissions observed that the dark brick color was too great a contrast with lighter colored brick buildings in the project vicinity. They determined that a singular tan brick color would better reinforce the coherency of the district. *Therefore, with the Condition of Approval requiring a beige or tan brick color these guidelines are met.*

C6. DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACE. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings: The proposed scheme places the entrance for the building at the 45 degree chamfer at the corner of SW 3rd Avenue and Taylor Street. This allows the entrance to set back slightly from the property line providing a small buffer between the main flow of pedestrians on the sidewalk for those entering and exiting the building. A canopy above the entrance further reinforces the transition between private development and public right of way.

This guideline is met.

C7. DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS. Use design elements including, but not limited to, varying building heights, changes in facade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings: The proposed design incorporates a 45-degree chamfer at the corner of SW 3rd Avenue and Taylor Street. At the ground floor, the chamfer accommodates the main building entry creating an active pedestrian corner with arrival and departure of guests. Between levels three and thirteen the chamfered corner bay extends to become an all glass oriel window marking both building entrance and block corner.

This guideline is met.

C8. DIFFERENTIATE THE SIDEWALK LEVEL OF BUILDINGS. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

C9. DEVELOP FLEXIBLE SIDEWALK LEVEL SPACES. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings: The main hotel entry is at the 45-degree chamfer on the corner of SW 3rd Avenue and Taylor Street. Thus oriented, the entrance will activate an important pedestrian corridor between river and city core. All active ground floor uses feed SW 3rd Avenue and Taylor Street with activity from the lobby, lounge, check in desk, and bar. The first floor is differentiated from the upper floors via a taller floor to floor height, large areas of glazing

between brick piers (one foot deep return), and deep canopies to protect the pedestrian and provide areas for outdoor seating associated with the food and beverage operation.

The hotel's internal public space program is purposely designed to be flexible to accommodate the needs of the guest throughout the day. Seating groups for those who like to be solitary or socialize are provided throughout the ground floor public spaces. The resulting range of activities will keep these spaces and adjacent sidewalk active throughout the day and evening.

These guidelines are met.

C10. INTEGRATE ENCROACHMENTS. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

Findings: The oriel window complies with applicable standards (City of Portland, PDOT, and the IBC) and serves to anchor the corner with a significant vertical feature expressing both 'building entry' and 'district gateway.'

This guideline is met.

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

Findings: Mechanical equipment on the roof will be concealed by a mechanical screen. The equipment will be arranged to minimize the required screened in area and combined with the elevator overrun. It will be composed to integrate with the building massing. The second floor roof will incorporate mechanical equipment and an area of flow through planter to accommodate storm water quality control.

This guideline is 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: Exterior lighting is integrated to both enhance the architectural features of the building as well as support our sustainable and LEED goals for the project. Architectural lighting will be used to demarcate entries and at street level the brick piers will incorporate lighting to reinforce their rhythm along the street front.

This guideline is 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: Signage will be integrated into the design but is **not a part of this review**. Exterior building signage will be a separate design review at a later date.

MODIFICATIONS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. **Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Modification Request #1: 33.140.210.B.2. Rooftop Access And Mechanical Equipment.

Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit. The cumulative area of roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. The project proposes a two-tiered mechanical coverage condition – “low-level” equipment (ducting at 3' above parapet height, screened with brick, totaling 38% of roof coverage) and “high-level” equipment (HVAC at 8'-6" above parapet height, screened with metal panel totaling 12% of roof coverage). Combined, the total mechanical coverage for this building is 50%.

Purpose Statement. *The height standards work with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of an area. The EG1 zone height limit is the same as the General Commercial zone because the EG1 zone often functions as a transition zone between industrial and residential or commercial zones. The EX zone height limit reflects its use in intense urban areas and the range of uses that are allowed. The other zones do not have height limits because tall buildings in these areas have traditionally not been a problem.*

C11 Integrate Roofs and Use Rooftops. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.

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

Findings: The rooftop equipment is well organized into a two-tiered massing of mechanical enclosures – lower-level (3' above parapet – 38% of roof coverage) ducting and higher-level (8'-6" above parapet – 12% of roof coverage) HVAC equipment. The low-level equipment is screened with brick masonry and the high-level equipment is screened with metal panel. Both materials match material used elsewhere on the building. The lower-tiered screen will appear unobtrusive when viewed from other locations.

In an effort to create a unified building top, the higher-level mechanical enclosure has been integrated with the penthouse to create a singular form which serves to anchor the overall rooftop design. The resulting singular volume is enclosed with materials similar to floors

below. The building mechanical equipment being integrated and screened in this manner will better meet the guidelines because the alternative to venting horizontally through building facades would result in a more visible configuration. Overall, the rooftop is a well-composed assemblage of simple massing elements.

Therefore this criterion is met.

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

Findings: The purpose of the design standard is to limit building rooftop mechanical equipment area to reduce clutter and preserve views. In this application, building views have been maintained and enhanced by the integration of the mechanical equipment with the access enclosures. The relatively modest increase in all dimensions will still enable the purpose of the design standard, which is to limit clutter while preserving the building's aesthetic. *Therefore this criterion is met.*

Therefore this Modification merits approval.

Adjustment Requests (33.805)

33.805.010 Purpose

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

33.805.040 Approval Criteria

All adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and
- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; 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; or
- G.** Application of the regulation in question would preclude all reasonable economic use of the site; and
- H.** Granting the adjustment is the minimum necessary to allow the use of the site; and
- I.** Any impacts resulting from the adjustment are mitigated to the extent practical.

Adjustment #1 (33.266.310.C.), Quantity of Loading Spaces. Two (2) on-site loading spaces meeting Standard A (35' length x 10' width x 13' clear) are required for the project

because the proposed building exceeds 50,000 square feet of floor area. The project proposes one (1) on-site Standard B (18' length x 9' width x 10' clear) loading space accessed from SW Taylor St.

Purpose Statement

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

Findings: According to a loading analysis submitted by the applicant (summarized) – compared to a restaurant or retail use, the hotel will have a lower frequency of delivery, the amount of delivered material will be lower, and the delivery duration will be shorter. Compared to a residential use, the hotel has no need for move in-move out as may be needed in a residential project. The hotel loading will only be used for garbage, laundry pick-up and hotel supply deliveries, which are infrequent. Anticipated activities include daily 15-20 minute laundry pick-up/delivery, two – 15-20 minute hotel supply deliveries per week, and two – 5-10 minute trash/recycling pick-up's per week.

To accommodate the two (2) required Standard A loading spaces, the proposed roll-up door would have to be larger and potentially, a second roll-up door would be required. The provision of one, rather than two loading spaces, meets the purpose of the standard in that it reduces the potential for conflicts between loading vehicles, other vehicular traffic, and pedestrians. The reduction in the number of required loading spaces reduces the negative effects of a larger curbcut and blank wall surfaces and frees up the square footage to provide areas for more active ground floor. This loading configuration is consistent with the character of adjacent development and street designations as designated City Walkways. In addition, staff determined that no negative impacts were determined likely to result from the adjustment. As such, the requested Adjustment allows the project to better meet the intent of the following Central City Fundamental Design Guidelines: A8, *Contribute to a Vibrant Streetscape*; B2, *Protect the Pedestrian*; B3, *Bridge Pedestrian Obstacles*; C9, *Develop Flexible Sidewalk Level Spaces*.

PBOT finds the loading demands of the proposed hotel to be less than other types of uses that would benefit from the Zoning Code's two required larger loading spaces. In this case, given the expected loading activities as described by the applicant, PBOT is supportive of the applicant's request to provide one Standard B loading space on-site.

Approval criteria A-F are met; therefore, approval of this Adjustment is warranted.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. By emphasizing verticality, the building reinforces the architectural significance of the corner site as an informal gateway to the Yamhill Historic District. In addition, the coherent singularity of the

two street-facing elevations is an appropriate response to the relatively compressed frontage of the ¼-block site. Along with the high-quality masonry, metal and glass skin and vibrant layering in the façade, the building represents a significant contribution to the architectural character of the central city. The ground floor of the building supports active uses along the sidewalk, and a strong relationship is maintained between the design of the tower and the ground floor, as vertical elements of the tower are carried to the ground. The proposal meets and in some cases exceeds the applicable design guidelines and therefore, with conditions of approval, warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for a new 204 room hotel on a vacant 10,000 square foot lot – 13 floors plus one below grade level on existing vacant lot. The gross building floor area of approximately 118,000 square feet and building height of approximately 130'. Ground floor program including a bar, lounge, lobby, dining, long-term bike storage (11 space per code requirement) and back of house. No on-site parking. Parking demand will be satisfied within a nearby parking garage (agreement presented at hearing). Additional basement facilities including: board room, meeting rooms, a small library and a fitness room. The main entrance to the hotel lobby is to be located at the chamfered corner of SW 3rd Avenue and Taylor Street. Valet drop off will be located curbside on SW Third Avenue near the main entrance.

Approval of the following Modification requests:

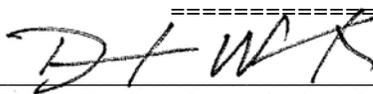
Rooftop Access & Mechanical (33.140.210.B.2.) Stairwell enclosures and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit (130' at parapet height). The cumulative area of all roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. The project proposes a two-tiered mechanical coverage condition – “low-level” equipment (ducting at 3' above parapet height, screened with brick, totaling 38% of roof coverage) and “high-level” equipment (HVAC at 8'-6" above parapet height, screened with metal panel totaling 12% of roof coverage). Combined, the total mechanical coverage for this building is 50%.

Approval of the following Adjustment requests:

Loading (Section 33.266.310.) Reduce the number of on-site loading spaces from one (1) to zero (0).

Approvals per Exhibits C.0-C-C.33, signed, stamped, and dated March 17, 2015, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (A – D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled “ZONING COMPLIANCE PAGE- Case File LU 14-225506 DZM AD. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled “REQUIRED.”
- B.** All exterior brick cladding shall be specified as Mutual Materials Face Brick color Granite or a similar color value range (equivalency of tan to beige).
- C.** The roof material on all ground floor canopies shall be glass.
- D.** No field changes allowed.

By: 
David Wark, Design Commission Chair

Application Filed: October 14, 2014
Decision Filed: March 6, 2015

Decision Rendered: March 5, 2015
Decision Mailed: March 24, 2015

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 October 14, 2014, and was determined to be complete on November 14, 2014.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on October 14, 2014.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended by 42 days. The **120 days expire on April 25, 2015.**

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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on April 7, 2015 at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 1:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

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 City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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 City Council on that issue. Also, if you do not

raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.

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

- A building or zoning permit will be issued only after the final decision is recorded.

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

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

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

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

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

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

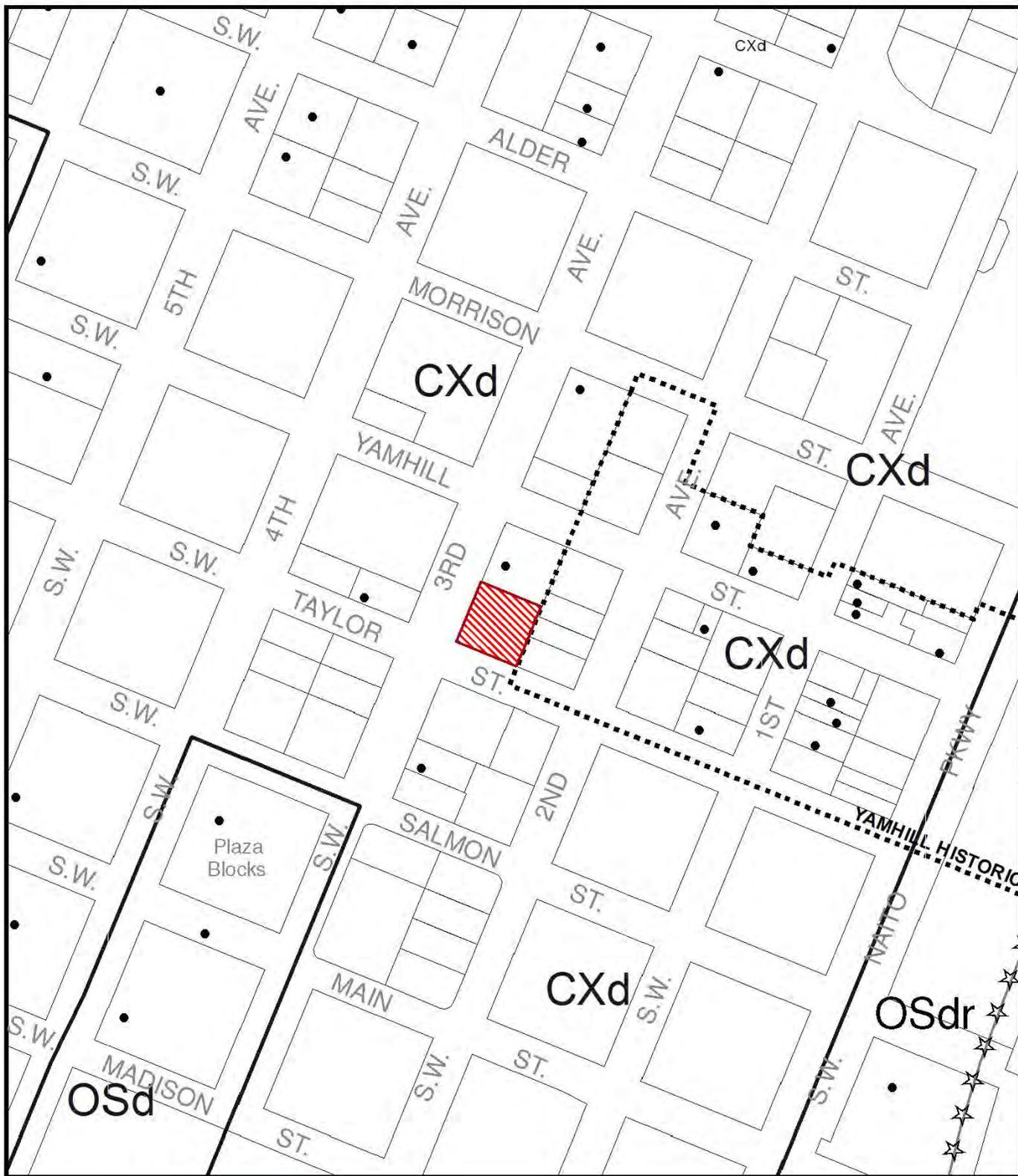
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

Jeff Mitchem
March 19, 2015

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

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Material
 - 1. Narrative
 - 2. Parking Plan
- B. Zoning Map (attached)
- C. Plans & Drawings
 - 1. AC Hotel by Marriott Land Use Application Drawing Set, Pages C0-C33
 - 2. Sheet C7, Site Plan (attached)
 - 3. Sheet C16, West Elevation (attached)
 - 4. Sheet C17, South Elevation (attached)
 - 5. Sheet C18, East and West Elevation (attached)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailed notice
 - 6. Mailing list
- E. Agency Responses:
 - 1. Water Bureau
 - 2. Life Safety Plans Examiner
 - 3. Bureau of Environmental Services
 - 4. Portland Parks and Recreation
 - 5. Site Development Section of BDS
 - 6. Portland Fire Prevention Division
 - 7. Portland Bureau of Transportation
- F. Letters
none
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter
 - 3. Request for Extension of 120-day Review Period
- H. Hearing
 - 1. Staff Report



ZONING

-  Site
-  Historic Landmark
-  Recreational Trail



This site lies within the:
**CENTRAL CITY PLAN DISTRICT
 DOWNTOWN**

File No. LU 14-225506 DZ,AD
 1/4 Section 3129
 Scale 1 inch = 200 feet
 State_Id 1S1E03BA 6100
 Exhibit B (Oct 15, 2014)



AC HOTEL BY MARRIOTT - SW 3RD & TAYLOR
Portland, Oregon
18 February 2015

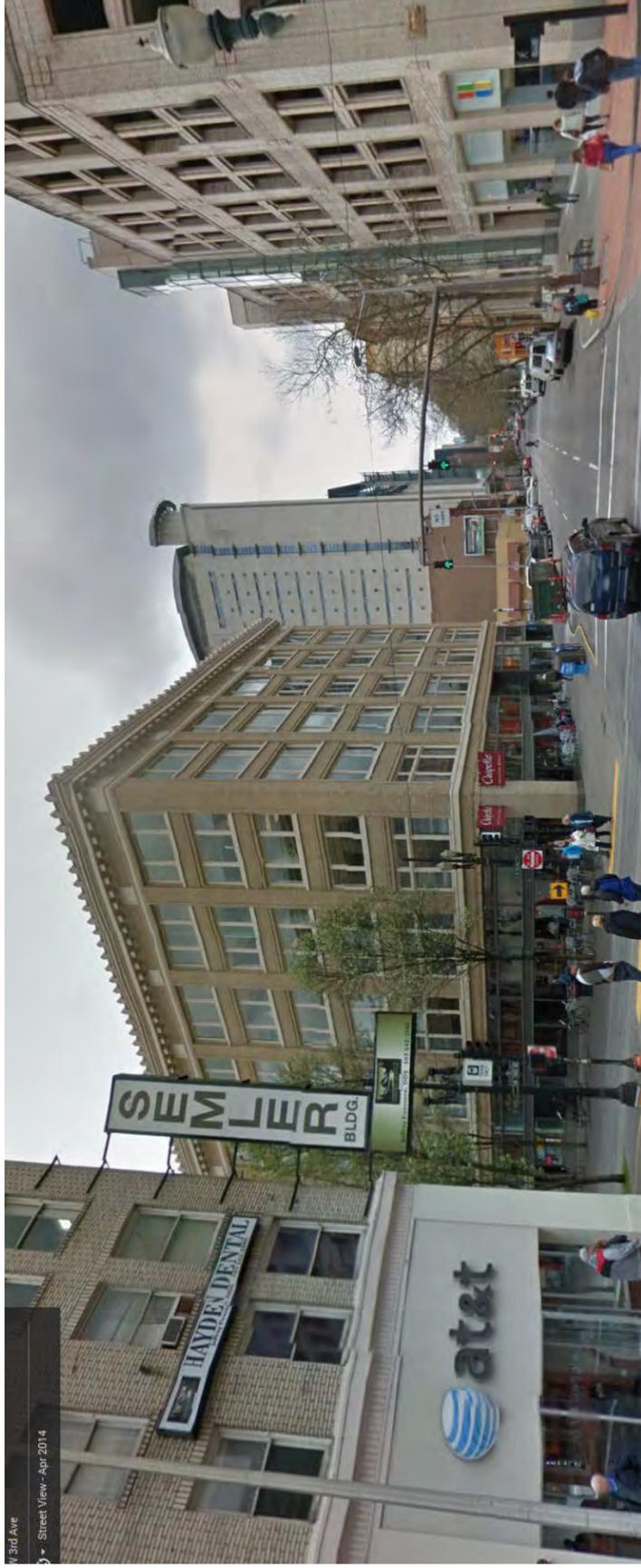
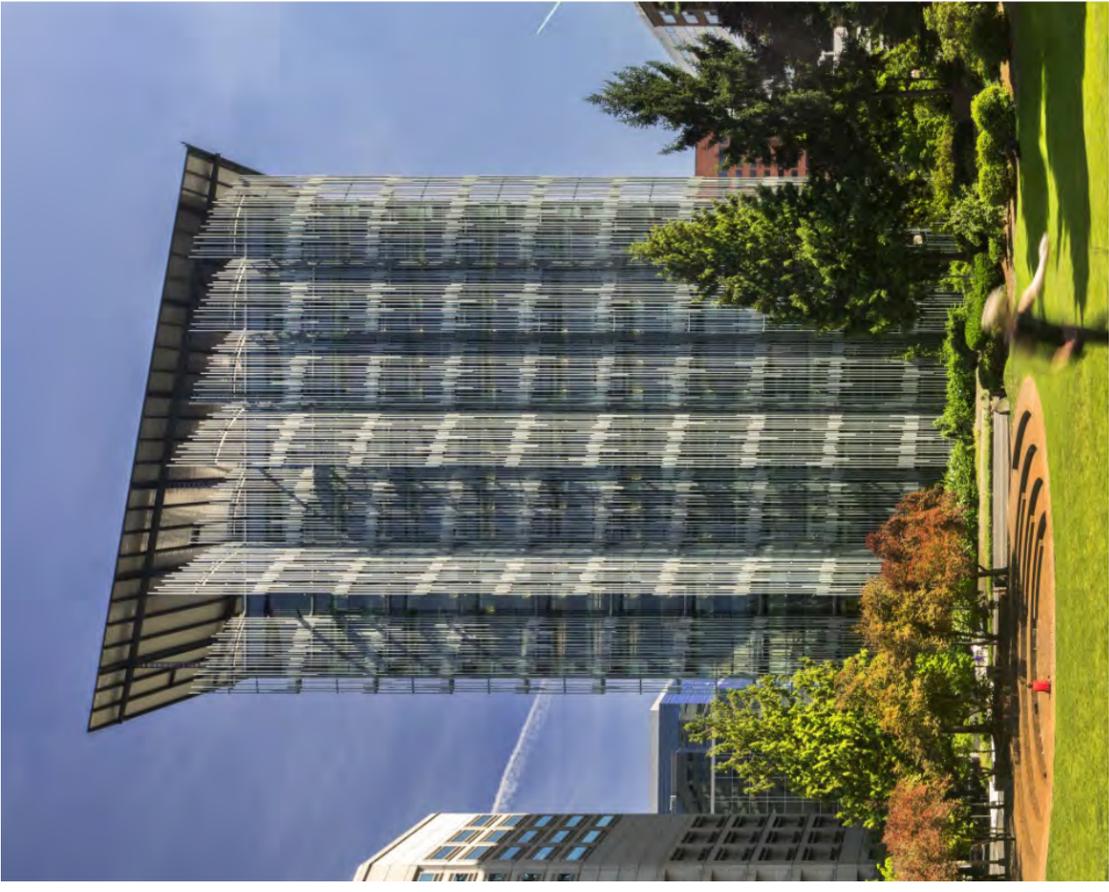


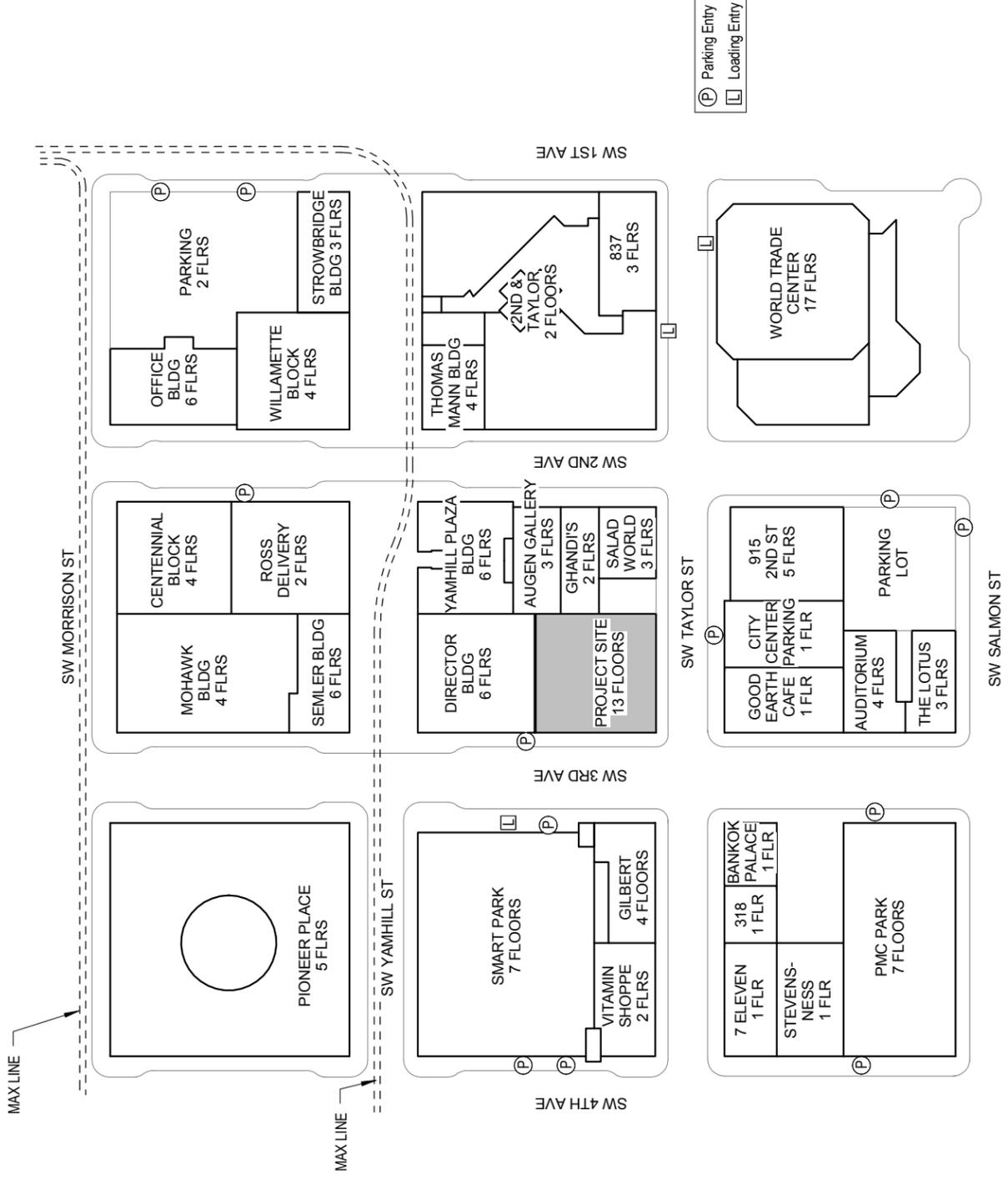
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BUILDING NARRATIVE

THIS PROJECT IS A NEW 13 STORY HOTEL AT THE INTERSECTIONS OF SW 3RD AVENUE AND SW TAYLOR STREET IN THE CENTRAL CITY PLAN DISTRICT AND DOWNTOWN SUBDISTRICT IN PORTLAND, OREGON. THE PROJECT CONSISTS OF TWO PUBLIC/SERVICE LEVELS WITH 12 GUEST ROOM LEVELS ABOVE. THE STRUCTURE IS CAST IN PLACE AND POST TENSIONED CONCRETE.



Approved
 City of Portland
 Bureau of Development Services
 Planner *[Signature]*
 Date *2/17/15*

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

STORMWATER NARRATIVE

PRIVATE

STORMWATER QUALITY REQUIREMENTS ARE BEING MET UTILIZING A FLOW-THROUGH PLANTER LOCATED AT LOWER ROOF. THE FLOW-THROUGH PLANTER IS BEING DESIGNED TO MEET THE CITY OF PORTLAND'S PRELIMINARY CALCULATIONS INDICATE A 70 FOOT LONG BY 3 FOOT FLOW-THROUGH PLANTER WILL BE REQUIRED AND WILL HAVE 84% OF ITS SURFACE CAPACITY UTILIZED. THE SIZING OF THE PLANTER IS BASED ON THE CITY OF PORTLAND'S STORMWATER DISPOSAL HIERARCHY

STORMWATER FROM THE UPPER ROOF WILL BE COLLECTED VIA ROOF DRAINS AND FROM LOWER ROOF WILL SHEET DRAIN TO FLOW THROUGH PLANTER.

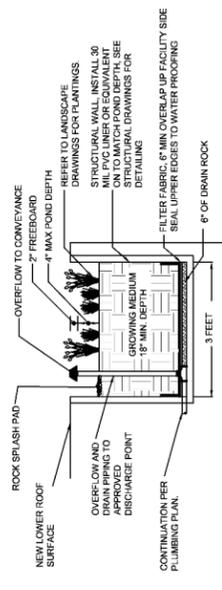
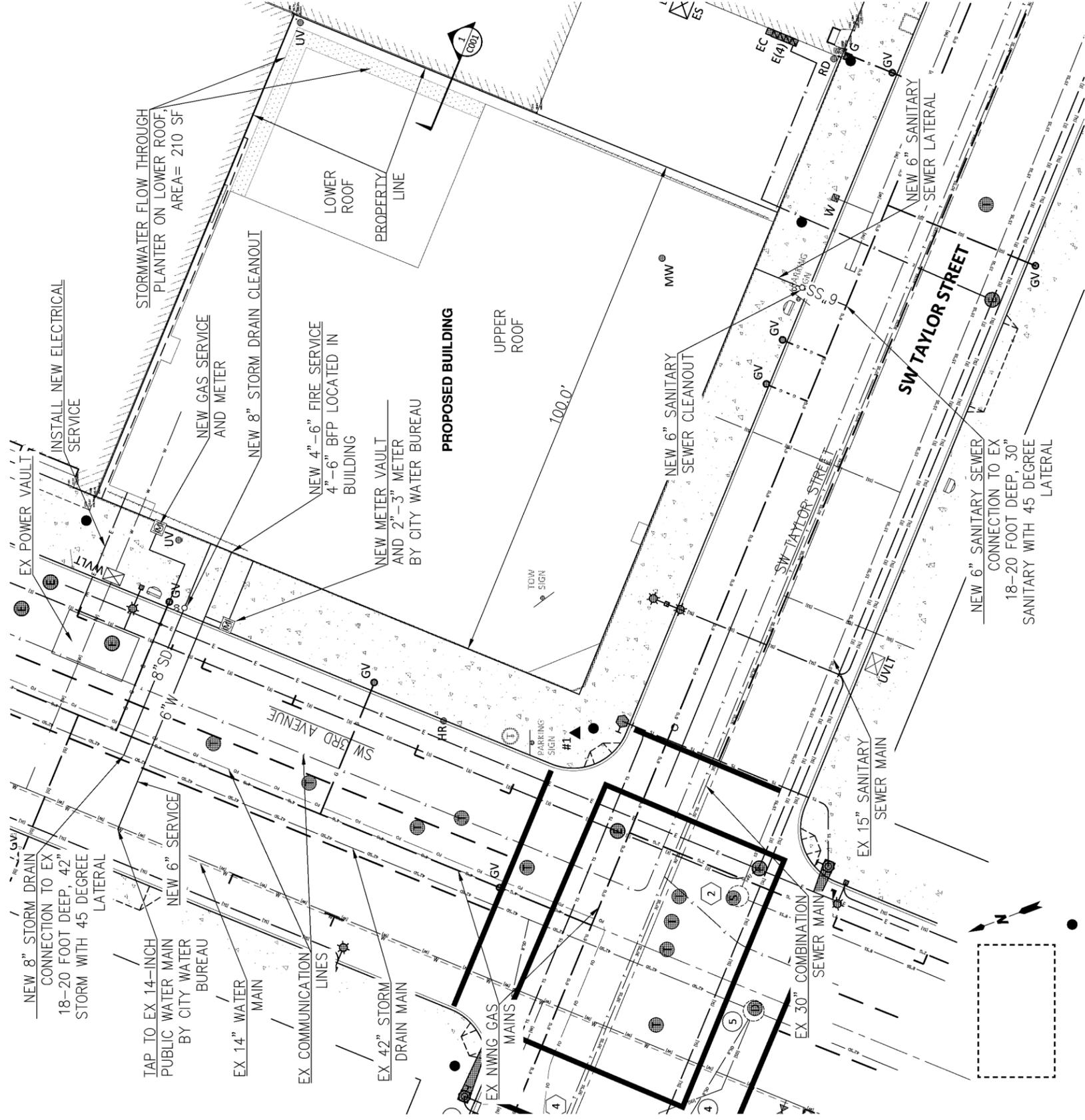
STORMWATER FLOW CONTROL IS NOT REQUIRED PER CITY OF PORTLAND BUREAU OF ENVIRONMENTAL SERVICES (BES) PRE-APPLICATION CONFERENCE RESPONSE (STORM-ONLY SEWER THAT DISCHARGES TO THE WILLAMETTE RIVER).

STORMWATER SITE DISCHARGE: A NEW 8-INCH STORMWATER DRAIN IS PROPOSED NEAR THE NORTHWEST CORNER OF THE DEVELOPMENT SITE. STORMWATER DISCHARGED FROM THE FLOW-THROUGH PLANTER WILL DISCHARGE VIA PIPE INTERNAL TO BUILDING TO NEW STORM DRAIN CONNECTION LOCATED NEAR THE NORTHWEST CORNER OF THE DEVELOPMENT SITE. THE NEW STORMWATER DRAIN WILL REQUIRE SANKOUTS, EXCAVATION, BACKFILL AND PAVING IN THE RIGHT-OF-WAY OF SW 3RD AVENUE.

THE PROJECT WILL FALL UNDER CATEGORY 3 OF THE CITY'S STORMWATER DISPOSAL HIERARCHY

PUBLIC:

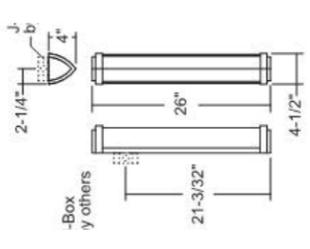
WATER QUALITY WITHIN THE PUBLIC RIGHT-OF-WAY WILL NOT BE NECESSARY. NEW SIDEWALK AND CURB LINE LAYOUTS ARE ANTICIPATED AT THE NORTHEAST CORNER OF THE DEVELOPMENT SITE. THE NEW SIDEWALK AND CURB LINE LAYOUTS WILL BE PLANNED TO MAINTAIN TO EXISTING CATCHBASINS IN SW 3RD AND TAYLOR.



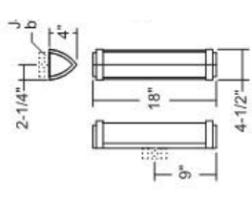
STORMWATER FLOW THROUGH PLANTER

1

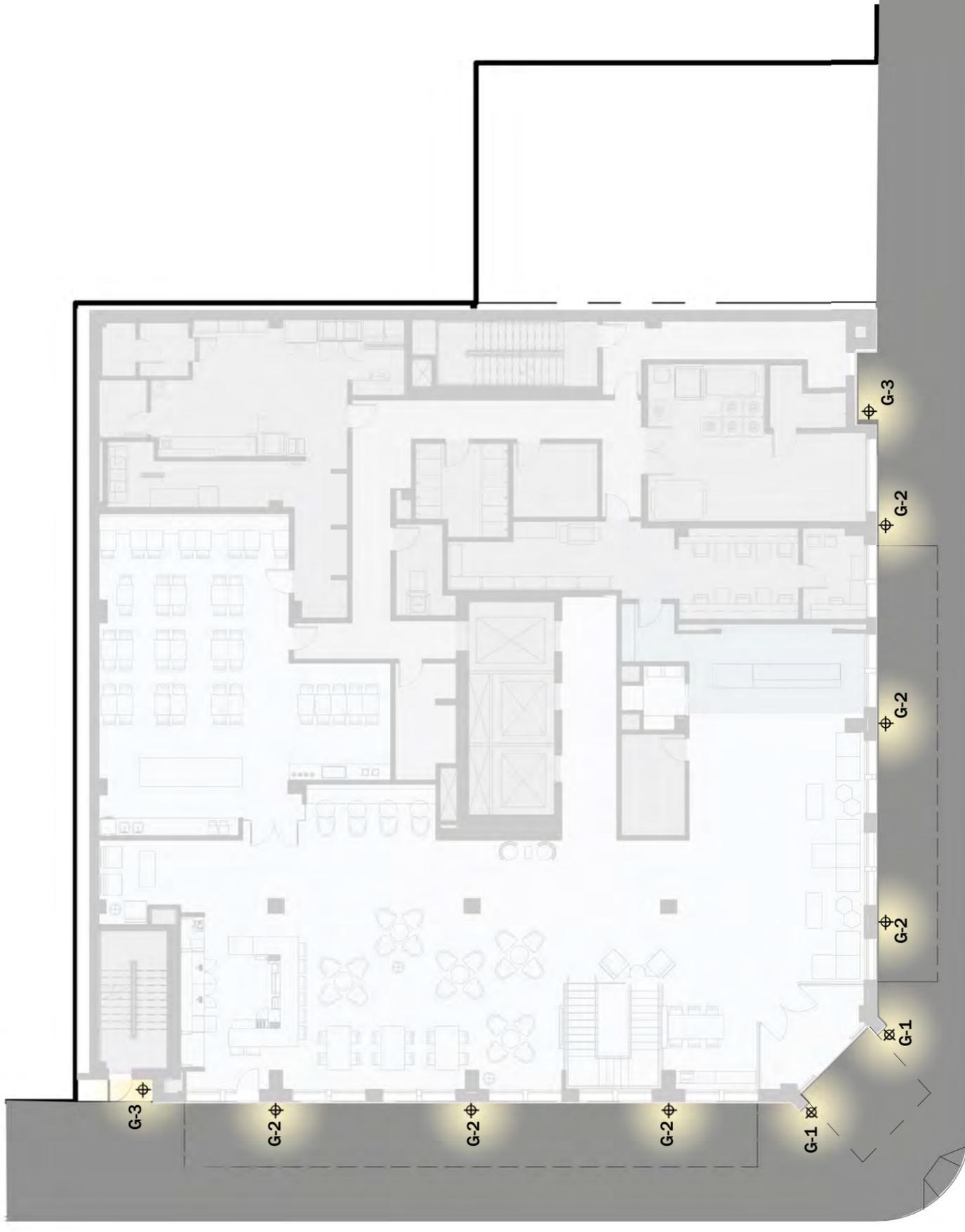
Fixture Type G-1 wall sconce

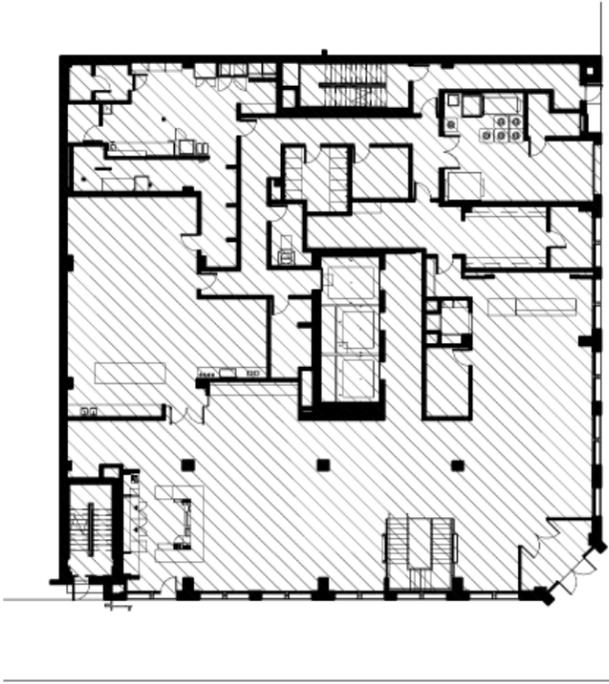


Fixture Type G-2 wall sconce



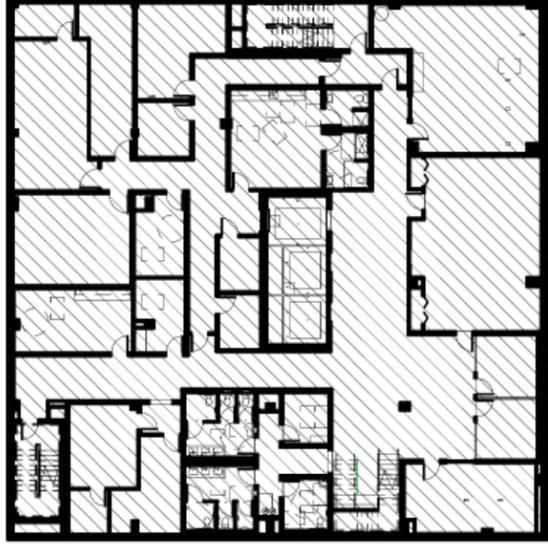
Fixture Type G-3 wall mounted downlight





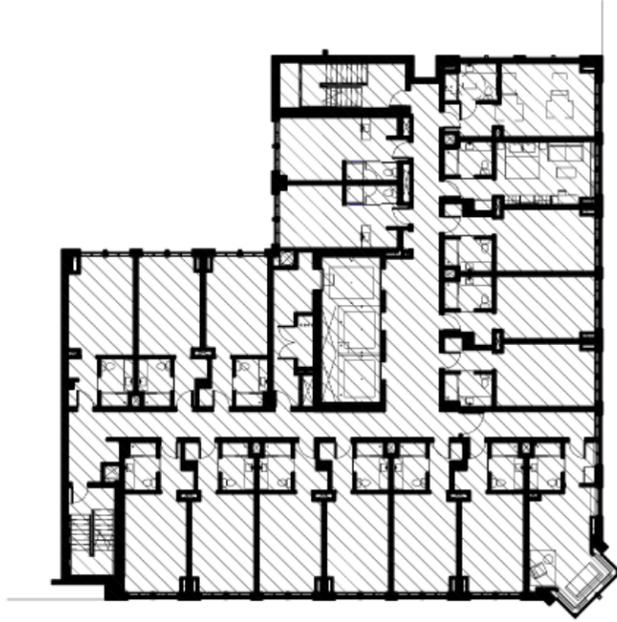
9526 SF

LEVEL 1
1/32" = 1'-0"



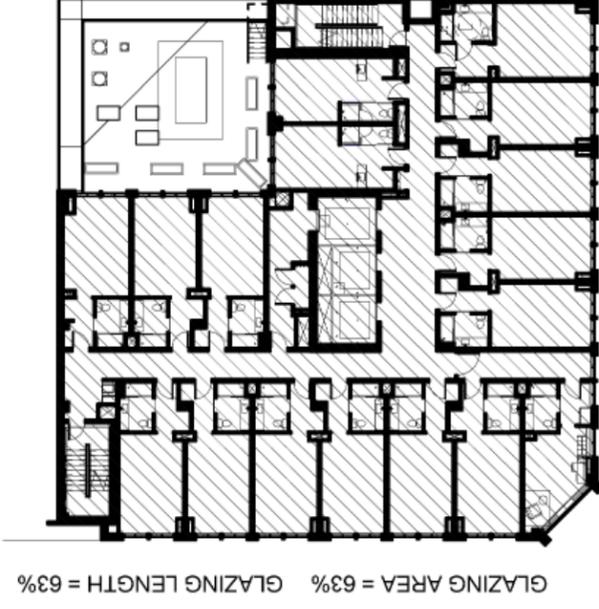
9719 SF

LOWER LEVEL
1/32" = 1'-0"



8264 SF ON FLOOR
90,904 SF TOTAL

LEVEL 3 - 13
1/32" = 1'-0"



8176 SF

LEVEL 2
1/32" = 1'-0"

TOTAL SF: 118,325
SITE: 10,000
FAR: 11.8
ALLOWED FAR: 12.0

GLAZING AREA = 63% GLAZING LENGTH = 63%





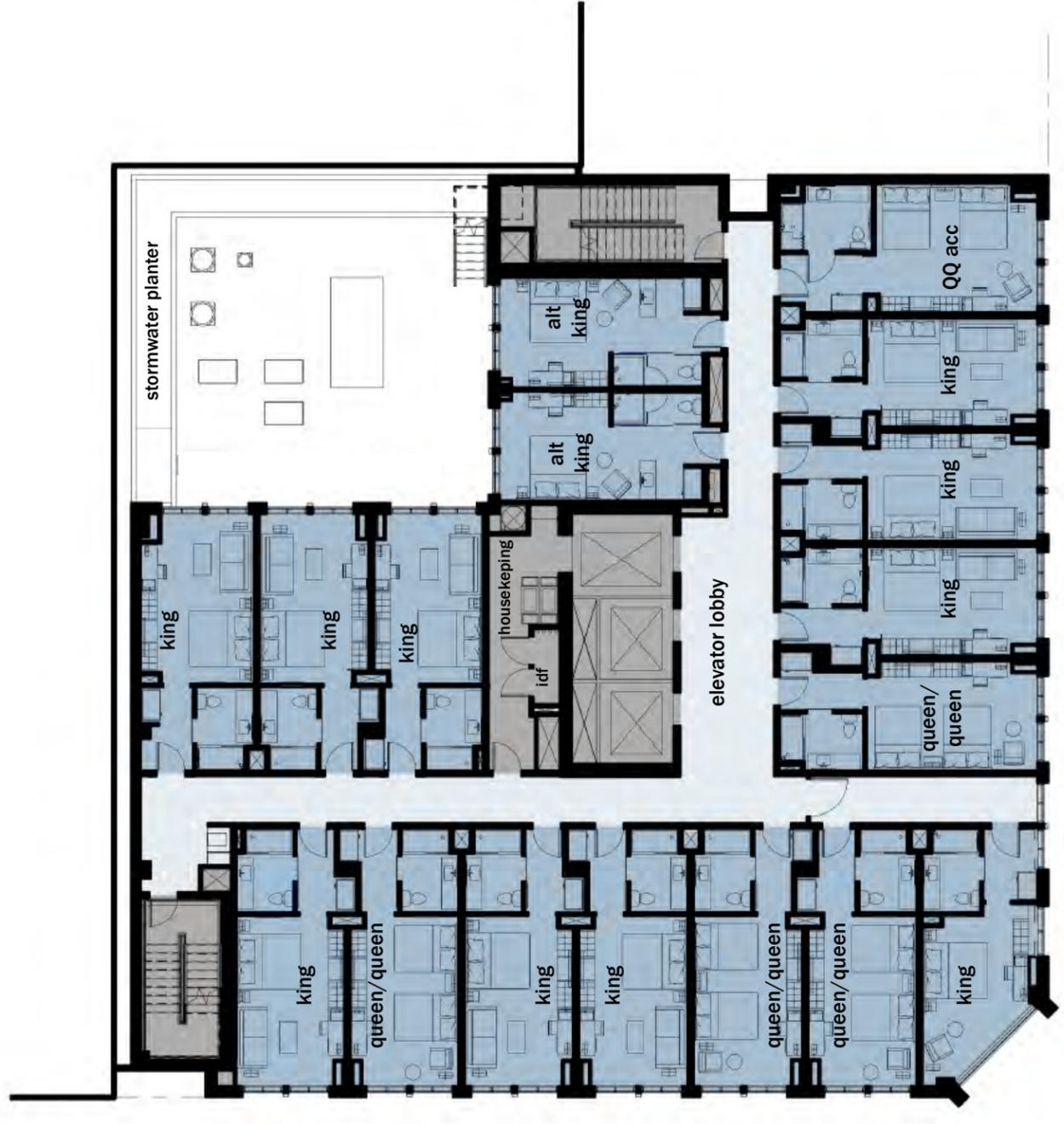
metal canopy above

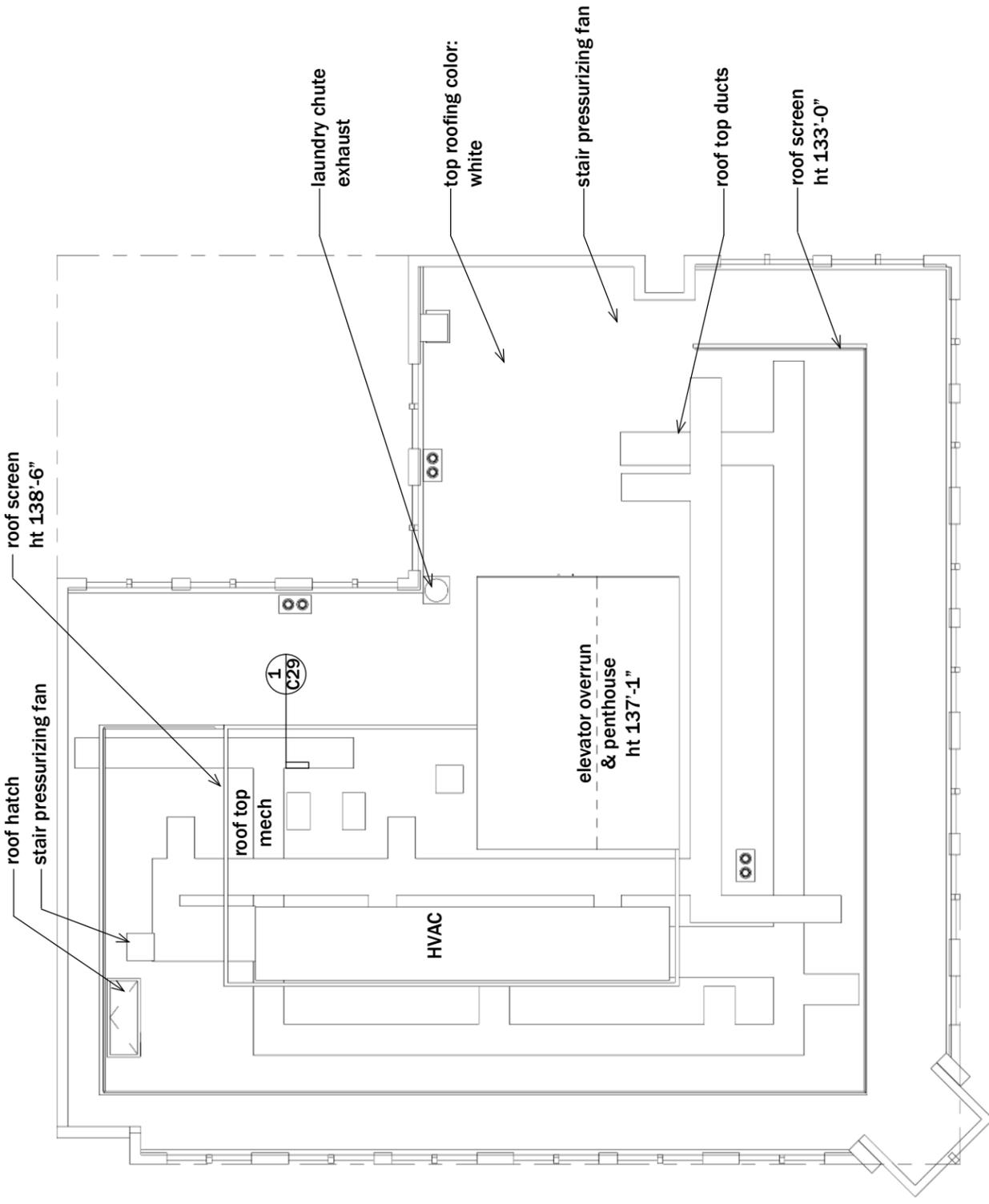
third avenue

glass canopy above

metal canopy above

taylor street



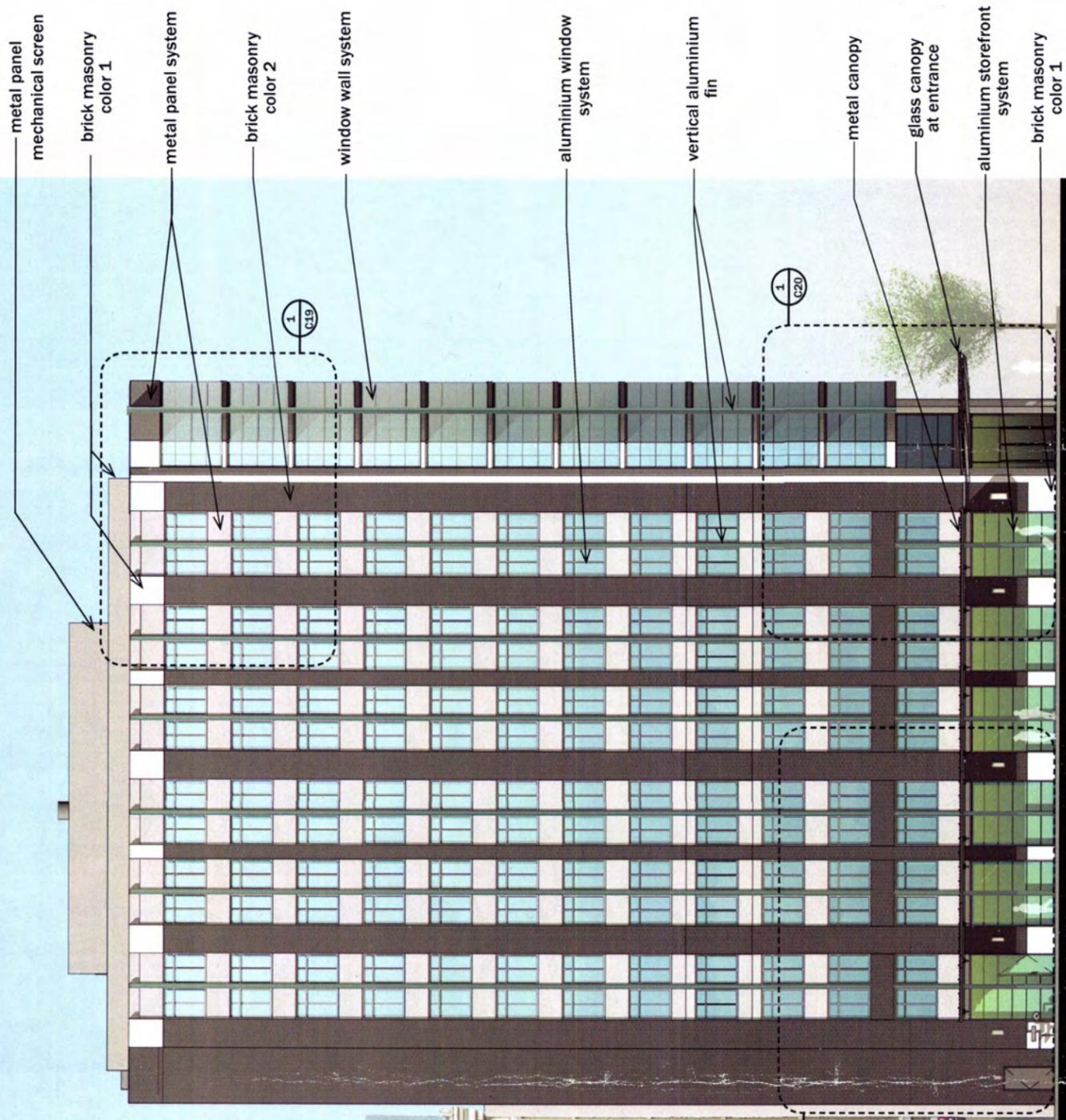


ROOF PLAN



Approved
City of Portland
 Bureau of Development Services
 Planner [Signature]
 Date 2/17/15
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

130'



metal panel mechanical screen

brick masonry color 1

metal panel system

brick masonry color 2

window wall system

aluminium window system

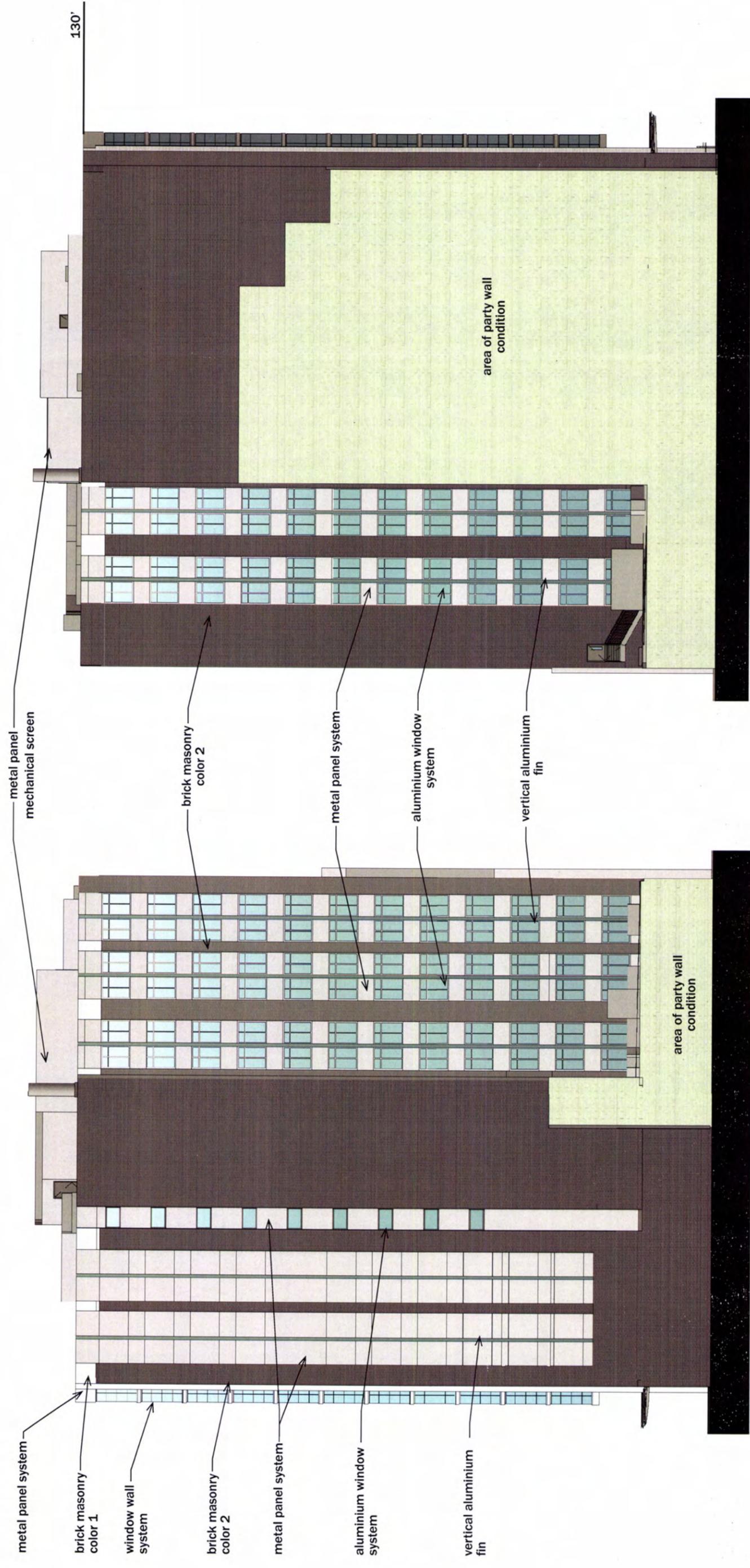
vertical aluminium fin

metal canopy

glass canopy at entrance

aluminium storefront system

brick masonry color 1



east elevation

north elevation

Approved
 City of Portland
 Bureau of Development Services
 Planner: *3RD & TAYLOR*
 Date: *2/17/15*

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

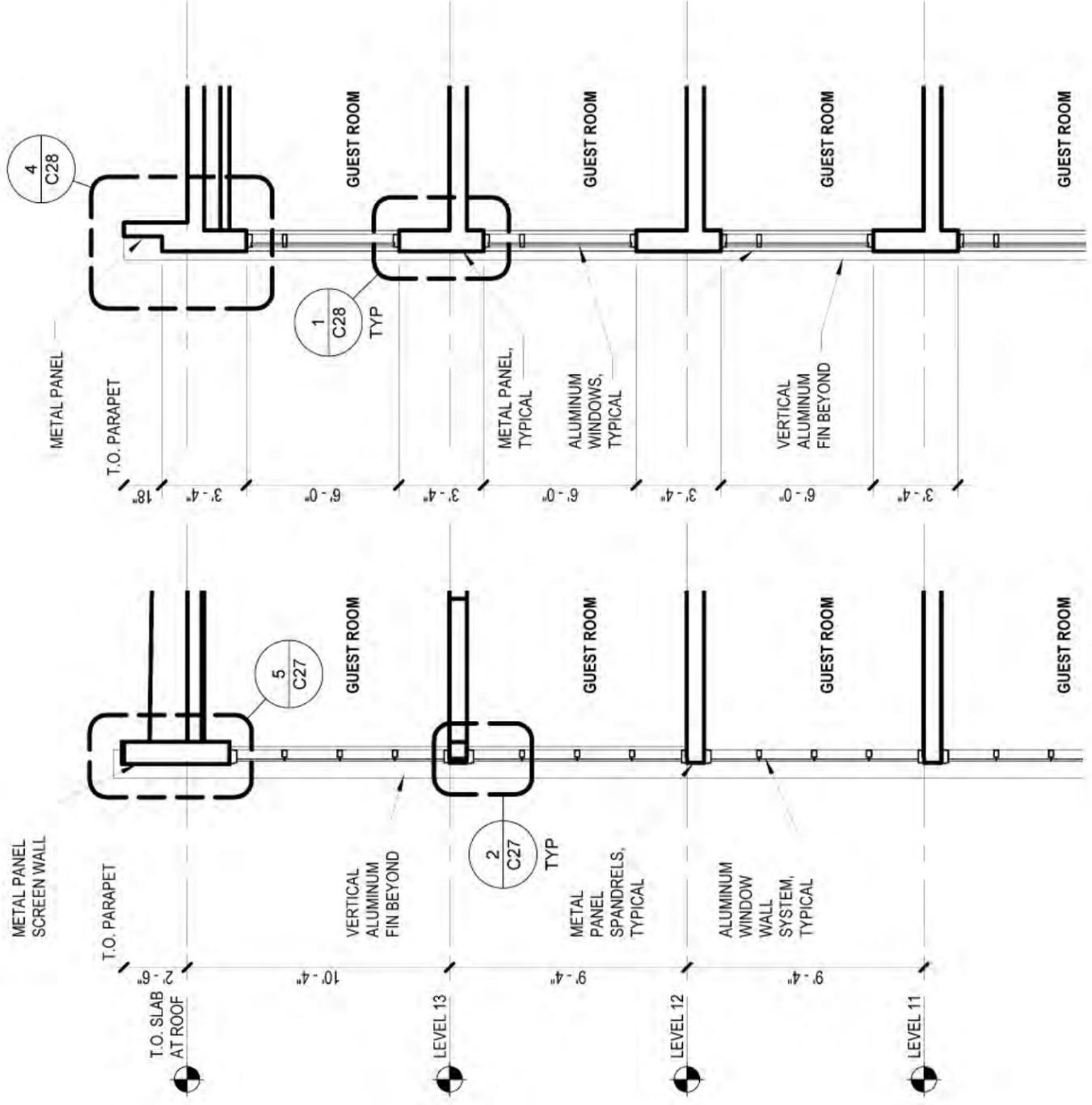


AC HOTEL BY MARRIOTT - SW
 Portland, Oregon
 18 February 2015

ELEVATIONS

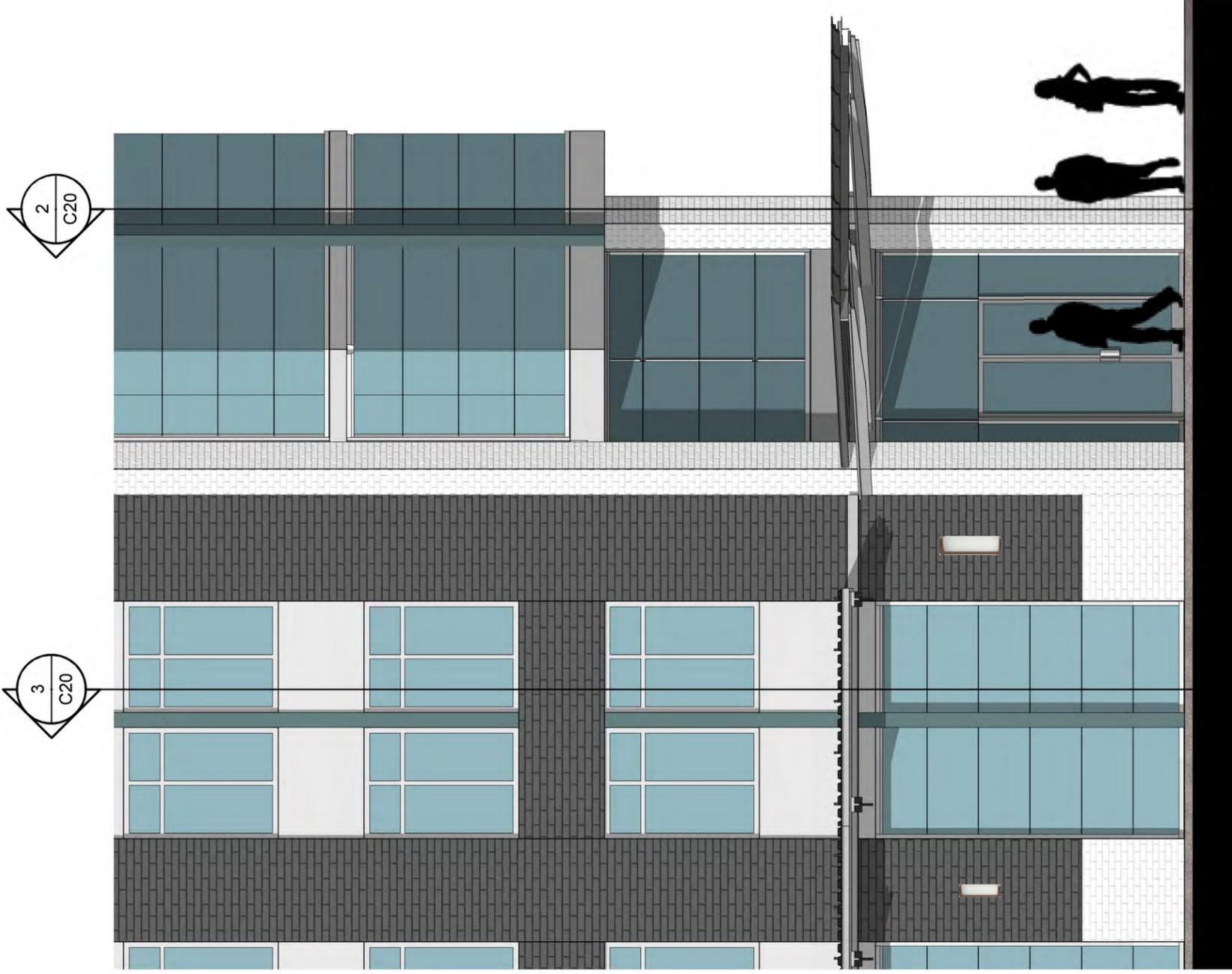
DESIGN REVIEW #LU 14-225506 DZ



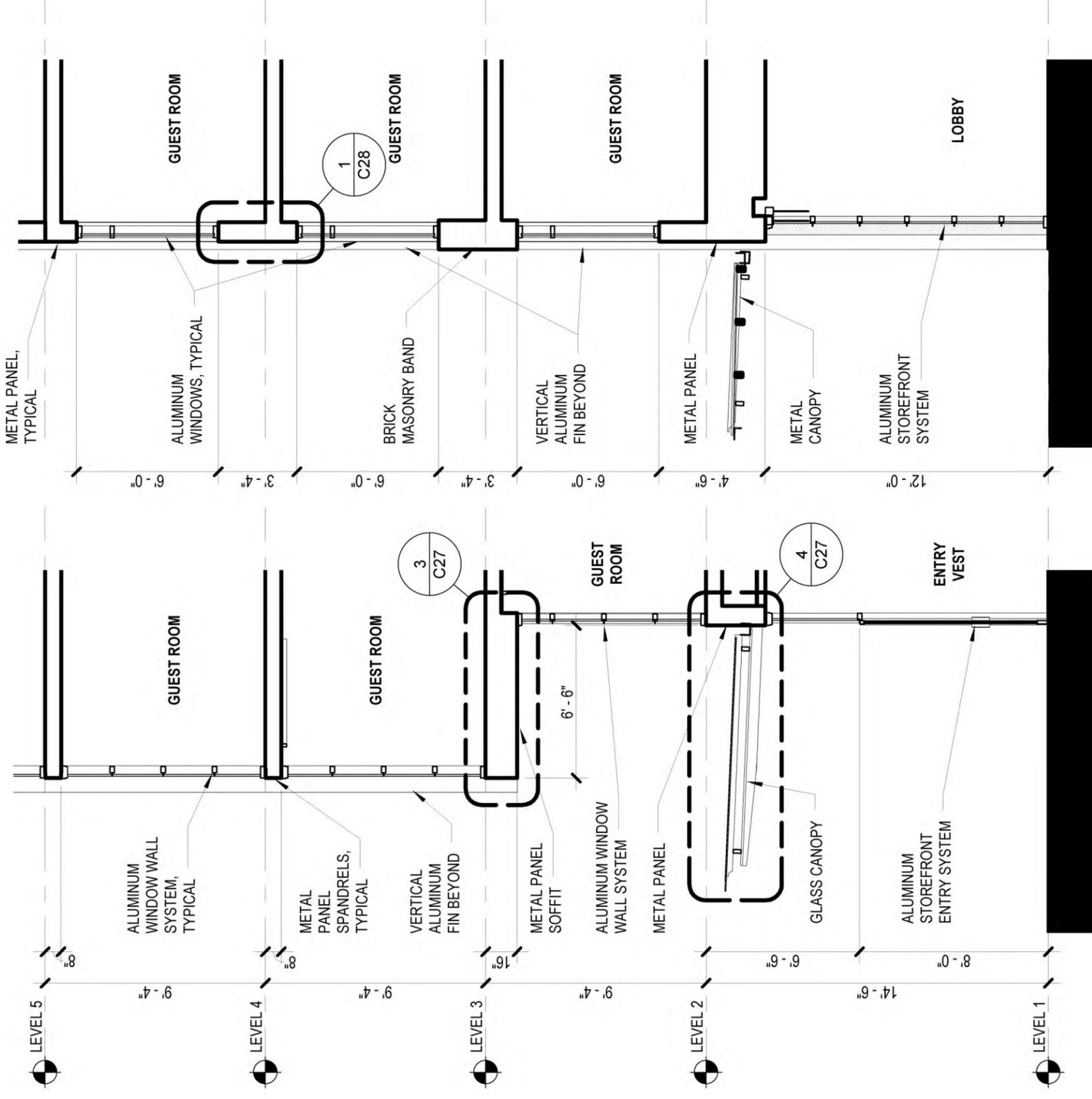


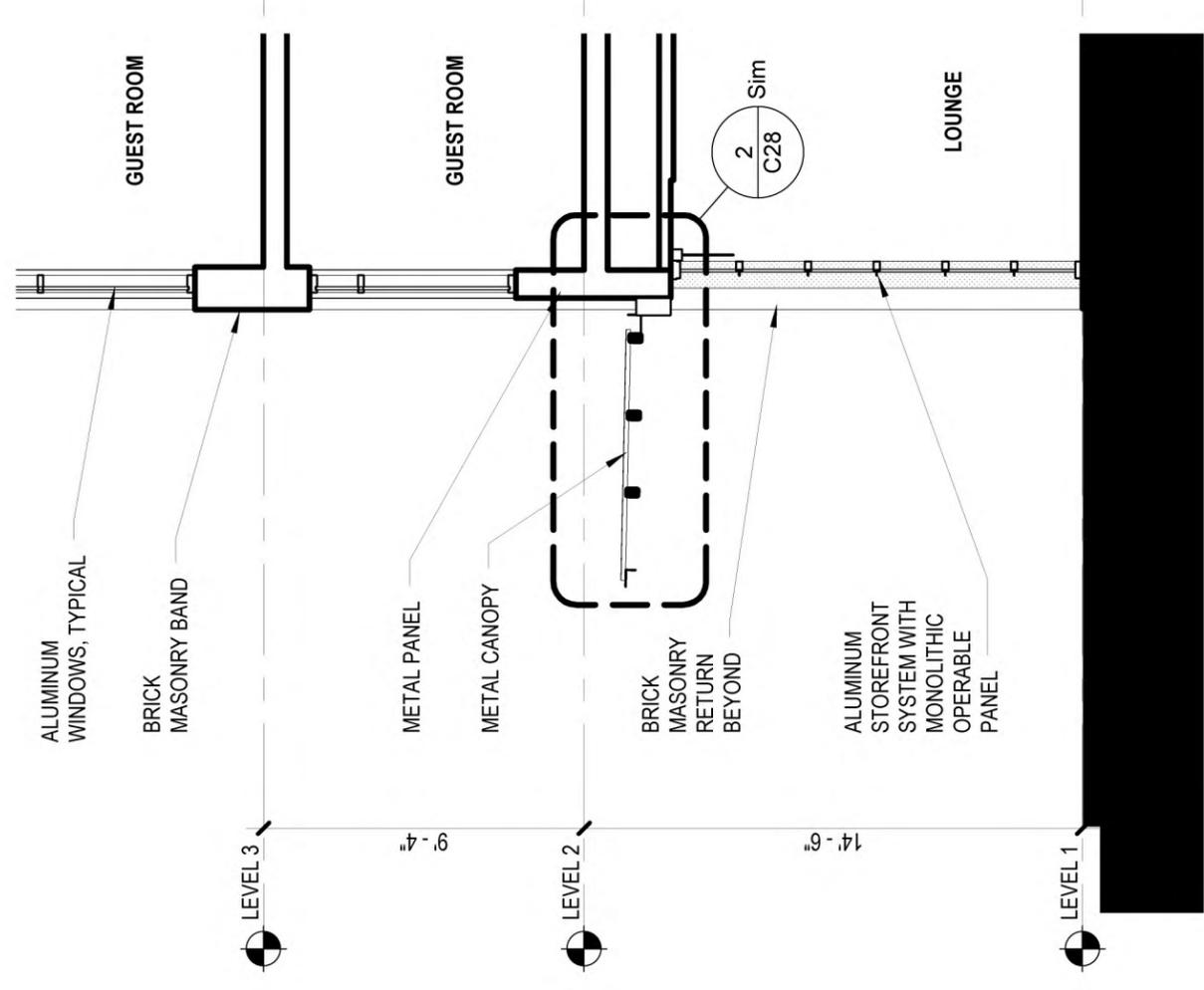
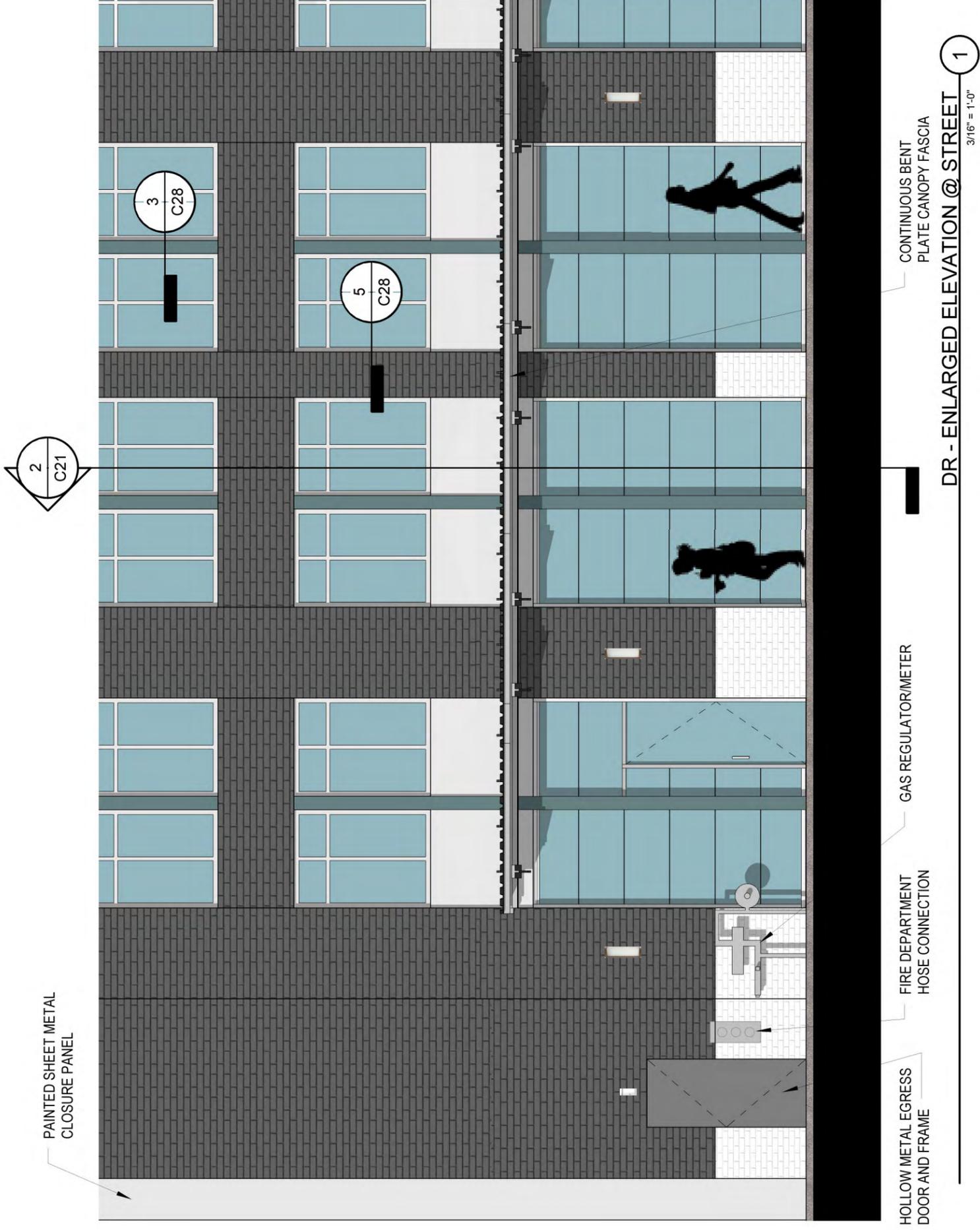
SECTION AT CORNER 2
3/16" = 1'-0"

SECTION AT PARAPET 3
3/16" = 1'-0"



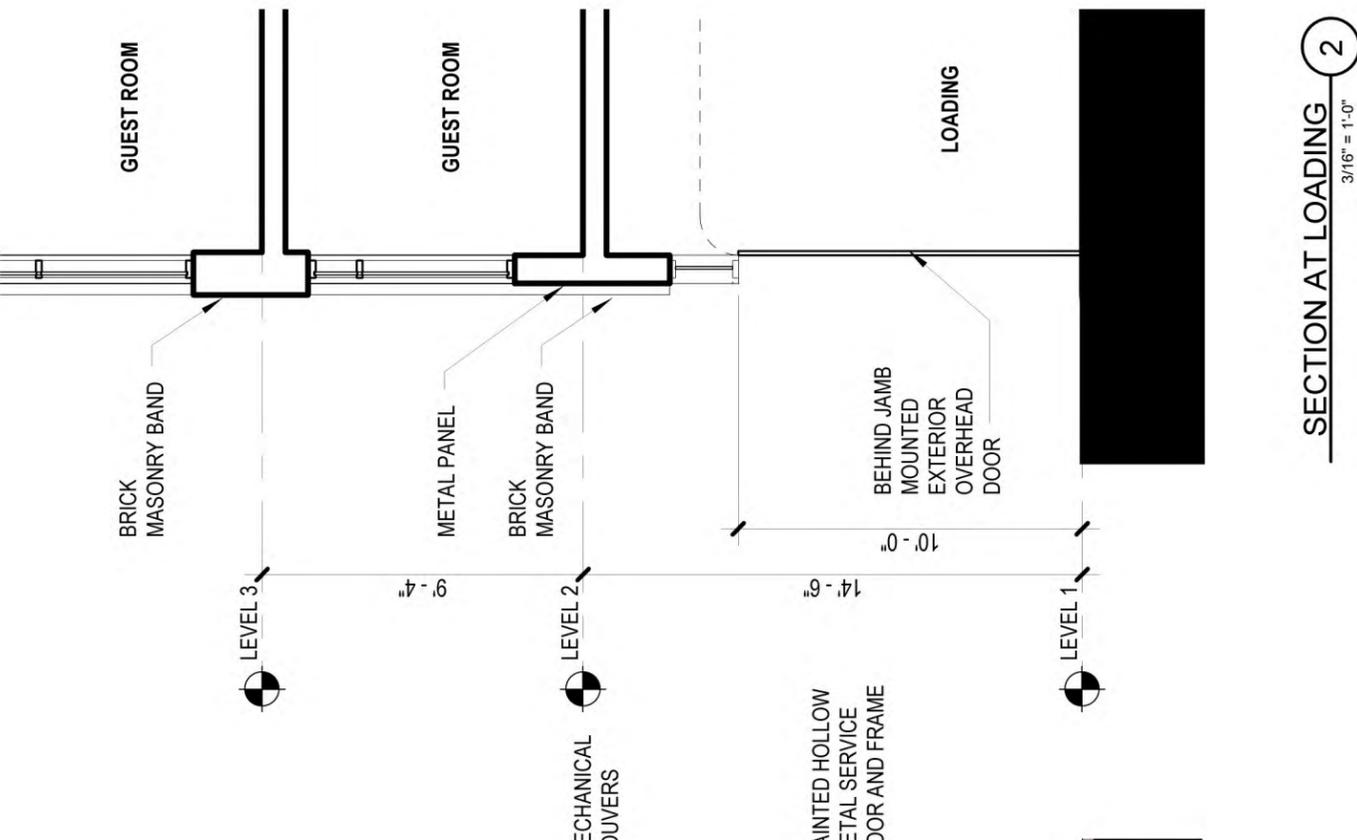
3
C20



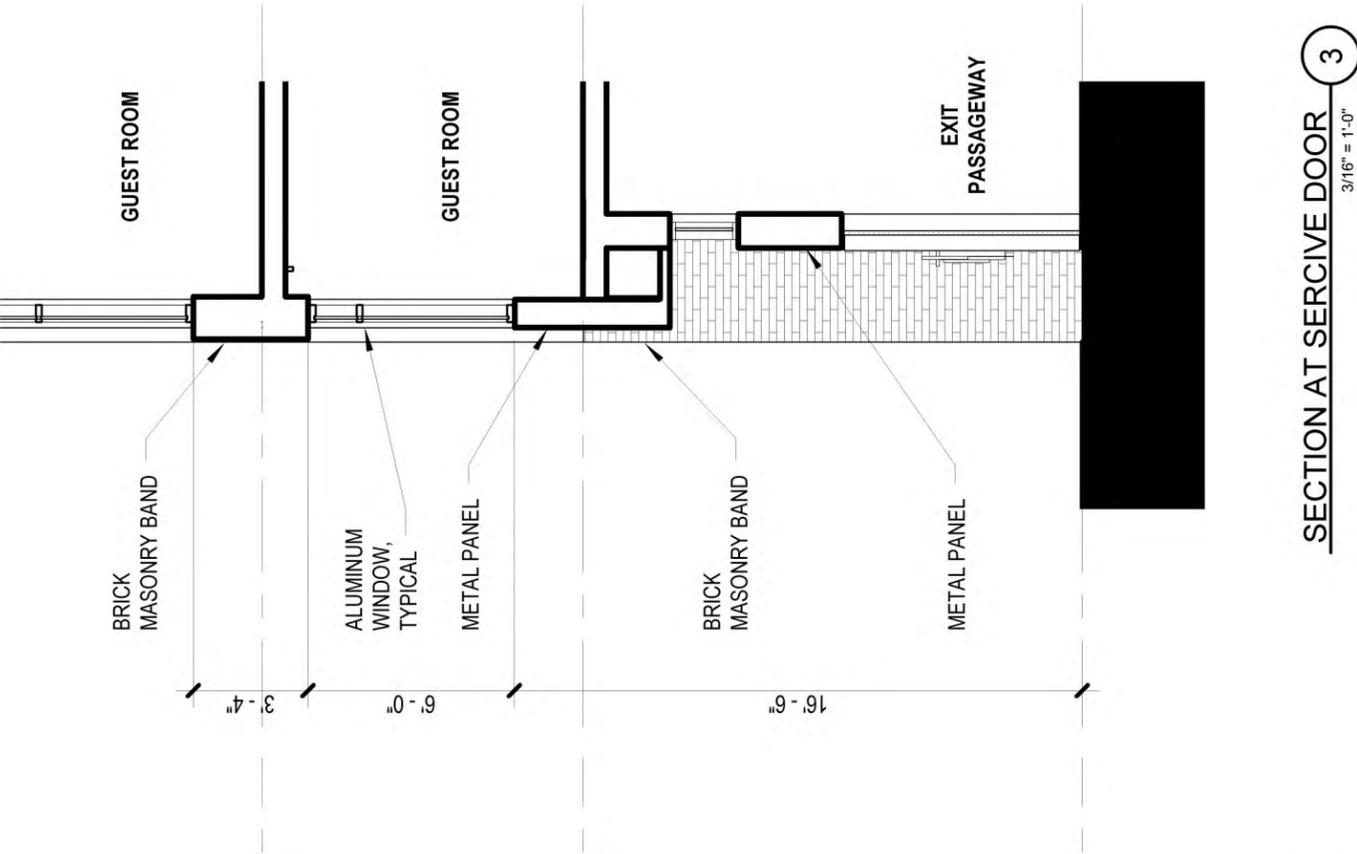




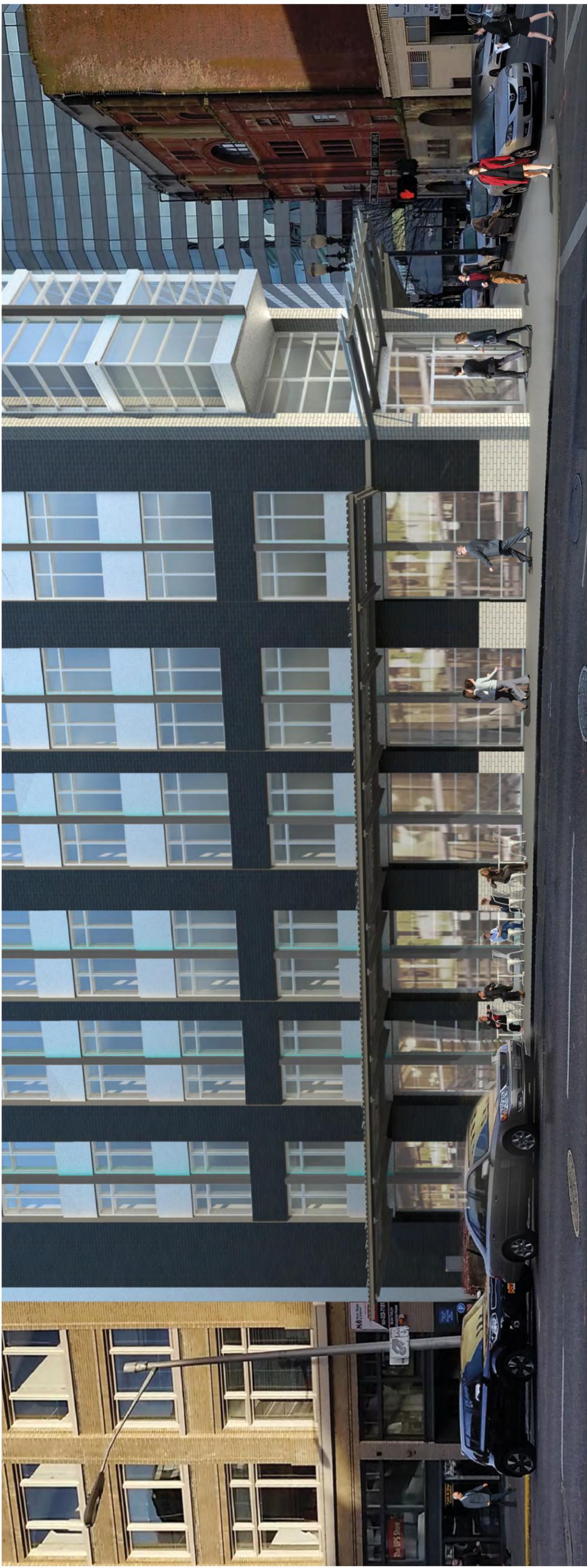
ENLARGED ELEVATION AT SERVICE ENTRANCE 1
3/16" = 1'-0"



SECTION AT LOADING 2
3/16" = 1'-0"



SECTION AT SERVICE DOOR 3
3/16" = 1'-0"





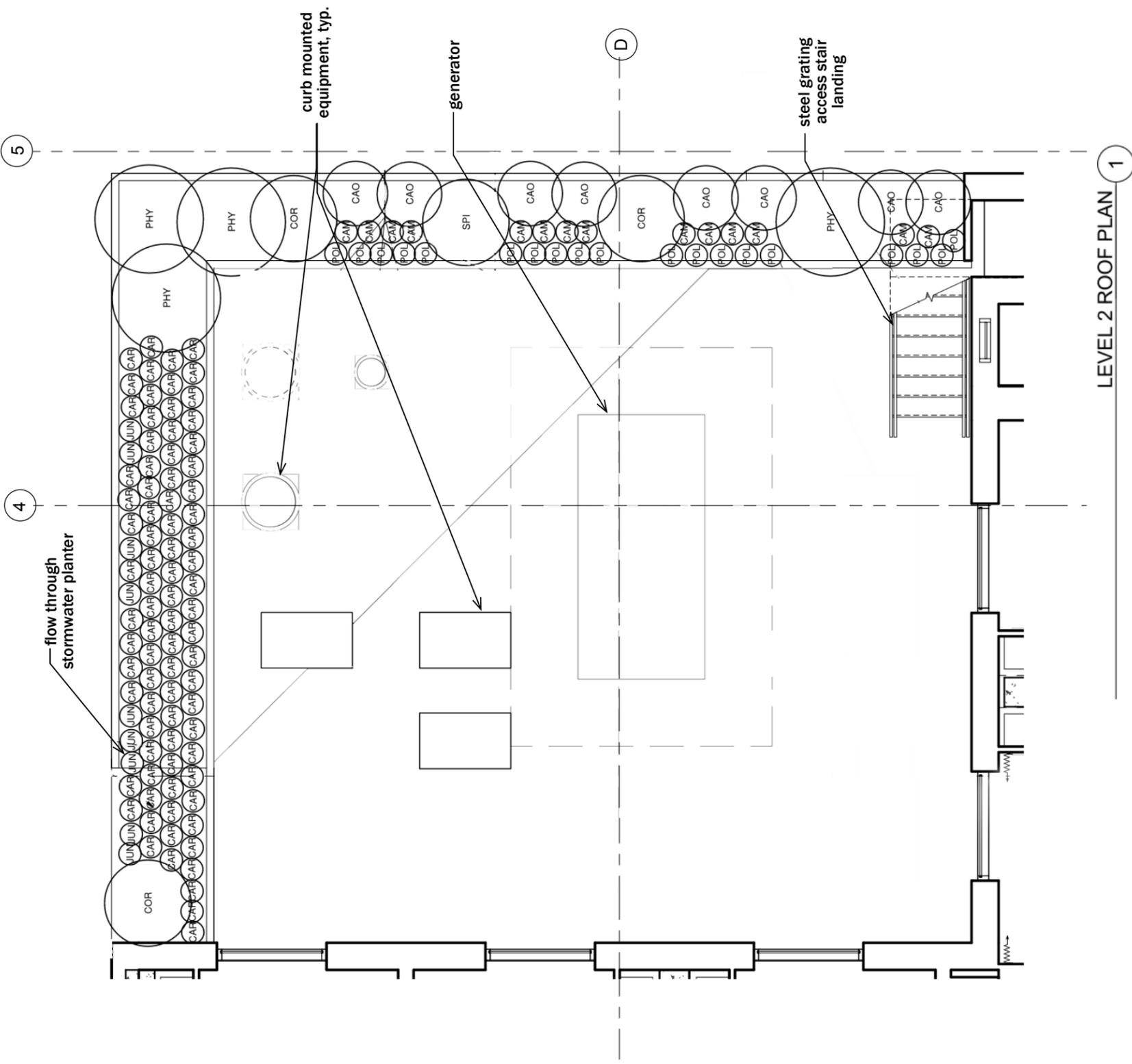
AC HOTEL BY MARRIOTT - SW 3RD & TAYLOR
Portland, Oregon
18 February 2015

BUILDING PERSPECTIVE FROM SOUTHWEST NIGHT

DESIGN REVIEW #LU 14-225506 DZ

C24





PHYSOCARPUS CAPITALUS (PHY)



SPIRAEA DOUGLASII (SPI)



CORNUS SERICEA (COR)



POLYPODIUM GLYCYRRHIZA (POL)



CAMASSIA QUAMASH (CAM)

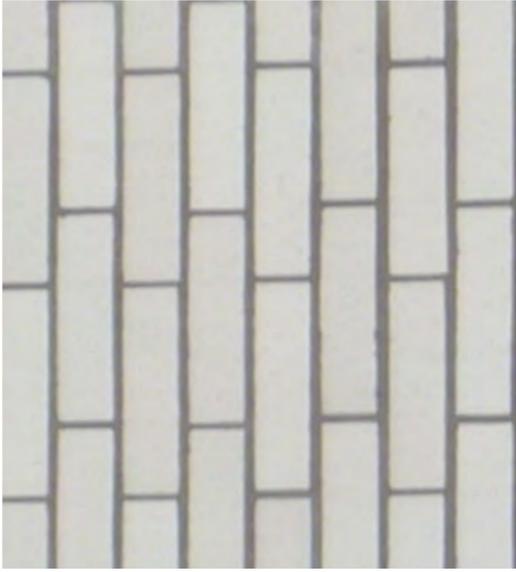


CAREX OBNUPTA (CAO)



CAREX TESTACEA (CAT)

LEVEL 2 ROOF PLAN 1



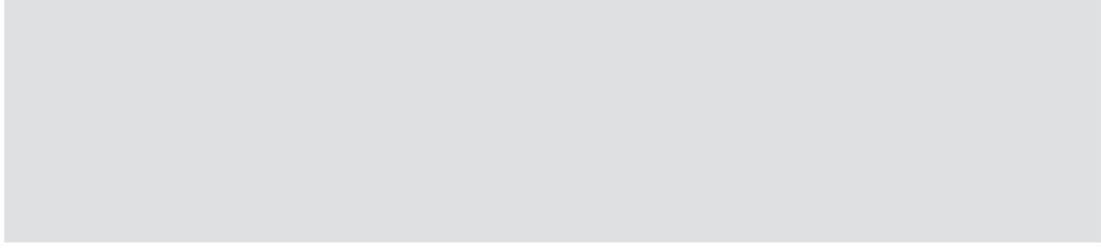
brick color 1: white



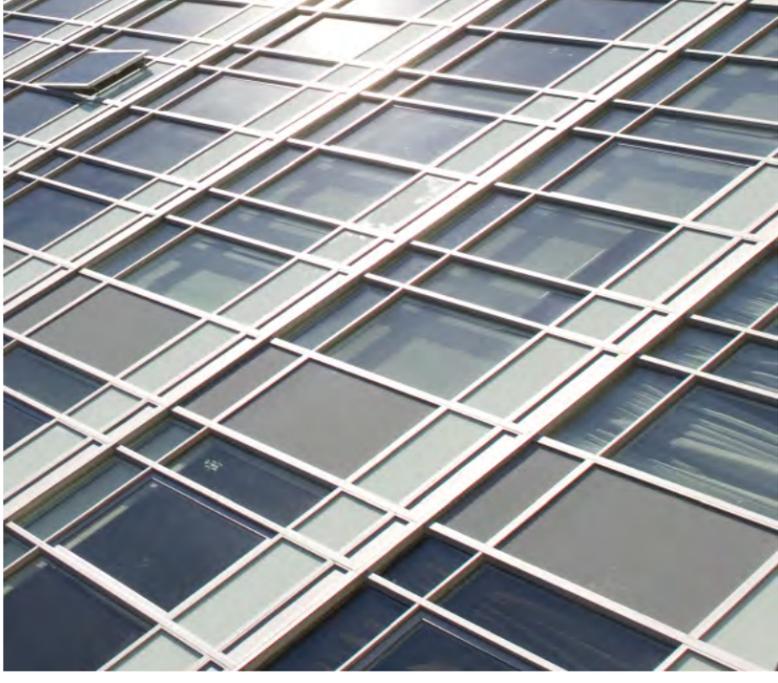
brick color 2: manganese iron



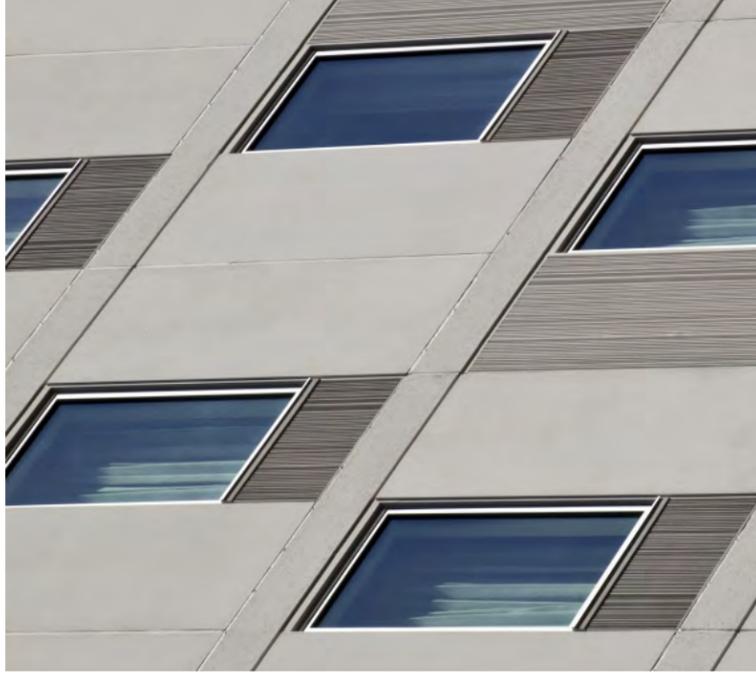
glass overhead door



acm metal panel



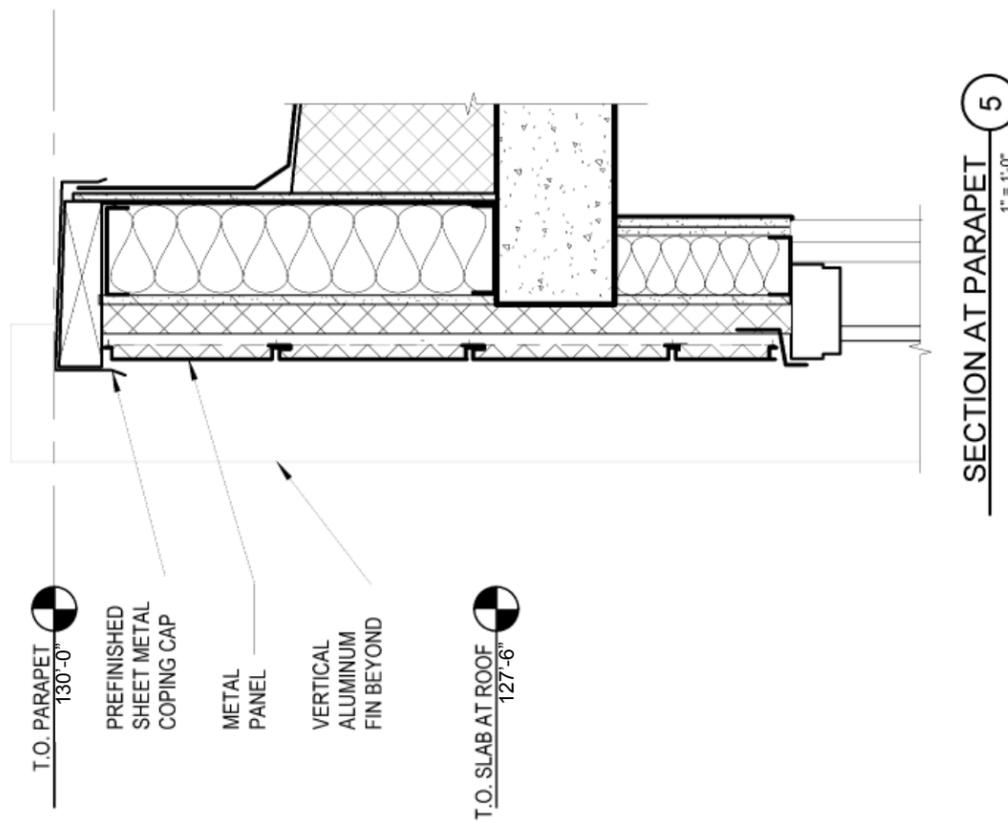
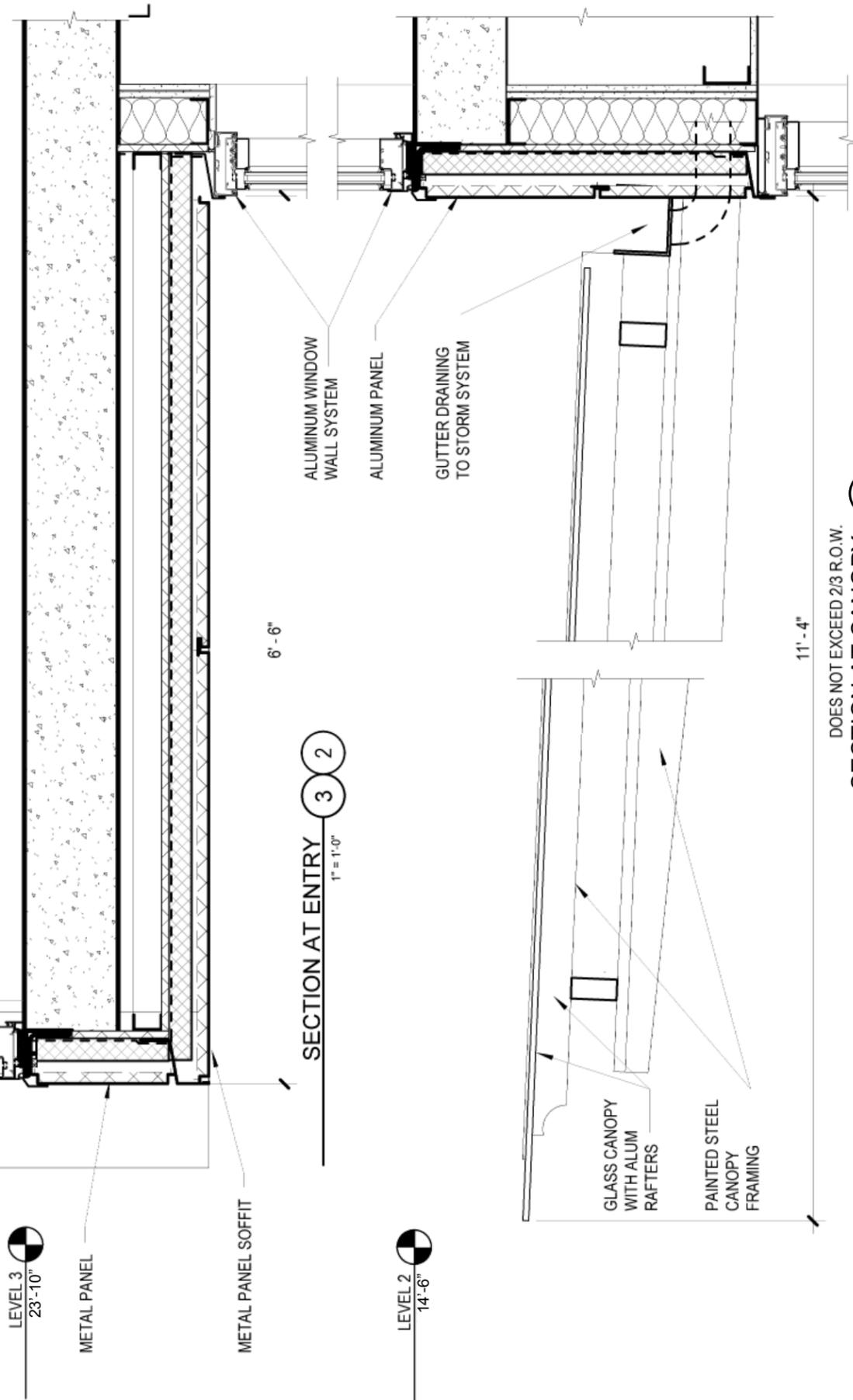
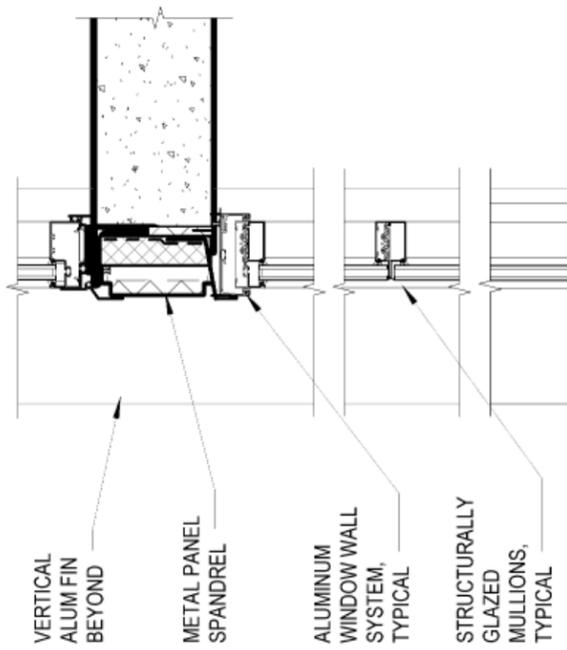
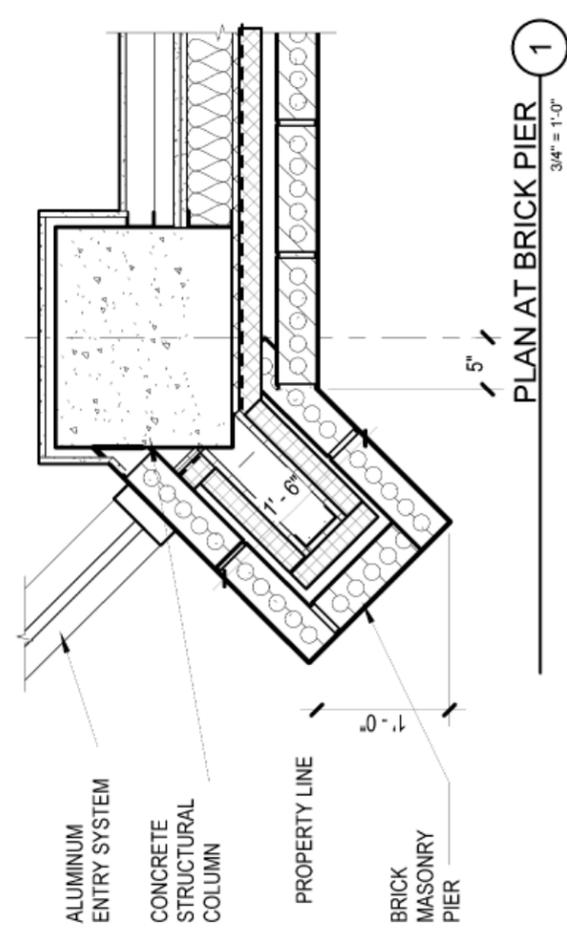
aluminium window wall system



aluminium window system



steel & glass canopy



DOES NOT EXCEED 2/3 R.O.W.

DETAILS

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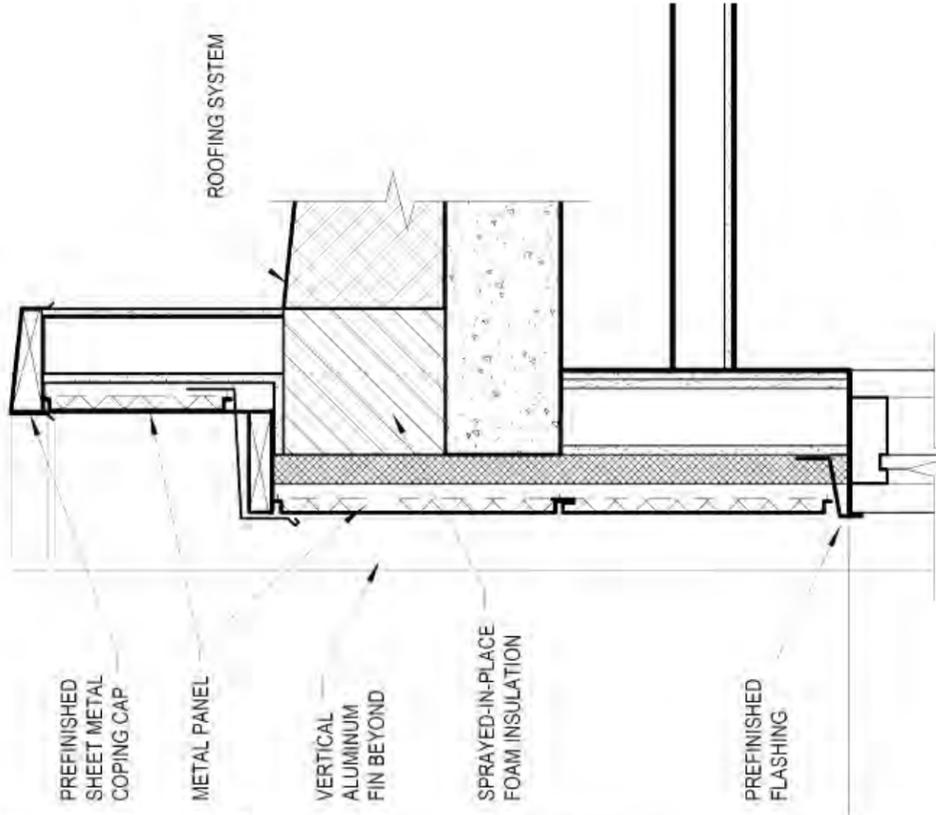
AC HOTEL BY MARRIOTT - SW 3RD & TAYLOR

Portland, Oregon
18 February 2015

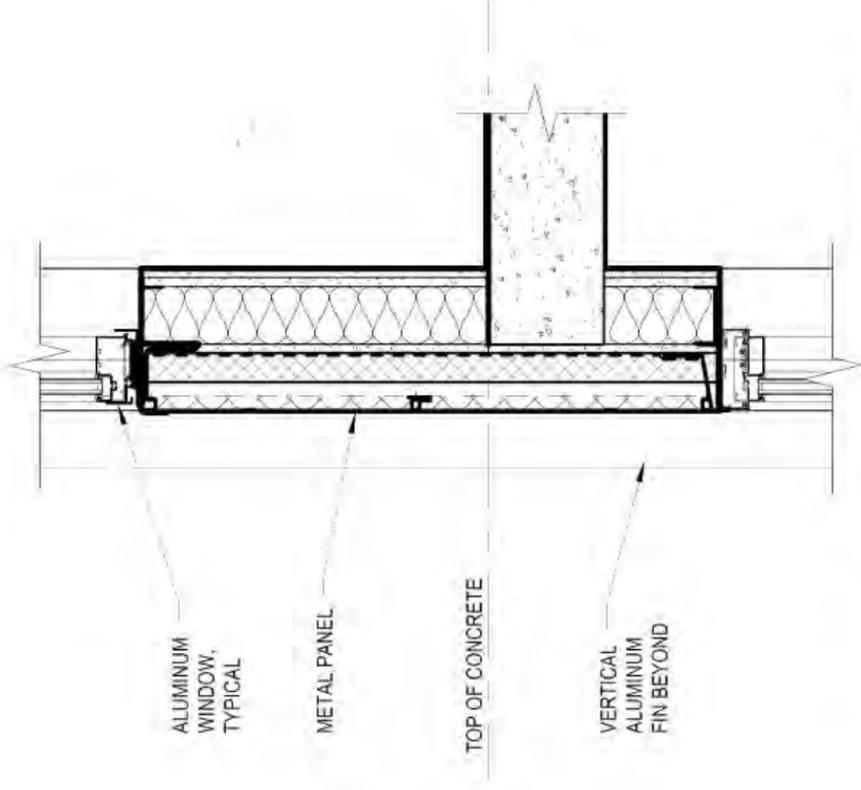


T.O. PARAPET
130'-0"

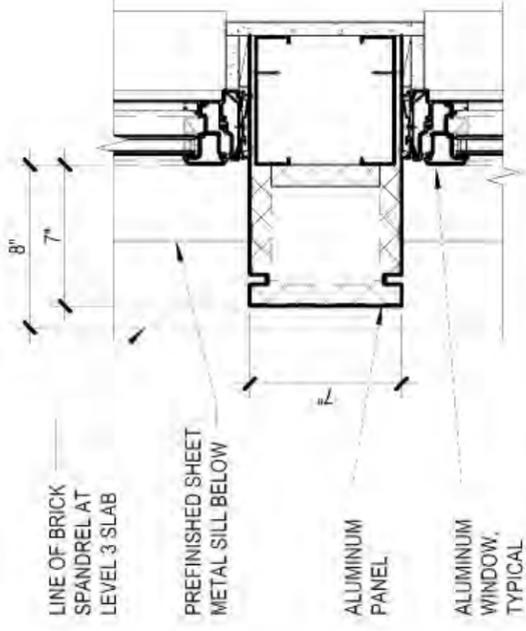
T.O. SLAB AT ROOF
127'-6"



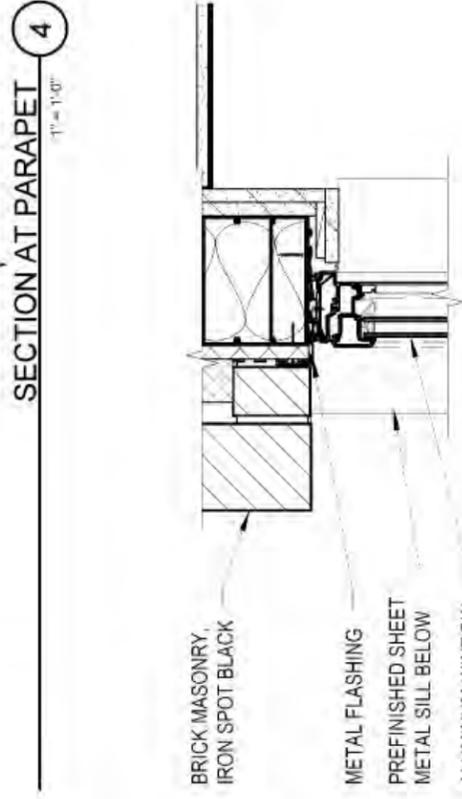
SECTION AT PARAPET 4
1/4" = 1'-0"



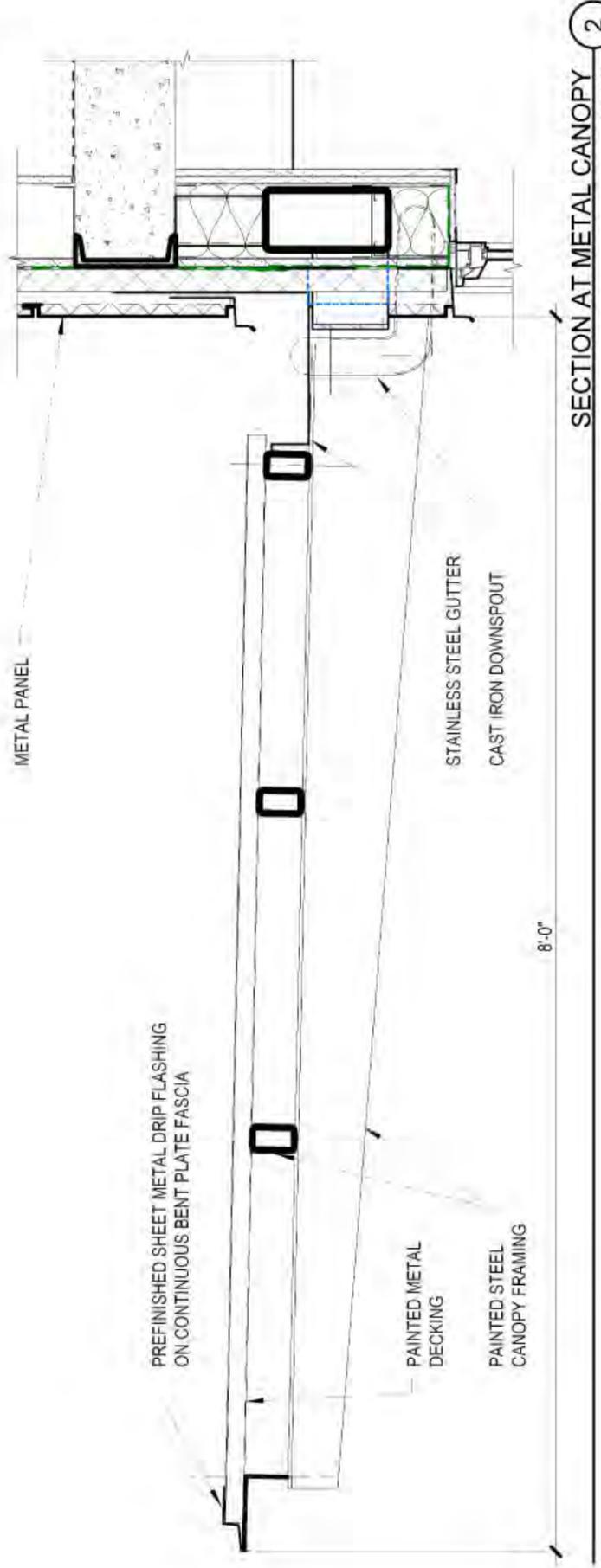
SECTION AT METAL PANEL 1
1/4" = 1'-0"



SECTION AT VERTICAL FIN 3
1 1/2" = 1'-0"



ALUMINUM WINDOW JAMB 5
1 1/2" = 1'-0"



SECTION AT METAL CANOPY 2
1/4" = 1'-0"

PREFINISHED SHEET METAL COPING CAP

METAL PANEL

VERTICAL ALUMINUM FIN BEYOND

SPRAYED-IN-PLACE FOAM INSULATION

PREFINISHED FLASHING

LINE OF BRICK SPANDREL AT LEVEL 3 SLAB

PREFINISHED SHEET METAL SILL BELOW

ALUMINUM PANEL

ALUMINUM WINDOW, TYPICAL

ALUMINUM WINDOW, TYPICAL

METAL PANEL

TOP OF CONCRETE

VERTICAL ALUMINUM FIN BEYOND

BRICK MASONRY, IRON SPOT BLACK

METAL FLASHING

PREFINISHED SHEET METAL SILL BELOW

ALUMINUM WINDOW

PREFINISHED SHEET METAL DRIP FLASHING ON CONTINUOUS BENT PLATE FASCIA

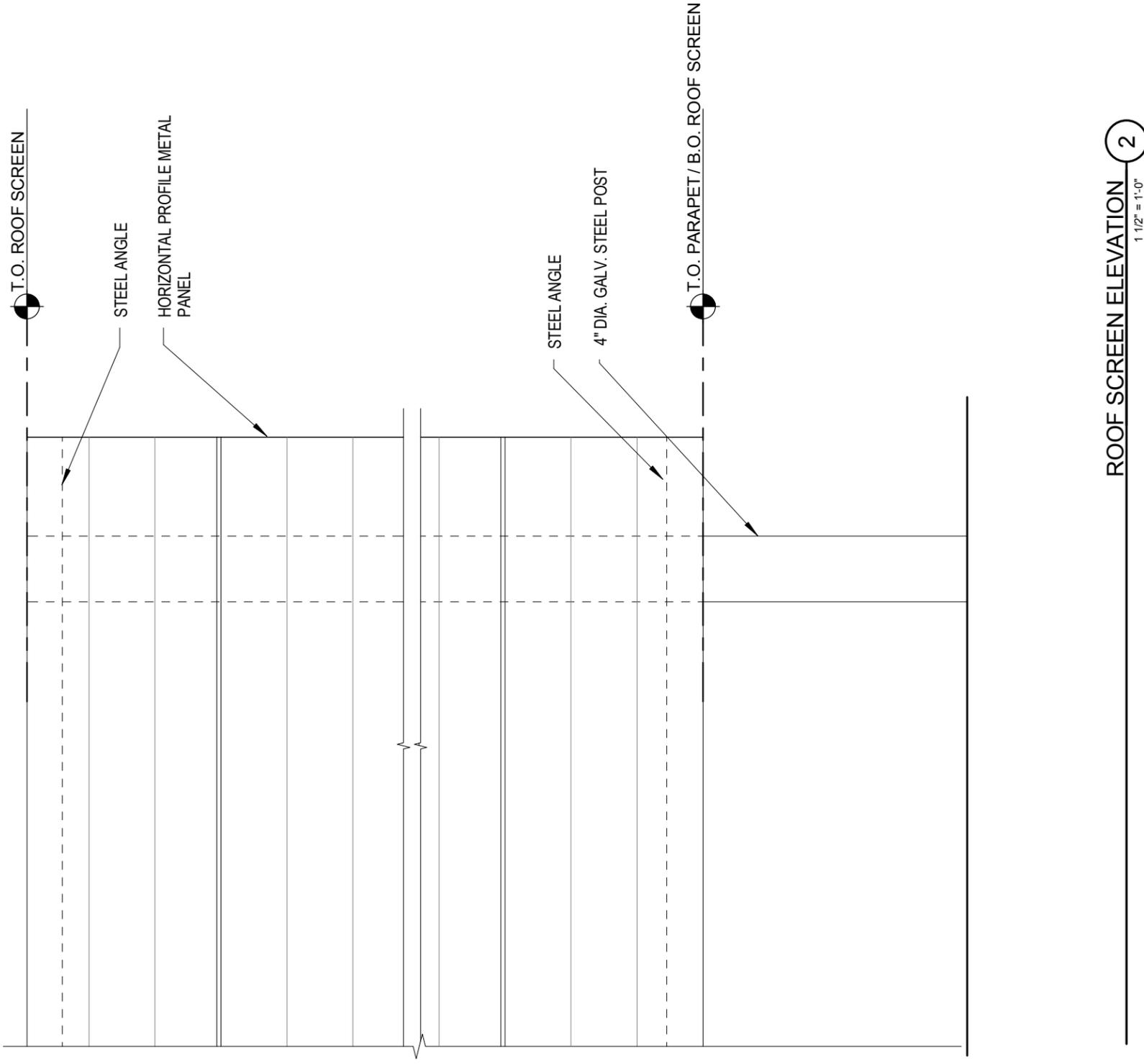
PAINTED METAL DECKING

PAINTED STEEL CANOPY FRAMING

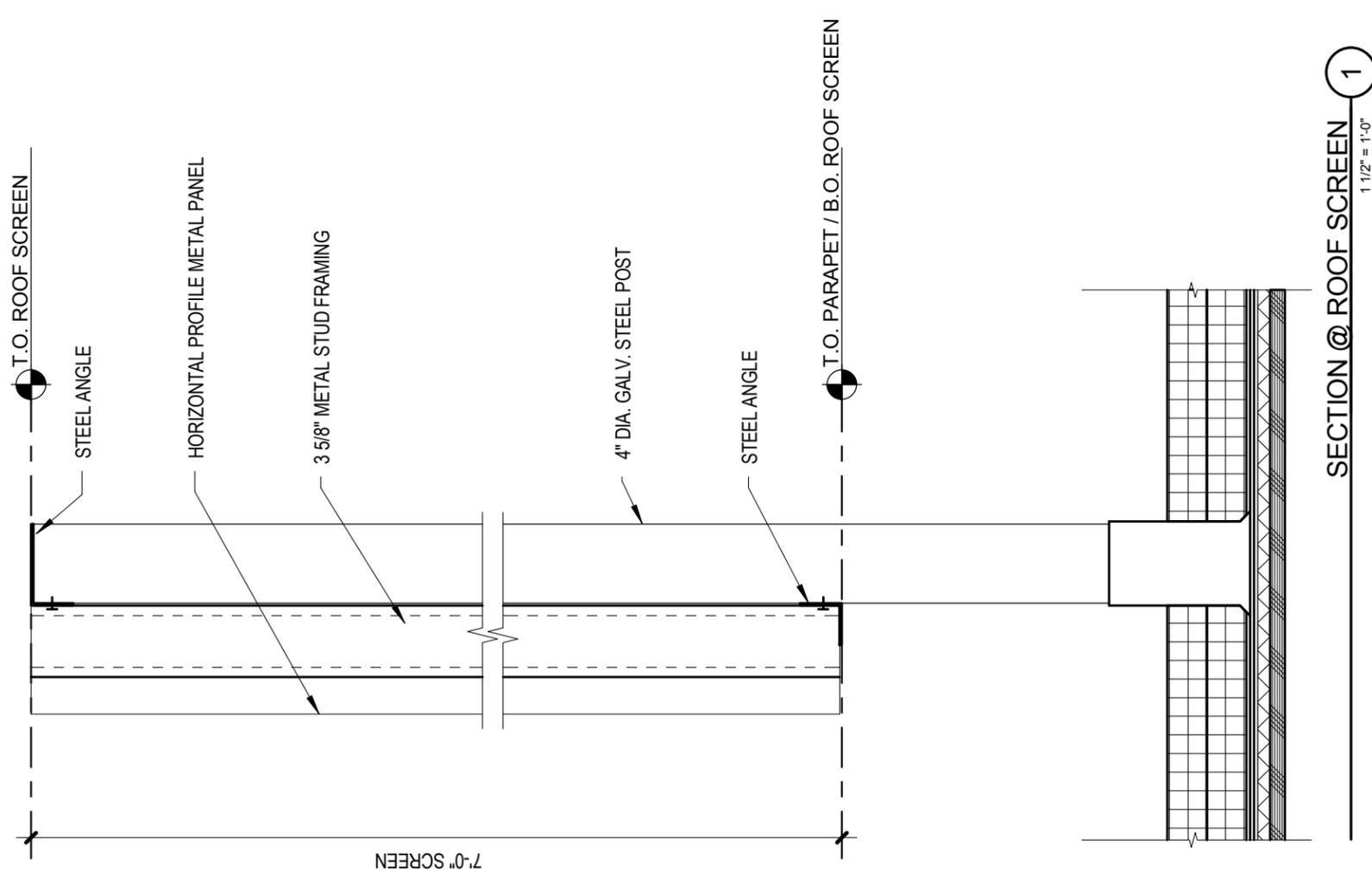
METAL PANEL

STAINLESS STEEL GUTTER
CAST IRON DOWNSPOUT

8'-0"



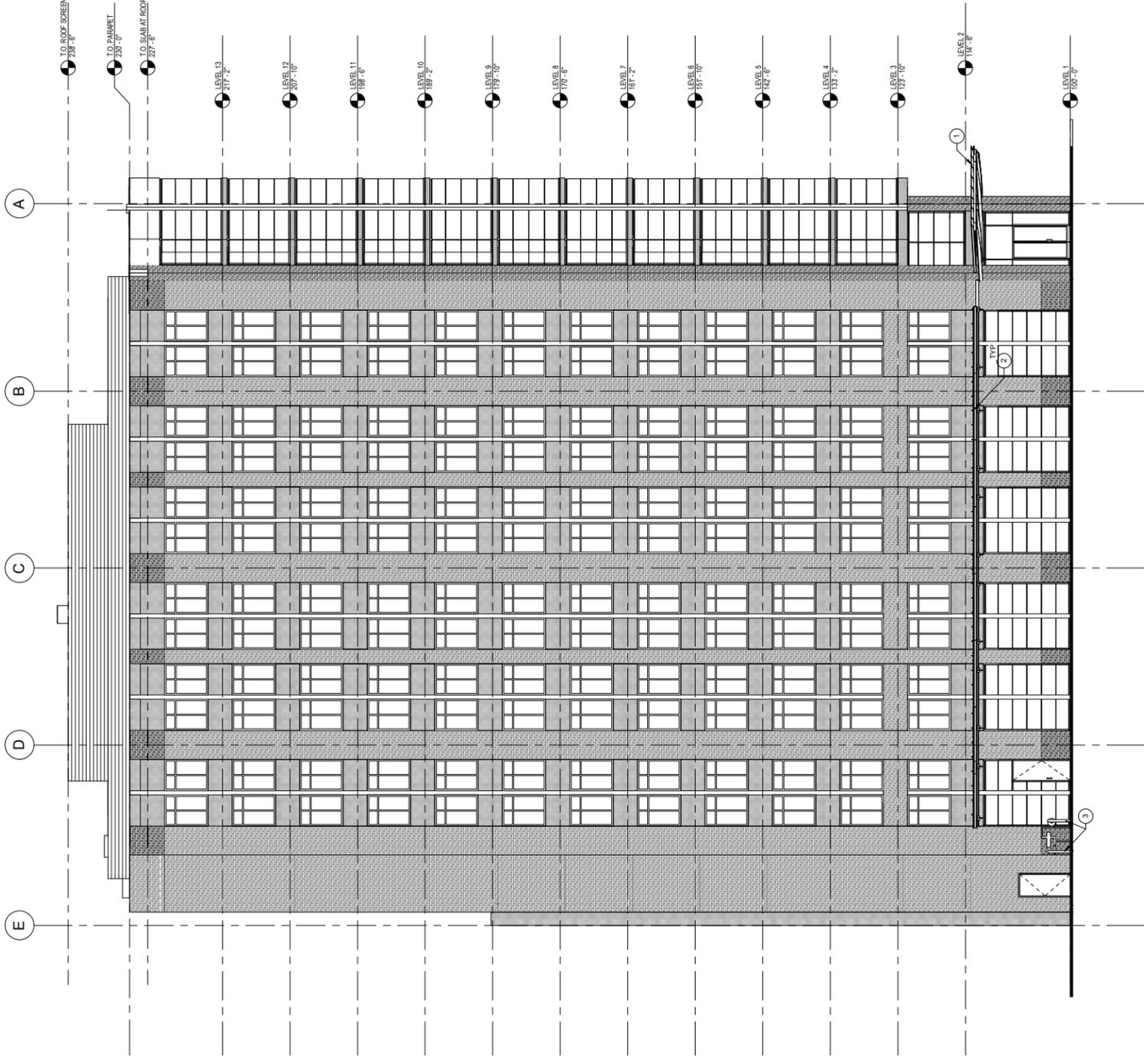
ROOF SCREEN ELEVATION 2
1/12" = 1'-0"



SECTION @ ROOF SCREEN 1
1/12" = 1'-0"

GENERAL NOTES - ELEVATION - EXTERIOR

- A. ELEVATION NOTES APPLY TO SHEETS A-SH. ALL KEYNOTES MAY NOT OCCUR ON THIS SHEET AND DO NOT APPLY TO ANY OTHER SHEETS UNLESS OTHERWISE NOTED.
- B. SEE A011 & A012 FOR WALL ASSEMBLIES
- C. GRIDS ARE FOR REFERENCE ONLY. CONTRACTOR TO SET CONTROL POINTS FOR LAYOUT.



KEYNOTES - EXTERIOR ELEVATIONS

- 1 GLASS CANOPY
- 2 STEEL CANOPY
- 3 GAS METER PROTECTED BY FIRE BOLLARDS
- 4 GAS METER PROTECTED BY FIRE BOLLARDS
- 5 GENERATOR FILING PORT

LEGEND - EXTERIOR ELEVATIONS

- BRICK - BLACK
- BRICK - WHITE
- METAL PANEL
- PROFILE METAL PANEL
- MHCUMI WALL ASSEMBLY AT ADJACENT STRUCTURE
- OUTLINE OF ADJACENT STRUCTURE

WEST ELEVATION

0' 5' 10' 20'

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GENERAL NOTES - ELEVATION - EXTERIOR

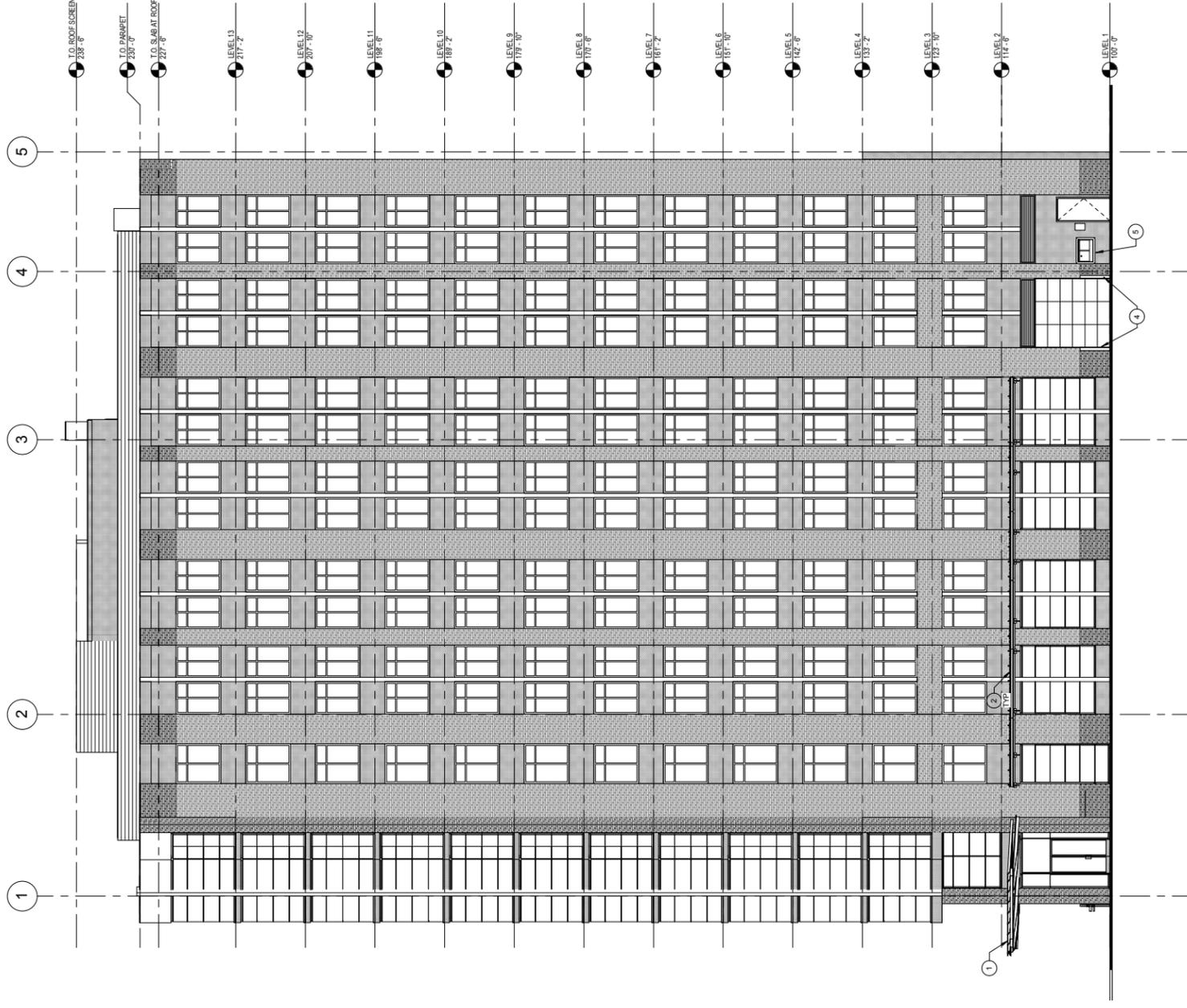
- A. ELEVATION NOTES APPLY TO SHEETS AS NOTED. ALL KEYNOTES MAY NOT OCCUR ON THIS SHEET AND DO NOT APPLY TO ANY OTHER SHEETS EXCEPT THOSE NOTED.
- B. SEE A0114.002 FOR WALL ASSEMBLIES
- C. GRIDS ARE FOR REFERENCE ONLY. CONTRACTOR TO SET CONTROL POINTS FOR LAYOUT.

KEYNOTES - EXTERIOR ELEVATIONS

- 1. GLASS CANOPY
- 2. STEEL CANOPY
- 3. GAS LINE PROTECTED BY PIPE RAILS AND BRACKETS
- 4. GAS LINE PROTECTED BY PIPE RAILS AND BRACKETS
- 5. GENERATOR FUEL GAS DOOR

LEGEND - EXTERIOR ELEVATIONS

- BRICK - BLACK
- BRICK - WHITE
- METAL PANEL
- PROFILE METAL PANEL
- 3-HR CMU WALL ASSEMBLY AT ADJACENT STRUCTURE
- OUTLINE OF ADJACENT STRUCTURE



SOUTH ELEVATION

GENERAL NOTES - ELEVATION - EXTERIOR

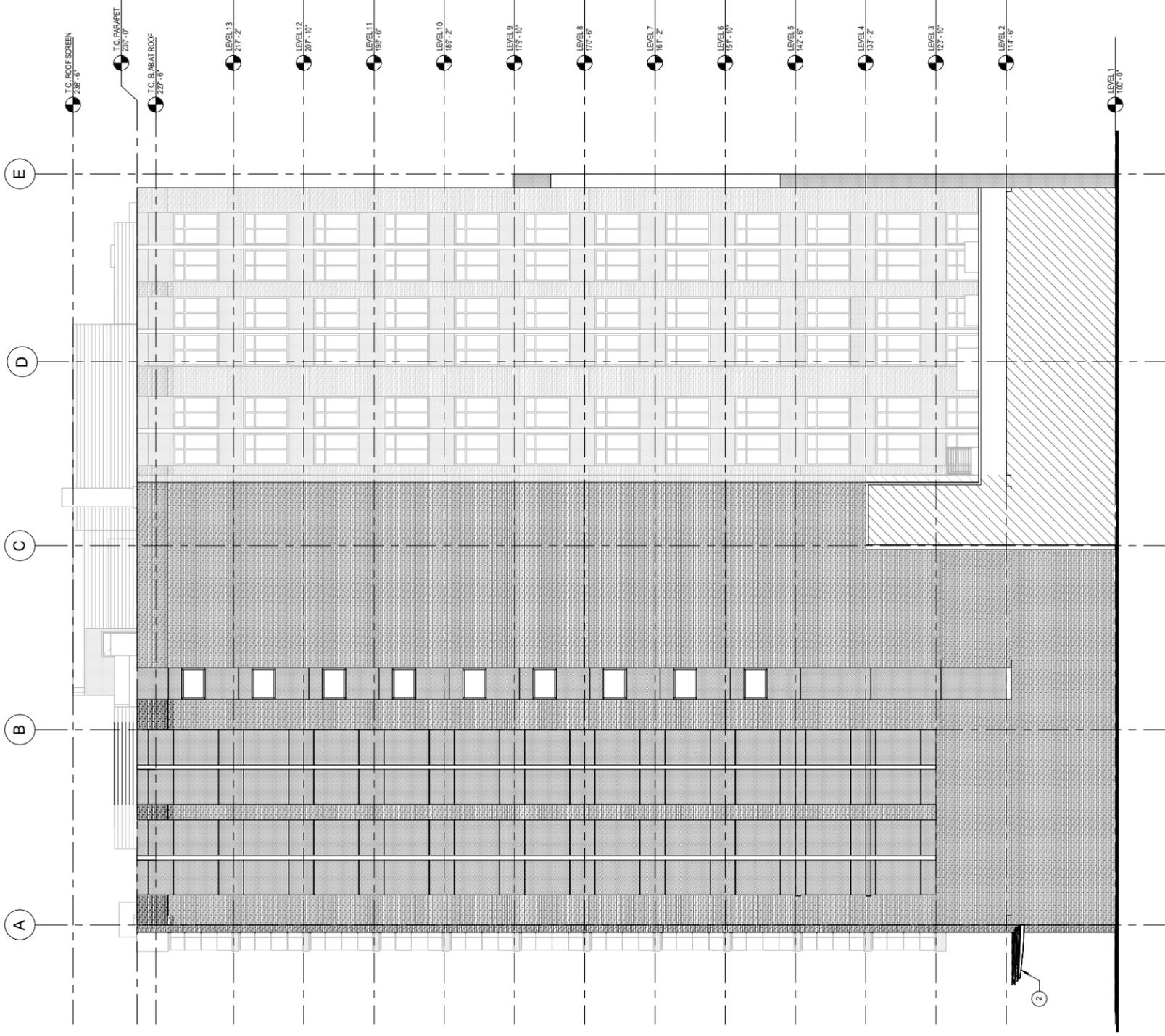
- A. ELEVATION KEYNOTES APPLY TO SHEETS A301-A311. ALL KEYNOTES MAY NOT OCCUR ON THIS SHEET AND DO NOT APPLY TO ANY OTHER SHEETS EXCEPT THOSE NOTED.
- B. SEE A001 & A002 FOR WALL ASSEMBLIES
- C. GRIDS ARE FOR REFERENCE ONLY. CONTRACTOR TO SET CONTROL POINTS FOR LAYOUT.

KEYNOTES - EXTERIOR ELEVATIONS

- 1. GLASS CANOPY
- 2. STEEL CANOPY
- 3. GAS METER PROTECTED BY PIPE BOLLARDS
- 4. 6x6 48" HEAVY ANGLE GUARDS FLUSH WITH FACE OF BRICK
- 5. GENERATOR FUELING PORT

LEGEND - EXTERIOR ELEVATIONS

	BRICK - BLACK
	BRICK - WHITE
	METAL PANEL
	PROFILE METAL PANEL
	3-HR ONI WALL ASSEMBLY AT ADJACENT STRUCTURE
	OUTLINE OF ADJACENT STRUCTURE



EAST ELEVATION

0' 5' 10' 20'

GENERAL NOTES - ELEVATION - EXTERIOR

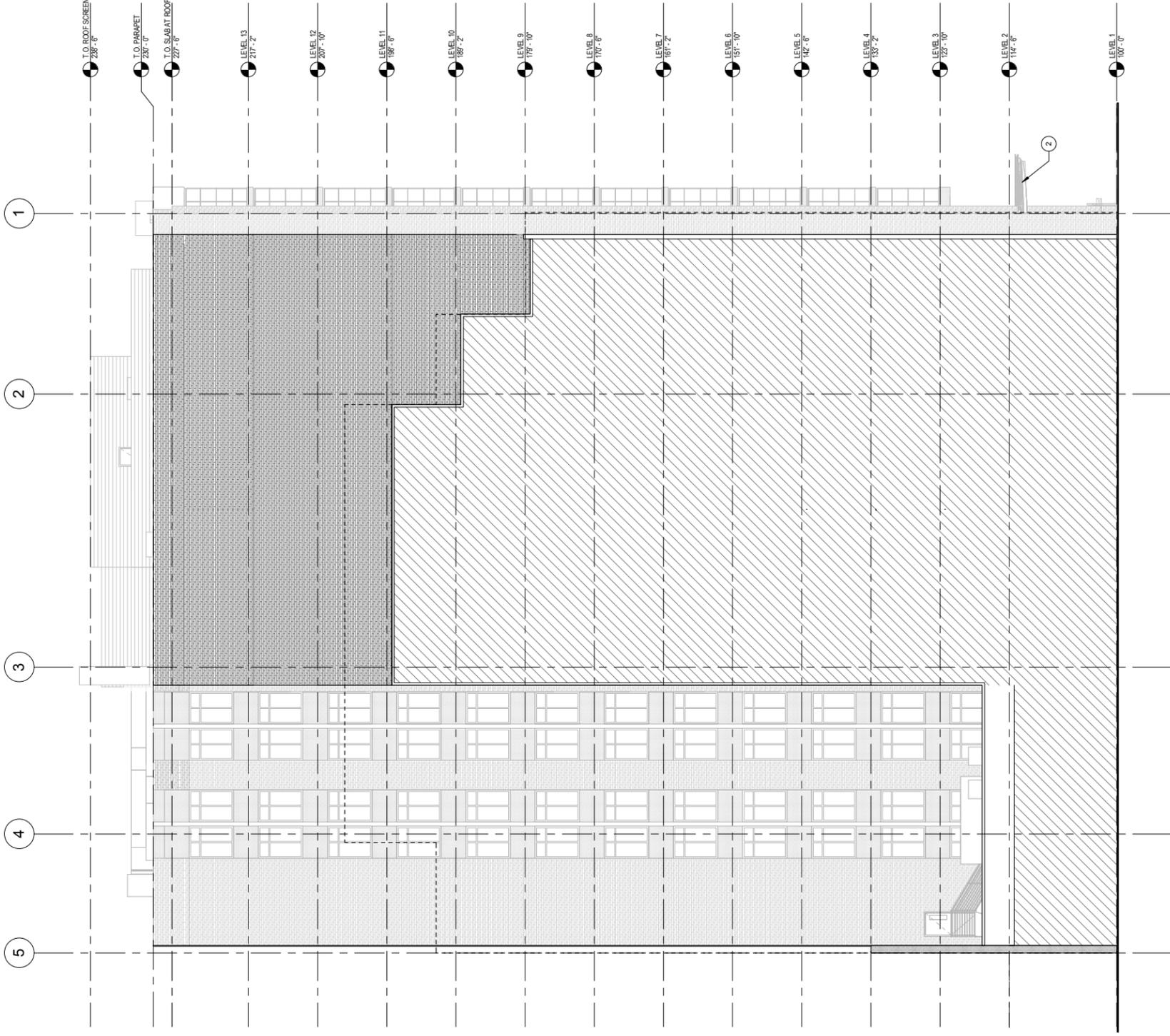
- A. ELEVATION KEYNOTES APPLY TO SHEETS A3014311. ALL KEYNOTES MAY NOT OCCUR ON THIS SHEET AND DO NOT APPLY TO ANY OTHER SHEETS EXCEPT THOSE NOTED.
- B. SEE A001 & A002 FOR WALL ASSEMBLIES
- C. GRIDS ARE FOR REFERENCE ONLY. CONTRACTOR TO SET CONTROL POINTS FOR LAYOUT.

KEYNOTES - EXTERIOR ELEVATIONS

- 1. GLASS CANOPY
- 2. STEEL CANOPY
- 3. GAS METER PROTECTED BY PPE BOLLARDS
- 4. 5/8" HEAVY ANGLE GUARDS FLUSH WITH FACE OF BRICK
- 5. GENERATOR FUELING PORT

LEGEND - EXTERIOR ELEVATIONS

- BRICK - BLACK
- BRICK - WHITE
- METAL PANEL
- PROFILE METAL PANEL
- 3-HR. CHU WALL ASSEMBLY AT ADJACENT STRUCTURE
- OUTLINE OF ADJACENT STRUCTURE



NORTH ELEVATION



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 Portland, Oregon
 18 February 2015