



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-274415 DZM
Oregon Convention Center Hotel & Parking Garage Blocks

PC # 14-229589

REVIEW BY: Design Commission

WHEN: October 27, 2016 at 1:30 PM

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

*Please note this report recommends **Approval with Conditions**. Aspects of the proposal that have been revised from the August 18, 2016 Staff Report and Recommendation to the Design Commission are in underlined text.*

Bureau of Development Services Staff: Tim Heron 503-823-7726 / Tim.Heron@portlandoregon.gov

GENERAL INFORMATION

Applicant: Marvin Doster Tom Lander, Mortenson Development
 M. A. Mortenson Company 700 Meadow Land North
 610 SW Alder St. Minneapolis, MN 55422
 Portland, OR 97205

Owner: Mark Schlesinger, Starterra LLC Hillary Wilton, Metro
 610 SW Alder St., Suite 1221 600 NE Grand Ave
 Portland OR 97205 Portland, OR 97233

Clear Channel Outdoor Inc
 200 E Basse Rd
 San Antonio, TX 78209

Site Address: Properties bounded by NE 1st Avenue, NE MLK Jr. Blvd, NE Holladay Street, and NE Multnomah Street

Legal Description: BLOCK 47 LOT 5 EXC PT IN ST W 1/2 OF LOT 6 S 1/2 OF E 1/2 OF LOT 6 EXC PT IN ST, HOLLADAYS ADD; BLOCK 47 N 1/2 OF E 1/2 OF LOT 6 EXC PT IN ST, HOLLADAYS ADD; BLOCK 47 LOT 7 EXC PT IN ST, HOLLADAYS ADD; BLOCK 48 S 1/2 OF LOT 3 LOT 4, HOLLADAYS ADD; BLOCK 49 LOT 1&4&5&8 EXC PT IN ST LOT 2&3&6&7 LAND ONLY SEE R182158 (R396200961) FOR BILLBOARD, HOLLADAYS ADD; BLOCK 49 LOT 1&4&5&8 EXC PT IN ST LOT 2&3&6&7

Tax Account No.: BILLBOARD SEE R182157 (R396200960) FOR LAND, HOLLADAYS ADD; LOT 1 TL 3001, PARTITION PLAT 2013-8 R396200780, R396200800, R396200810, R396200870, R396200960, R396200961, R649640290

State ID No.: 1N1E34AA 02900, 1N1E34AA 02800, 1N1E34AA 02700, 1N1E34AA 03600, 1N1E34AA 03800, 1N1E34AA 03800A1, 1N1E34AA 03001

Quarter Section: 2930

Neighborhood: Lloyd District Community, contact Michael Jones at 503-265-1568.

Business District: Lloyd District Community Association, contact Brian Griffis at admin@lloyddistrict.org.

District Coalition: None

Plan District: Central City - Lloyd District

Zoning: CXd, Central Commercial with design overlay

Case Type: DZM – Design Review with Modification Request

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

The Oregon Convention Center Hotel and Parking Garage are located on two blocks just north of the Oregon Convention Center Hotel in the City of Portland's Lloyd District.

The hotel will be a 14-story high-rise and will be owned and operated by Hyatt Corporation as a Hyatt Regency. The hotel includes 600 guestrooms. The hotel will also include approximately 32,000 sf of ballroom and meeting room space that is intended to complement the event opportunities and capacity of the Convention Center. Several public spaces within the hotel such as the restaurant, bar, hotel lobby and a 24-hour retail market are planned for the 1st floor of the building and will provide for active uses along Holladay, MLK and Hassalo Place. The 2nd and 3rd floor plans are utilized for ballroom, meeting rooms and related pre-function spaces. The east side of the 3rd floor contains the hotel fitness center and a wing of hotel guest rooms. Floors 4-14 contain hotel guestrooms. The lowest level of the hotel building is oriented primarily toward the intersection of Holladay and 2nd relative to public pedestrian access. The lowest level contains hotel office uses with windows along the west side of the Holladay street frontage. The lowest level also provides for an internal pedestrian link that connects the 1st floor hotel public areas with the corner crosswalk leading to the Convention Center at 2nd and Holladay.

The parking garage is programmed to contain approximately 419 vehicular parking spaces for hotel guest use. Both a self-park and valet parking option will be available to guests at the hotel. In addition to the hotel parking use, 25 vehicular parking spaces will be designated and secured solely for the tenants of the commercial lease space that is lining the parking structure along the southwest corner of Holladay, the entire ground level of NE 1st Avenue and approximately 65% of the street frontage along Multnomah. The parking garage is programmed to contain approximately 13,608 sf of commercial lease space. The parking garage will also have bicycle parking in both secured and open areas on the north and south sides of the structure. 132 standard bicycle parking spaces have been provided – 82 of which are long term (secured) and 50 of which are short term (unsecured) rack type spaces. Last, a small (enclosed) retail kiosk of approximately 740 sf is located on the bicycle parking plaza at the south side of

the garage along NE Holladay Street. Although the use of this space is to be determined, the design and development team envision a retail use supportive of bicycle activities will be located here such as bicycle rentals for visitors and bicycle repair services.

Because the proposal is for new development in a design overlay zone, Design Review required.

Modifications Requested through Design Review:

For the Hotel Building

- **Modification Request 1: 33.130.215 Setbacks; NE Holladay Street.**
The applicant is requesting to increase the maximum transit street setback requirement of 10' up to 67'3" for the southeast corner plaza of the Hotel Building along NE Holladay Street.
- **Modification Request 2: 33.130.242 Transit Street Main Entrance; NE Holladay Street.**
The applicant is requesting to increase the maximum transit street main entrance requirement from 25' to 37'4" for the main entrance of the Hotel Building along NE Holladay Street.
- **Modification Request 3: 33.130.230 & 33.510.220 Ground Floor Windows; NE Multnomah Street.**
The applicant is requesting to reduce the required 50%/63'10" linear ground floor glazing to 40%/51'4" along NE Multnomah Street.
- **Modification Request 4: 33.130.230 & 33.510.220 Ground Floor Windows; NE 2nd Avenue.**
The applicant is requesting to reduce the required amount of ground floor glazing of 25%/388 SF area to 11.5%/150 SF, and 50%/86'3" linear glazing to 11%/19' along NE 2nd Avenue.

For the Parking Garage Building

- **Modification Request 5: 33.510.225 Ground Floor Active Uses; NE 2nd Avenue.**
The applicant is requesting to reduce the amount ground floor active use area of 50%/100' to 32%/64' along NE 2nd Avenue.

Relevant 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:

- Central City Fundamental Design Guidelines
- Special Design Guidelines of the Lloyd District
- 33.825.040.A&B Modifications Considered through Design Review

ANALYSIS

Site and Vicinity: The Oregon Convention Center Hotel and Parking Garage are located on two blocks just north of the Oregon Convention Center Hotel in the City of Portland's Lloyd District. The site is conveniently located close to multiple modes of transportation, including bus, light rail, and major highways. The Tri-Met Rose Quarter Transit Center, a major bus transfer location and located within the Fareless Square, is less than 500 feet from the project site.

Stations for each of the three MAX lines are also located within easy walking distance, including the Rose Quarter station, which is diagonally across from the project site at NE 1st and NE Holladay Street. The off-ramp for the Rose Quarter/Steel Bridge exit from Interstate-84 West terminates at the intersection of NE 1st and NE Holladay Street. The site is also very visible from both the north- and southbound lanes of Interstate 5.



The two blocks comprising the site are bounded by NE 1st Avenue at the west, Martin Luther King Jr. Boulevard (MLK) on the east. NE Holladay Street creates the southern boundary to the site while NE Multnomah Street and the private street named Hassalo Place define the northern boundary of the site. NE 2nd Avenue runs between the larger hotel site on the east and the parking garage site on the west.

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

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

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone

as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

- LU 07-158489 DZM, AD – Design Commission Approval for a 19-story, Class-A office building and 442 parking spaces.
- EA 14-194555 DA – Design Advice Request Hearings for subject project on September 18, 2014, March 19, 2015, and July 9, 2015.
- EA 14-229589 PC – Pre-Application Conference for subject project.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed July 29, 2016. The following Bureaus have responded with no issue or concerns:

- Water Bureau
- Fire Bureau
- Parks-Forestry Division
- Oregon Department of Transportation
- The Bureau of Environmental Services has responded with Approval and one Condition of Approval:
 1. Prior to quitclaim of the sewer easement in vacated NE 3rd Avenue and City approval of the hotel building permit, the applicant must modify the remaining public portion of the 12” sewer system (downstream of and including manhole ABG613) in vacated NE 3rd Avenue and NE Holladay Street to the satisfaction of BES.
- The Bureau of Transportation Engineering has not yet responded since the deadline of this report. It is anticipated that a revised response and/or with Condition[s] of Approval will be received prior to or at the October 27, 2016 Hearing.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on July 29, 2016. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the Lloyd sub-District, the applicable approval criteria are listed in Central City Fundamental Design Guidelines and the Special Design Guidelines of the Lloyd District.

PORTLAND PERSONALITY

A 1 INTEGRATE THE RIVER

CC GUIDELINE: Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and greenway.

A 1-1 CONNECT PUBLIC FACILITIES TO THE RIVER

LD GUIDELINE: Provide public access to, from, and along the river in a manner that connects major public use facilities in the District to the river which stimulate year-round enjoyment.

Hotel Response: The hotel is approximately 3 to 4 blocks east of the Willamette River so hotel guests will have relatively easy pedestrian access to the river. Several public areas, meeting rooms, employee dining areas and approximately 300 guestrooms will have excellent views to the river and this should encourage guests to visit the riverfront areas while staying in Portland. As the hotel is operating 24/7 year round, this new facility will stimulate year-round use and enjoyment of the river.

Parking Garage Response: The parking garage is only 2 to 3 blocks east of the Willamette River. Commercial tenants and garage users will have easy pedestrian access to the river. The Steel Bridge is also very close, carries pedestrians below, vehicles and light-rail transit above and will provide multiple river crossing opportunities to the west side.

Combined Response: The hotel and parking garage are both relatively close to the Willamette River. Both structures are designed to improve the pedestrian experience for those walking or using light rail on NE Holladay Street which is the primary connection to the river from these two sites.

These guidelines are met.

A 2 EMPHASIZE PORTLAND THEMES

CC GUIDELINE: When provided, integrate Portland-related themes with the development's overall design concept.

Hotel Response: Several themes and concepts have emerged in the hotel design that will integrate it into the fabric of Portland and the Lloyd District. Wood is used at primary entrances and also at special places where the interior opens up to capture the vibrancy of the Portland streetscape and allow guests and visitors to interact with it. These wood clad portals and frames signal connections in both active and passive conditions – i.e. entries and terraces and balconies.

Parking Garage Response: Portland is well known as one of the most bicycle friendly cities in the U.S. The parking garage integrates bicycle parking and retail into the pedestrian street frontages on NE Holladay and also provides for secured bicycle storage at Multnomah and NE 2nd Avenue. The parking garage also uses wood elements to stress important places on the building.

Combined Response: Both structures utilize themes and concepts that enhance and reinforce the character of the City of Portland. Transit, bicycle commuting, pedestrian friendly streetscapes and strong connections to adjacent uses and features will greatly enhance this important area in Portland.

This guideline is met.

A 3 RESPECT THE PORTLAND BLOCK STRUCTURES

CC GUIDELINE: 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.

A 3-1 SUPPORT A CONVENIENT PEDESTRIAN LINKAGE THROUGH THE SUPERBLOCKS BETWEEN THE CONVENTION CENTER AND THE LLOYD CENTER.

LD GUIDELINE: Provide and support a convenient pedestrian linkage through the superblocks between the Oregon Convention Center at NE Martin Luther King Jr. Blvd. and NE Oregon to the Lloyd Center at NE Multnomah and 9th.

A 3-2 MAKE SUPERBLOCK PLAZAS INVITING AND EASILY ACCESSIBLE FROM HOLLADAY STREET

LD GUIDELINE: Make superblock plazas and public spaces in superblocks fronting Holladay Street inviting and easily accessible from Holladay Street. Public spaces should be visually connected to Holladay Street. Public/private spaces are also encouraged to be visually connected with adjacent public improvements.

Hotel Response: The hotel program is robust and requires the building to utilize much of the superblock geometry of the site. The building mass has been broken down into smaller elements that connect to and reinforce the mid-block pedestrian crossing on Holladay – the longest 450 foot street frontage.

The hotel has been sited to create a significant plaza at the corner of NE Holladay and MLK Jr. Blvd. This plaza allows pedestrians to travel through the site from the mid-block plaza at the Convention Center and from the LRT Platform to the northeast toward Lloyd Center. Likewise there are multiple

internal circulation paths through the building lobby that allow guests and building users to traverse through the building from the corner of 2nd and Holladay to Hassalo Place and MLK.

In regards to the loggia element, the applicant has provided active use area at the corner in the form of retail and hotel offices and a secondary entrance to the hotel.

A prominent program component has been positioned at the mid-block of the hotel – the hotel restaurant. The restaurant is expressed in the exterior architecture at this location and includes a projecting bay window with flanking small balconies allowing patrons to experience the pedestrian activity along Holladay Street. When the weather is favorable, the doors to these balconies can be left open allowing for an energetic interaction between the interior and the exterior activity. The hotel tower has been shaped to create an offset in its massing that coincides with the former centerline of NE 3rd Avenue which has been vacated.

Parking Garage Response: The parking garage occupies a traditional 200-foot block and the building edges and landscape design reinforce this block structure and enhance the pedestrian environment.

Combined Response: The hotel occupies a Superblock site while the garage site is a traditional 200-foot block. As a result, both structures inherently respond differently to this guideline. The hotel features a very active interior restaurant space at the mid-block location as well as a massing shift in the guest room tower to respond to the traditional block development scale in Portland. The parking garage reinforces the block structure in a very straightforward manner. Combined, both structures respond and meet the intent of this guideline in a manner that enhances the pedestrian realm and scale.

These guidelines are met.

A 4 USE UNIFYING ELEMENTS

CC GUIDELINE: Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

Hotel Response: The hotel has integrated several unifying elements into its design. The brick masonry selection used at the base of the hotel recalls the coloration and scale of the adjacent Convention Center. The canopy elements on the hotel are similar in scale and use wood materials that unify the design with the adjacent Union Apartments where similarly scaled canopies have been built. The wood material used at canopy soffits on The Union will also blend well with the wood used on the hotel building. The exterior design for the brick clad podium has been revised to become more calm and unified. Details have been simplified based on feedback from the Design Commission. The metal panel clad tower has been re-composed to utilize more flat panels and also increase the percentage of light colored panels. The overall effect of these changes has resulted in a lighter overall appearance for the tower which unifies the building within the context of other light colored tall buildings in the Lloyd District.

Parking Garage Response: The parking garage design has been revised based on feedback received from the Commission at the hearings on August 18th and

September 29th. This structure has been redesigned to be more unified as its own building type rather than using exterior materials and elements that link it to the hotel. The exterior at the base was previously clad in brick to match the hotel but has since been changed to GFRC Rainscreen panels that unify the base more successfully with the perforated screen “sail” expression and other cladding systems at the upper levels of the garage. The cladding of the upper levels has also been simplified and unified into a singular expression on the south and west facades (Holladay & NE 1st). An elegant “sail” form has been integrated into these facades. On sunny days, the three dimensional characteristics of these forms will provide varying shadows and subtle reflections as the sun moves from east to west across the southern sky. The parking garage is linked to the hotel by virtue of the composition of the vertical circulation spine located at the corner of Holladay and NE 2nd Avenue. This is an important connection from a visual and way finding perspective.

Combined Response: The design for both the hotel and parking garage structure has been revised to allow each individual building become more unified relative to their typology and use and also more unified when viewed within the context of the Lloyd District. The hotel has been simplified in its expression at the podium and the guestroom tower. The tower was revised to lighten the perceived coloration and it is now more unified with other buildings in the Lloyd District. The cladding of the garage has been redesigned to become more compelling and interesting while maintaining an important visual and way finding connection to the hotel and convention center at the corner of NE 2nd Avenue and Holladay. Overall, the changes to the exterior design on both buildings has resulted in a more unified addition to the architecture within the Lloyd District.

This guideline is met.

A 5 ENHANCE, EMBELLISH, AND IDENTIFY AREAS

CC GUIDELINE: 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.

Hotel Response: The new plaza at the corner of NE Holladay and MLK Jr. Blvd. will greatly enhance the character and quality of this significant area within the City. Likewise, the transparency and scale of the hotel’s façade along NE Holladay combined with the street and landscape design will significantly enhance the experience of pedestrians walking east or west along this vital transit artery. A new 4 foot dedication along Holladay will also strengthen and enhance this frontage as a primary pedestrian street. Hassalo Place, although a private street, is being greatly enhanced by the responsive scale and design of the hotel. Hassalo Place will have a very unique and inviting character and hotel will add to this special character.

Parking Garage Response: The design of the parking garage façade and features along NE Holladay continue to enhance and embellish the pedestrian experience on this primary east-west artery. The upper levels of the façade at the south and east have been re-designed to incorporate expressive sail-like forms which will become an identifying feature relating the scale of people traveling along the adjacent I-5 freeway corridor. Expanded and enlarged active uses within the street level of the parking garage along Holladay, NE 1st

Avenue and NE Multnomah Street also enhance this area within the Lloyd District.

Combined Response: The paving, landscaping and sidewalk features as designed are reflective of the local character of the site. The multi-modal transportation character of the surrounding area is further enhanced and embellished by the hotel and garage development. Guests and visitors will have multiple options for arriving, departing and interacting with this unique area of the City. People visiting Portland will be able to walk, bike, and use the LRT or bus system in addition to more traditional means of transportation such as taxis and rental cars. The ease and convenient availability of alternative transportation means is embellished with the design of the hotel and garage.

This guideline is met.

A5-1 DEVELOP IDENTIFYING FEATURES

LD GUIDELINE: Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.

Hotel Response: The hotel utilizes several special features that create a lively and exciting character within the surrounding neighborhood. Outdoor roof terraces and balconies enable guests and meeting attendees to break out of their business functions and soak in the Portland environment. Plazas, porches, outdoor seating areas and canopies are carefully sculpted to enhance the experience for both the users of the hotel and the local pedestrians passing by it. The fenestration pattern in the base of the hotel frame views and bring the character of Portland into the interior of the hotel. The guest tower has likewise been deftly set upon the base in such a manner as to reinforce the unique pedestrian scale of Holladay Street.

Parking Garage Response: The parking garage is a structure intended to support the hotel but in addition, it also creates a sense of place by incorporating street level commercial and retail spaces. As noted previously, the upper levels of the façade at the south and east have been re-designed to incorporate expressive sail-like forms which will become an identifying feature relating the scale of people traveling along the adjacent I-5 freeway corridor. Additionally, the parking garage is designed to allow the construction of a future office tower which when realized will add to the commercial viability of this area and become another important identifying element within the neighborhood.

Combined Response: The hotel and parking garage will enhance the identity of the Convention Center area within the Lloyd District. Both will strengthen the urban character of the area for both visitors and residents alike.

This guideline is met.

A5-2 ACCOMMODATE OR INCORPORATE UNDERGROUND UTILITY SERVICE

LD GUIDELINE: Accommodate or incorporate underground utility service to development projects.

Combined Hotel and Garage Response: All utilities servicing the hotel and parking garage are designed to be underground.

This guideline is met.

A5-3 INCORPORATE WORKS OF ART

LD GUIDELINE: Incorporate works of art into development projects.

Combined Response: The development team is committed to integrating art into both structures. The team has met with representatives of the Regional Arts & Culture Council (RACC) several times to present the design of the project and request assistance and engagement for determining strategies for successfully integrating public art at both the hotel and parking garage sites. RACC has responded by putting together a Selection Panel to act as a steward for integrating public art into this development project. Additional time is needed to allow this process to come to fruition while the Public Art Advisory Committee and the Selection Panel set goals for the artwork, identify sites on both blocks, recruit and select artists and assist with their progress for fabrication and installation. This process for integrating art into both sites was recently summarized in a letter from Eloise Damrosch, RACC's Executive Director submitted to the Design Commission on September 20, 2016 [Exhibit H.3].

This guideline is met.

A5-4 INCORPORATE WATER FEATURES

LD GUIDELINE: Enhance the quality of major public spaces by incorporating water features.

Hotel Response: A stormwater triggered flow through rain garden has been designed and incorporated along the Multnomah street frontage. This rain garden as illustrated on exhibit C.80 enhances the pedestrian experience along Multnomah while reinforcing the urban edge. A series of stone weirs direct rain water down the slope acting as a pre-filter prior to linking up with a drain near the corner of Multnomah and 2nd that leads to the drywells used to manage stormwater on the site.

Parking Garage Response: A terraced rain garden is also proposed for the parking garage block. It is located adjacent to the bicycle plaza on Holladay directly adjacent to the public sidewalk. This rain garden is illustrated on exhibit C.87 and will serve as an attractive feature that functions to filter stormwater on this block.

Combined Response: Highlighting and utilizing rain water has become a unifying theme in the Lloyd District. Very interesting and sculptural rain water features have been integrated into major projects including the Convention Center, the recently constructed plaza between Aster Tower, Velomor and The Elwood Apartments 4 blocks east of the hotel. Similarly, The Union Apartments on Block A utilize rain gardens on Hassalo Place to assist with stormwater filtering. Both the hotel and parking garage structure utilize flow-through rain gardens to enhance the quality of the pedestrian experiences on Multnomah and Holladay. In doing so, both structures contribute to the sustainable practices that help make the Lloyd District a true "Eco-District" in the City of Portland.

This guideline is met.

A5-5 USE PUBLIC RIGHT-OF-WAY DESIGN CRITERIA ESTABLISHED FOR THE LLOYD DISTRICT

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

Combined Hotel and Garage Response: At both blocks, Holladay is being widened to comply with PBOT’s requirements for a primary pedestrian street. Similarly, the sidewalk along Multnomah is being widened by approximately 1 ft. in order to meet PBOT pedestrian sidewalk standards. All sidewalk paving will be installed in accordance with PBOT requirements for each street frontage at both the hotel and parking garage blocks. Both the hotel and the parking garage are following the widening requirements and standard right-of-way design criteria on all street frontages as received from PBOT for this area of the Lloyd District.

This guideline is met.

A5-6 INCORPORATE LANDSCAPING AS AN INTEGRAL ELEMENT OF DESIGN

LD GUIDELINE: Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

Hotel Response: The landscape components of the hotel are well integrated into the urban context of the project as well as the larger Lloyd District. Existing street trees that are in good condition are preserved on NE Holladay, while new ones are proposed for NE MLK Blvd., NE Hassalo Place, NE Multnomah and NE 2nd Avenue. Additional narrow canopy shade trees are designed for a small seating and bicycle parking area at the northeast corner of the hotel. On the southwest corner, an expanded, curbed area of planting in the street right-of-way helps to narrow the street width, guide vehicles and provide screening of the loading docks and service areas. Additional landscape elements appropriate for this urban site include small ornamental trees as well as shrubs and low ground covers along NE Holladay and in raised planters in the plaza located at the corner of NE Holladay and NE MLK. Low ground covers and shrubs separate the accessible sloped walkways that directly link the light rail platform and plaza entry. Ornamental vines are planned to grow up a trellis at the dining terrace adjacent to the plaza to provide some vertical separation of transit waiting and dining. Additional on-grade and raised planters on the south side of NE Hassalo provide seasonal, shade-tolerant, landscape elements that soften the vehicular and ballroom entries on this urban street. A small stormwater treatment area is located at the bend in Hassalo.

Roof terraces on the building are proposed on Level 2 outside a meeting room and Level 3 outside the club room. The Level 2 roof garden plantings are chosen for their sun-tolerant and adaption to a thin profile soil condition. A raised perimeter planter, also acting as a guardrail, provides trailing ground covers to spill over the east and south sides of the terrace. The Level 3 roof garden features a variety of ornamental plants that adapt to a deeper soil condition. They provide a buffer between the outdoor terrace and the guest rooms.

On the north side of the hotel along NE Multnomah, a special garden outside the ballroom balcony will enhance the pedestrian experience, express some of

the character of the Oregon Convention Center's Rain Garden landscape, demonstrate water quality treatment and support urban habitat. A rose garden at the upper end is themed to support Portland's tradition as the City of Roses. It will provide a foreground to the balcony and create some separation from the sidewalk. As the slope drops down the street, the upland portion of the garden will transition into a rain garden that treats stormwater collected from the ballroom roof. Rainwater will exit the building through an architectural metal scupper at mid-block. Water will spill over a series of stone weirs featuring natural and polished basalt. Plantings will consist of small trees and low, water-tolerant shrubs and ground covers.

Parking Garage Response: Existing street trees along NE Holladay and NE Multnomah are retained, while new street trees are added on NE 1st and 2nd Avenues. Outside the south bicycle terrace, a series of raised planters treat stormwater from hardscape areas. Shrubs and ground covers are suited to treat run-off as well as provide a foreground to the site walls that retain the bicycle terrace. Three small shade trees are located on the terrace. On the northeast corner of the parking garage, a raised planter with shade-tolerant shrubs and ground covers flank the entry to the north bike terrace.

Combined Response: Landscaping has been designed as an integral component in the overall design for the hotel and parking garage.

This guideline is met.

A5-7 INTEGRATE THE CIVIC CAMPUS INTO THE LLOYD DISTRICT

LD GUIDELINE: Integrate the Civic Campus into the Lloyd District in a manner that provides a cohesive link westerly to the river and easterly to the core of the Lloyd District.

Combined Hotel and Garage Response: Both the hotel and parking garage have been aligned with the proposed dedication line intended to widen Holladay as it is improved to be in compliance as a primary pedestrian street per PBOT standards. This widening and improvement as well as the design of both structures will more cohesively reinforce the linkages passing by on Holladay in the east/west direction.

This guideline is met.

A 7 ESTABLISH & MAINTAIN A SENSE OF URBAN ENCLOSURE

CC GUIDELINE: Define public rights-of-way by creating and maintaining a sense of urban enclosure

Hotel Response: There is nearly no urban enclosure on the hotel site today. The existing structures will be removed and replaced with the hotel. The hotel is sited to extend its footprint very near all street edges on the block including Hassalo Place. The outdoor plaza on MLK and Holladay is also designed with landscape edges that reinforce a sense of urban enclosure.

Parking Garage Response: There is no enclosure at the parking garage site currently. The parking garage as designed will create edges and continuous facades that restore a sense of urban enclosure at this site.

Combined Response: The massing and footprints of hotel and parking garages extend very near the right-of-way lines on all street edges. Plazas,

loggias, porch elements are designed with edges that reinforce the definition of public rights-of-way. Together, both structures re-establish and create a strong sense of urban enclosure on the two blocks being developed.

This guideline is met.

A 8 CONTRIBUTE TO A VIBRANT STREETScape

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

A8-1 INCORPORATE ACTIVE GROUND-LEVEL USES IN PARKING STRUCTURES

LD GUIDELINE: Incorporate active ground-level uses in new and modified parking structures that are near active retail and pedestrian areas.

Hotel Response: Along Holladay Street, areas where the hotel structure have been setback include paved surfaces to maximize the width and use of adjacent sidewalks. This coupled with the 4 foot dedication along Holladay, greatly improve this important frontage as a generous pedestrian path within the Lloyd District. The plaza and covered loggia areas at the corners on Holladay are developed as strong visual and physical connections to the major entry points along Holladay.

A large, highly transparent bay window at mid-block creates a place for interaction between pedestrians and patrons of the hotel restaurant. This architectural feature also signals an important mid-block pedestrian crossing point to the Convention Center. Elsewhere around the hotel perimeter, ground-level windows and sensitively integrated landscape features are used to support interior uses as well as contribute to a vibrant streetscape.

Parking Garage Response: The parking garage has been re-designed since the hearings on August 18th and September 29th to further enhance and contribute to a vibrant streetscape. Retail space has been added at the northeast corner of this block and extends the active use from corner to corner along Multnomah. At NE Holladay, the retail space at the east side has been enlarged from about 740 sf to nearly 1,800 sf. Active uses have been incorporated on all street frontages of the parking garage.

Additional active use space at these locations combined with the previous active use spaces along NE 1st and Multnomah have improved the streetscape experience making all sides more vibrant. The previously open bicycle parking area at the mid-block area on the south side has now been "filled in" with a consistent architectural facade that enhances the appeal of the streetscape along Holladay. In addition, the modified sidewalk edge and elevated walk along Holladay provide two options for pedestrians traversing east or west along this corridor adjacent to the MAX Line. The elevated walkway provides a more protected option for pedestrians who prefer to gain some distance from trains passing by near the public sidewalk. This elevated walk has also been widened based on feedback from the Commission. At NE 2nd Avenue, an interior bike parking area has been relocated to approximately mid-block on this frontage. While technically not an active use, this space has been clad with glazed storefronts to add more ground floor windows to this street frontage. Canopies have also been redesigned to become more refined and also

lengthened to provide weather protection and greater enhancement to the architecture along each street frontage.

Combined Response: The design of the hotel and parking garage contribute to the vibrancy of the MLK, Holladay and Multnomah streetscapes by utilizing all of the elements listed in this design guideline. At NE 2nd Avenue, the design team has created visually interesting facades on both the hotel and garage by creatively composing functional translucent and louvered panels into the large service and garage access doors. A new extension of the street curb at 2nd and Holladay allows for a shorter street crossing for pedestrians at that intersection. A new landscape zone with two large trees also enhance the attractiveness of this important pedestrian intersection. By shortening this crosswalk a strong and attractive pedestrian connection has been made between the parking garage's vertical circulation core and the main entry to the hotel at 2nd and Holladay. Combined with the landscaping and sidewalk improvements, even the pedestrian experience on the short segment of NE 2nd Avenue has been enhanced in the spirit of this design guideline.

These guidelines are met.

A 9 STRENGTHEN GATEWAYS

CC GUIDELINE: Develop and/or strengthen gateway locations.

A9-1 PROVIDE A DISTINCT SENSE OF ENTRY AND EXIT

LD GUIDELINE: Design and develop gateways into and within the Lloyd District that are appropriate and relate to the district's and subdistrict's emerging characteristics.

Combined Response: The hotel and parking garage site is a gateway into the district given the prominent position along the Regional Light Rail Transit line on NE Holladay Street and both structures prominent scale and visibility from Interstate 5, the adjacent Convention Center and NE MLK Jr. Boulevard. The hotel design has been modified to respond to concerns over a color palette that appeared to be too dark when viewed in the context of lighter colored buildings within the Lloyd District. By increasing the quantities and strengthening the composition of lighter colored metal panel systems on the tower, the building has successfully been made lighter in appearance thereby strengthening the hotel's contextual relationship with the architecture of the Lloyd District. At the same time, the podium base of the hotel has been further refined especially in the use of brick masonry cladding in a more compatible manner with the adjacent convention center.

The exterior cladding of the parking garage has been significantly redesigned to integrate a more singular expressive sail like form for the majority of the south and east facades that serves to create a unique gateway expression architecturally for people entering the district along Holladay or from the I-5 corridor. Composed as a more unified architectural shell, the parking garage responds better to guidelines A4 and A5 while still allowing for a significant future office expansion along its north side. Both structures are now contributing to the sense of entry and exit from this area of the Lloyd District.

These guidelines are met.

B. PEDESTRIAN EMPHASIS**B 1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM**

CC GUIDELINE: 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.

Hotel Response: The pedestrian zones of all public rights-of-ways are convenient, accessible and maintained as through zones. On NE Holladay, the hotel development has dedicated an additional four feet for use by pedestrians. This enables more space for pedestrians to travel around the existing light rail transit platform and shelter near the southeast corner of the block. The generous brick sidewalk continues west, providing additional space for small gatherings or groups of people moving between the hotel's covered southwest entry and the Oregon Convention Center. The enlarged frontage zone is further enhanced at the southeast corner as pedestrians move toward the hotel entry and corner plaza. Existing trees, new tree grates, light poles and overhead catenary poles that support transit electrification wires are located in the street furniture zone.

At the mid-block location on Holladay, a very transparent projecting bay window flanked by small exterior balconies allow for a unique inside/outside interaction between pedestrians and patrons. Inspired by comments received from the Commission, this mid-block feature has been designed to enhance the pedestrian realm along this active street frontage.

Elsewhere at the hotel block, the following features reinforce and enhance the pedestrian realm:

- On NE MLK, three new street trees are added to the streetscape. Paths of travel are similar to existing. A TriMet bus shelter is located at the back of sidewalk on the corner of NE MLK and Holladay.
- NE Hassalo Place is a new private street that provides a pedestrian route through the superblock. Pedestrian travel through the driveways of the hotel's drop-off zone are anticipated. A curbed landscape island provides a narrow buffer from the street, while scored concrete paving of the Lloyd District standard designates the eight foot wide pedestrian route adjacent to the special paving of the vehicular zone. Further to the northwest, a through-zone is provided for pedestrians outside the ballroom entry.
- NE Multnomah is a standard city width of sidewalk for the through zone with ornamental light poles, new street trees, signage at the bus stop and planting strip in the furnishing zone. A small ornamental garden provides a pedestrian buffer from the hotel's north side as well as seasonal interest with plantings.
- NE 2nd Ave. accommodates the hotel's service elements such as utilities, ballroom and tower exits and loading docks. New street trees and a ground cover planting strip are located near the northwest corner. An expanded planting area at the southwest corner outside the furnishing zone allows for more space and sight lines for pedestrians wishing to proceed north-bound.

This guideline is met.

B 1-1 PROTECT PEDESTRIAN AREAS FROM MECHANICAL EXHAUST

LD GUIDELINE: Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.

Hotel Response: The only mechanical exhaust that occurs on the street level is located at the north side of the loading dock doors on NE 2nd Avenue. The location of this emergency generator along this exterior wall is a requirement in the context of the economics of the construction cost of the hotel. Based on interaction with Staff and the Design Commission, the screen wall concealing the venting and exhaust for the generator has been removed as it was viewed as a “tacked on” element in the exterior design. In contrast, the generator exhaust and vent piping has now been treated “honestly” on the façade in an exposed manner. The piping outlets have been composed by purposely organizing them within the louver opening and having them factory painted to match the louver. The louver has been designed with vertical mullions that integrate the scale and order of the opening with the window patterns in the brick cladding above. A landscape planter has also been integrated at this location to protect the pedestrians on NE 2nd Avenue from these mechanical necessities.

Parking Garage Response: At the parking garage, the emergency generator has been relocated to one level below grade allowing for a bicycle parking area to fit within the structure at the ground floor level. The engine exhaust for combustion and the fuel vent piping for the smaller garage generator is proposed to run vertically in a chase through the bicycle parking area and out through the exterior wall above the newly added windows at this location. The parking garage generator will vent or reject heat off of the engine into the adjacent open parking garage. A horizontal weather protection canopy has also been added at the head of the storefront glazing and this element provides some visual screening of the exhaust and vent piping for the generator. These changes have been done to better protect the pedestrian area along 2nd from this necessary mechanical exhaust.

Combined Response: The mechanical exhaust systems for both structures have been revised based on feedback from both Staff and the Design Commission. All of these modifications have been done to provide better protection at pedestrian areas adjacent to these locations.

This guideline is met.

B 1-2 INCORPORATE ADDITIONAL LIGHTING

LD GUIDELINE: Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.

Hotel Response: The perimeters of the low scale planters will be grazed with hidden linear accent lighting to activate the street scape and provide a sense of place. Entries will be lit with an interesting pattern of accent lighting integrated into the wood architecture to elevate these important points for wayfinding while doing so in a subtle and unobtrusive way. To provide visual interest at the street level for patrons and pedestrians we are incorporating a subtle uplight glow effect on the wood walls adjacent to the main entry points.

Parking Garage Response: The garage will utilize some similar elements to tie the two buildings into a cohesive streetscape environment. The plinth for the

main stair is grazed similarly to the planters of the hotel building. The stairs themselves use a combination of the discrete accent lights on the wood walls and subtle uplighting at the entries. The stair lighting provides necessary illumination but does so in a very controlled manner so the stairs are not dominating the façade. The subtle uplight on the wood walls gives the stairs interest and entices people to their use. The bike parking area will be lit by washing the back wall of the space and allowing the reflected light to softly illuminate the area. By using indirect light in the space we are greatly reducing the potential for glare while also increasing the ability of passersby to see into the space.

This guideline is met.

B 2 PROTECT THE PEDESTRIAN

CC GUIDELINE: 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.

Hotel Response: There are two locations on the hotel block where vehicles can cross the pedestrian sidewalk system. One of these is the loading dock area where service vehicles will need to cross the pedestrian sidewalk on NE 2nd Avenue. This location is anticipated to be the least busy street for pedestrians on the hotel block and good sightlines are maintained for both service vehicle drivers and pedestrians walking along that sidewalk. The loading dock area is safe and will be well lit at night.

The other area where vehicles cross the pedestrian sidewalk on the hotel block is at the main vehicular guest entry (drop-off) on Hassalo Place. At this location, the pedestrian sidewalk paving runs continuously through this zone to reinforce pedestrian movement through this area. The area is also well marked with tactile warning pavers and lighted bollards to define this unique area on the site. These site design measures will protect pedestrians at this location. Regarding mechanical exhaust design responses for the hotel please refer to the response for guideline B1-1.

Parking Garage Response: There is one location on the parking garage where vehicles will be crossing the pedestrian sidewalk and this occurs on NE 2nd Avenue. At this location, vehicles enter and exit the garage to park and one service bay is provided for the commercial lease space. This crossing will be well lit at night and has been designed to maximize sightlines for both vehicle drivers and pedestrians walking along that sidewalk. In addition, signs on the interior of the parking access point will alert drivers to proceed slowly at the exit and look in both directions for pedestrians. Regarding mechanical exhaust design responses for the parking garage please refer to the response for guideline B1-1.

Combined Response: The pedestrian environment on both blocks has been studied extensively by the development team. Vehicular crossing points that are necessary components to the function of both building structures have been located to minimize safety concerns relative to pedestrian flow. A combination of sightline maintenance, lighting, signage, bollards, tactile warning pavers have been integrated to protect pedestrians.

This guideline is met.

B 3 BRIDGE PEDESTRIAN OBSTACLES

CC GUIDELINE: Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

Combined Hotel and Garage Response: Neither the hotel block nor the parking garage block have any conditions that could be considered barriers or obstacles to pedestrian movement. As noted in the response to guideline B2, care has been taken in the location and design of vehicular crossing points on both blocks. At the vehicular drop-off to the hotel, the pedestrian sidewalk paving runs continuously through this zone to reinforce pedestrian movement through this area. The area is also well marked with tactile warning pavers and lighted bollards to define this unique area on the site. At loading and parking access cross-over conditions, the sidewalk paving runs continuously through these zones to reinforce pedestrian movement. There are no other pedestrian movement barriers or obstacles. Crossings and sidewalk designs are designed to follow required PBOT and district design standards. Public sidewalks will be consistent and compliant with current Lloyd District standards.

This guideline is met.

B 3-1 PROVIDE PEDESTRIAN CROSSINGS SPACED AT TRADITIONAL ONE-BLOCK INTERVALS

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

Combined Response: This guideline has been met on both blocks. One mid-block crossing exists on Holladay between MLK and NE 2nd Avenue and this crossing facilitates access to the LRT platform and the Convention Center plaza to the south.

This guideline is met.

B 4 PROVIDE STOPPING AND VIEWING PLACES

CC GUIDELINE: Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.

B 5 MAKE PLAZAS, PARKS AND OPEN SPACE SUCCESSFUL

CC GUIDELINE: 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.

Hotel Response: The plaza at MLK and Holladay provides numerous stopping places for people to socialize and rest. The plaza offers a variety of socializing and resting options that are supported by the food and beverage operations provided by the hotel. The market and the restaurant and bar are open to the public and create a dynamic retail environment on the plaza. Numerous benches are also provided on Hassalo Place near the main hotel entrances on that street. Similarly benches have been designed and located to

allow people to stop or gather near the loggia (covered entry) at NE 2nd and Holladay.

The location of this plaza also reinforces the features of the large plaza space across the street to the south at the Convention Center. These characteristics of location and integration make the new hotel plaza a successful urban space.

One revision has been made to further enhance the appeal of this plaza on the hotel site. The architectural enclosure of the Market that encloses the plaza at the north side has been transformed to be more transparent by significantly increasing the amount of glass on this single story element of the design. The brick cladding has also been removed from the enclosure of the Market making it more successful as an edge to this plaza. In a similar manner but on a smaller scale, the parking garage integrates a smaller bicycle oriented plaza and walkway parallel to Holladay Street. This element is being developed to support retail patrons and cyclists who may be attending events at the hotel or Convention Center or who may work in these major facilities or in the area. A flow-through rain garden feature has been integrated into the design of the edge this elevated walkway/plaza enhancing the experience for pedestrians on either side of this feature.

Combined Response: The hotel and parking garage are both designed to enhance the pedestrian environment in this area of the Lloyd District. Comfortable and safe places to socialize and rest have been provided in plaza areas, walkways and along Hassalo Place adjacent to vehicular drop-off zones. The seating and benches have also been located so they do not conflict with other sidewalk uses. The sidewalks in the right-of-way are not obstructed by any of the stopping and viewing places on these two blocks. Likewise, viewing platforms have been integrated into the design of the elevator lobby levels of the parking garage.

These guidelines are met.

B 6 DEVELOP WEATHER PROTECTION

CC GUIDELINE: 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.

B 6-1 PROVIDE PEDESTRIAN RAIN PROTECTION

LD GUIDELINE: Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

Hotel Response: The hotel design integrates several canopies at main entry points that protect visitors and guests from the weather as they approach and also shelter them as they leave and potentially wait outside to be picked up. A large covered loggia at 2nd and Holladay leads to a main entry lobby in the hotel and also provides weather protection for persons traveling to and from the Convention Center at that intersection. All of the entry canopies and loggia elements are significant features of the exterior design and are clad in composite wood materials.

Parking Garage Response: A significant canopy (also clad in composite wood) has been designed to provide shelter adjacent to the retail space at the garage near 2nd and Holladay. Smaller scaled canopies offer weather

protection at the entry points to the commercial lease space and secured bicycle parking located on NE 1st Avenue and NE Multnomah respectively.

Combined Response: Weather protection overhangs and canopies are integrated into the main entrances at both the hotel and parking garage.

This guideline is met.

B 7 INTEGRATE BARRIER-FREE DESIGN

CC GUIDELINE: Integrate access systems for all people within building's overall design concept.

Combined Response: All areas of both the hotel and parking garage are designed for accessibility. The lower level and all of the upper floors are accessible by elevator from the main lobby.

This guideline is met.

C. PROJECT DESIGN

C 1 ENHANCE VIEW OPPORTUNITIES

CC GUIDELINE: 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.

C 1 -1 INTEGRATE PARKING

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

Hotel Response: Much of the hotel building will have beautiful views of the river and downtown core on the opposite side from elevated floor levels. More distant views to surrounding landmarks will also be available to hotel guests from the elevator lobby, corridor ends and guestrooms in the hotel tower. Views have been a primary driver in creating the fenestration pattern for the hotel. A large outdoor balcony terrace also has been created off of the Pre-function area on Level 2 that invites visitors to step outside and take in the views to the south and west overlooking the Convention Center and river landscape toward downtown Portland.

Based on direction and feedback from the Commission and Staff corner windows have been added at the perimeter "saddlebag masses" at the east and west ends of the hotel guest tower. These corner windows will further enhance the view opportunities from the hotel.

Parking Garage Response: The parking garage structure is designed primarily for use by hotel guests with a small amount of parking designated as private parking for the commercial lease area and retail employees or tenants. The vertical circulation spine of the parking garage is a prominent feature in the design of this structure. It has been redesigned to orient the elevator lobbies toward the south with an open "viewing platform" at each of the upper levels. These viewing platforms at 2nd and Holladay will offer fantastic views of the downtown core and Willamette River for hotel guests who choose to self-park their vehicles.

The parking garage has also further integrated compliant *Active Uses* on the street levels of NE Holladay Street, NE 1st Avenue and NE Multnomah. The amount of active use spaces has been significantly increased based on feedback received from Staff and the Design Commission at the August 18, 2016 and September 29, 2016 hearings. The exterior cladding of the parking garage has been redesigned to be more compelling in architectural character while meeting the requirements by Code for an open non-ventilated parking structure.

The parking garage is also being designed to expand vertically into a roughly 100,000 sf office tower massed along the north side of the block. The design team has preliminarily designed the future office tower to be compatible with the initial construction. Renderings of the future office tower are include a “phase 1” and “future phase 2” presentation order for reference.

Combined Response: Much of the hotel building as well as the parking garage will have beautiful views of the river and downtown core. Views to the surrounding mountain peaks in the distant landscape will also be available from the hotel guest tower as weather conditions allow.

These guidelines are met.

C 2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT

CC GUIDELINE: Use design principles and building materials that promote quality and permanence.

Hotel Response: The primary building materials for the hotel are brick masonry, decorative cast-in-place concrete, metal panels, composite and engineered wood and glass. The composite and engineered wood products have been selected specifically for their durability and low maintenance characteristics. All materials have been chosen for inherent durability, quality, aesthetic value and permanence.

Parking Garage Response: The materials used for the parking garage are proposed as glass fiber reinforced concrete (GFRC) rainscreen panels at the base with metal panels above at the upper levels. The upper level metal panel materials for the garage are perforated in many areas to enable flow-through ventilation of the garage. Solid metal panel materials are used at the upper levels of the garage to shield vehicle headlights from spilling outside the envelope of this structure.

Like the hotel, the garage also uses large amounts of storefront glazing systems at the ground level perimeter supporting active commercial lease and retail areas.

Combined Response: High-quality materials are used and selected for longevity and permanence on both the hotel and garage. These selections, combined with the architectural integrity of the design reinforce and harmonize with the goals of this guideline.

While GFRC is considered a high-quality material, the detailing provided for exposed fasteners does not appear as successful a design solution as the alternative clipped system available to this product would afford [no exposed fasteners]. This design detail would also better demonstrate coherency of

material expression with the hotel building; its prominent masonry ground floor and metal tower also having no exterior fasteners.

Additionally, while detailing has been noted on the drawings [cut- off light fixtures for example], the net impact of the permanently installed light fixtures for the parking garage will not be able to be determined until installation, and only then able to determine any negative impacts of undesired “hot-spots” and parking garage lighting glare on adjacent ROW and private properties. Therefore a Condition of Approval is necessary to ensure no direct light sources will be visible from the interior of the parking garage levels, and no exterior lighting will project above the rooftop deck.

With the following Conditions of Approval:

- The Parking Garage Building GFRC paneling has no visible fasteners, and
- No direct light sources will be visible from the interior of the parking garage levels, and no exterior lighting will project above the rooftop deck,

this guideline is met.

C 4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS

CC GUIDELINE: Complement the context of existing buildings by using and adding to the local design vocabulary.

Hotel Response: The hotel utilizes brick masonry with subtle coursing patterns to make a design connection to the Convention Center. The design has also reconfigured the apertures within the brick cladding of the hotel to more closely resemble the design present in the DAR#2 meeting that occurred in March of 2015. Other materials used on the hotel are prevalent in existing recent development projects in the Lloyd District. The composition of the tower cladding has also been modified to increase the percentage of lighter colored metal panel use thereby “lightening” the overall effect of the hotel on the skyline. This has been done to complement the existing buildings within the context of the Lloyd District.

Parking Garage Response: The design vocabulary of the garage has been modified to be different from the hotel but the lines and massing of this structure still complements the form and massing of the hotel as well as the surrounding fabric dominated by the Oregon Convention Center. Most of the cladding selections for the garage have shifted toward lighter color selections which will also complement the existing buildings within the context of the Lloyd District.

Combined Response: The hotel and parking garage have both been redesigned to better complement the surrounding context of buildings that exist near the Convention Center and the Lloyd District as a whole. When considered in context, both structures add to the local design vocabulary rather than detracting from it.

This guideline is met.

C 5 DESIGN FOR COHERENCY

CC GUIDELINE: 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.

Hotel Response: The hotel has been redesigned to become more simple and coherent while still providing an interesting and engaging experience from multiple vantage points at the street level. The guest room tower has also been redesigned to eliminate the recessed “notch” on the Holladay Street side, utilize more smooth faced metal panels and lighten the overall coloration. The changes made create a more calm and coherent vertical backdrop on the skyline.

The material composition of the base of the hotel – modified to more closely follow the spirit of the composition presented at DAR #2, the vibrancy of form, the strategic placement of entry points all contribute to the coherency in this neighborhood within the City of Portland.

Parking Garage Response: The exterior cladding of the parking garage has been redesigned to become more coherent as its own individual structure. Based on feedback from the Commission, the garage is no longer using the same materials and forms as the hotel for a majority of its composition. The brick masonry on the base has been replaced with GFRC rainscreen cladding of a different color enabling the parking garage to stand on its own merit relative to coherency in its architectural design.

Combined Response: The hotel and parking garage are designed to complement each other as well as fit the scale and character of the Lloyd District at this site. Both structures have been modified to achieve more coherency as individual buildings while making positive aesthetic contributions to the surrounding area.

This guideline is met.

C 6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES

CC GUIDELINE: 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.

Hotel Response: The hotel block does not technically directly abut a dedicated public open space. That said, the hotel incorporates a large plaza on the corner of MLK and NE Holladay Street. This plaza creates a significant transition between the hotel and the public right-of-way. This plaza along with the interior Market, lobby, restaurant and bar spaces are all open to the public and are intended to be used and enjoyed by guests and public patrons alike.

Parking Garage Response: The parking garage block also does not directly abut a dedicated public open space. The design and position of the garage structure on Holladay provides additional open space along that frontage for landscaping and a plaza/walkway area intended to route pedestrian traffic alongside the bicycle oriented retail space and parking area.

Combined Response: The plaza on MLK and Holladay follows the spirit of this guideline for the hotel. Likewise the open space created along NE Holladay Street in front of the parking garage aligns with the intent of this guideline. Refer to the drawing and appendix exhibits for additional information on the features integrated into the design in support of this guideline.

This guideline is met.

C 6 -1 STEP BACK UPPER BUILDING FLOORS ALONG HOLLADAY STREET

LD GUIDELINE: Along Holladay Street from 1st to 13th Avenues, locate building bases along the build-to lines while setting upper floors of tall buildings back from the street.

Hotel Response: The guestroom tower of the hotel is set back at the mid-block location on Holladay Street. The base of the hotel building is brought out to the build-to line on Holladay. Where the hotel tower is located along the build-to line at the west side of Holladay, a step back recess has been created at level 3.

Parking Garage Response: The first phase of the parking garage would not be considered a tall building but can be accurately characterized as a mid-rise structure. The Phase 2 future design development drawings of the fully built office tower for the parking garage demonstrate a stepped back massing, with the tower's emphasis on NE Multnomah, away from NE Holladay.

This guideline is met.

C 7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

CC GUIDELINE: 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.

C 9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

CC GUIDELINE: Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Combined Hotel and Parking Garage Response: Many corners for the Oregon Convention Center Hotel and Parking Garage have been enhanced with design features and elements that create flexible and active corners. These include:

- The active plaza at MLK and Holladay,
- The loggia element at NE 2nd Avenue and NE Holladay Street designed to move hotel guests to the crosswalk to the Convention Center,
- A corner entrance to the commercial space at NE Holladay and 1st,
- A corner entrance to the commercial space at NE 1st and Multnomah,
- A prominent exterior porch and wrapping canopy to the entry at Multnomah and Hassalo Place,
- Location of the main vertical circulation element in the parking garage at the corner of 2nd and Holladay,
- A corner retail space in the parking garage at NE 2nd and Multnomah, and
- A redesigned "glassier" composition of the cladding at the Market anchoring Hassalo Place and MLK.

These guidelines are met.

C 8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS

CC GUIDELINE: 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.

Hotel Response: The sidewalk level of the hotel is articulated in glass, brick masonry, metal panel accents, colored concrete sills and wood clad forms at primary entries. The windows on primary street frontages are large and several canopies have been designed to offer weather protection to the public and guests staying at the hotel.

Parking Garage Response: Likewise, the sidewalk level of the parking garage is also articulated in glass, brick masonry, metal panel accents, colored concrete sills and wood clad canopies at primary entries and vertical circulation elements. The windows on primary street frontages have been maximized and work with the sloping conditions around the site.

Combined Response: The sidewalk level of both the hotel and parking garage has been clearly articulated as a base element on both structures. The tower of the hotel has been framed with various material treatments that separate it from the sidewalk levels of the building. Overall, the general massing of both buildings responds well to this guideline.

This guideline is met.

C 10-1 USE MASONRY MATERIALS

LD GUIDELINE: Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

Hotel Response: The hotel uses brick masonry extensively as the dominant material at the base of the building. The brick cladding has been modified to reflect the character and fenestration patterns presented to the Commission at DAR #2. The brick will be laid using subtle variations in coursing patterns and has been selected to complement the brick masonry used at the Oregon Convention Center.

Parking Garage Response: Based on feedback and inspiration received from the Design Commission – primarily at the September 29th hearing, the brick cladding at the parking garage has been omitted in favor of a material selection that allows the garage to stand on its own merits architecturally. The design team has selected GFRC rainscreen panels installed horizontally at the base to provide more unity, coherency and interest in this structure when viewed from both the street levels and the elevated I-5 corridor.

This guideline is met.

C 11 INTEGRATE ROOFS AND USE ROOFTOPS

CC GUIDELINE: 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.

Hotel Response: Two rooftop terraces and another balcony element at the 2nd floor provide opportunities for guests and hotel patrons to break out of business activities and functions to engage in these elevated outdoor spaces. The rooftop terraces have ornamental landscape integrated into the design. Rooftop mechanical equipment has been carefully screened in response to this guideline.

Parking Garage Response: The applicant has proposed a parking garage that does not integrate landscaped roof terraces given its utilitarian function. The rooftop of the parking garage in phase 1 is utilized as parking. The structure however has been designed to add one additional level when the office tower is built as phase 2. The structure however has been designed to add two additional levels when the office tower is built as phase 2. These future additional levels may be provide for opportunities for some form of rooftop terrace integration when the addition occurs.

Combined Response: The hotel integrates rooftop terraces and a large exterior balcony to allow guests and visitors access to the exterior in elevated positions within the building. The large mechanical equipment on the low roof along Multnomah and Hassalo Place has been screened to prevent views of the equipment from the street and neighboring structures at a similar level. The guideline is met for the hotel and the parking garage has been designed to allow the guideline to be met in a significant way when the phase 2 office tower is constructed.

This guideline is met.

C 12 INTEGRATE EXTERIOR LIGHTING

CC GUIDELINE: 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.

Combined Response: Refer to the response to guideline B1-2 for a description of how the exterior lighting is integrated into the design to reinforce and strengthen the building architecture. Both buildings are not overly lit at the taller portions of the structures and therefore both are sensitive and subtle relative to the impact on the Portland skyline.

This guideline is met.

C 13 INTEGRATE SIGNS

CC GUIDELINE: 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.

C 1 -2 INTEGRATE SIGNS

LD GUIDELINE: Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large excessively illuminated or freestanding signs that contribute to visual clutter.

Response: The applicant has stated that signage will be integrated into the overall building and site design. Signage design will be submitted at a future time. A master signage program submittal is pending and requires review and approval from Hyatt Corporation.

(2) MODIFICATION REQUESTS (33.825)**33.825.040 Modifications That Will Better Meet Design Review Requirements:**

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

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

Modification Requested through Design Review*For the Hotel Building*

- **Modification Request 1: 33.130.215 Setbacks; NE Holladay Street.**
The applicant is requesting to increase the maximum transit street setback requirement of 10' up to 67'3" for the south east corner plaza of the Hotel Building along NE Holladay Street.
- **Modification Request 2: 33.130.242 Transit Street Main Entrance; NE Holladay Street.**
The applicant is requesting to increase the maximum transit street main entrance requirement from 25' to 37'4" for the main entrance of the Hotel Building along NE Holladay Street.

As both these Modifications apply to the SE corner plaza area at NE MLK Jr. Boulevard and NE Holladay Street, they are addressed concurrently.

Setback Purpose Statement. The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial zones. The CN1, CM, CS, and CX setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial development that will maintain light, air, and the potential for privacy for adjacent residential zones. The setback requirements along transit streets and in Pedestrian Districts create an environment that is inviting to pedestrians and transit users.

Transit Street Main Entrance Purpose Statement. Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Findings: The hotel is required to meet Superblock requirements and has shown technical compliance with the balance of required plaza area, pedestrian and landscaping detailed in the April 9, 2014 BDS Staff Memorandum [Exhibit G.4 completed when Block A – The Union, was approved on the north half of this Superblock. The plaza component required of Superblocks is proposed for the important corner of MLK and Holladay (southeast corner of the hotel block). To create the plaza, a portion of the hotel building needs to be setback from NE Holladay primarily at the entry and the retail Market. The setback dimension at the deepest point is 67'-3".

The plaza design in combination with steps and ramping required to traverse up the grade change from Holladay Street north to the entry necessitate the main hotel entry at the southeast side to be setback approximately 37'-4" from NE Holladay Street.

33.825.040 A. - Better Meets Design Guidelines: The outdoor plaza required for Superblock compliance has been designed to be an active place for hotel guests and pedestrians visiting this area of the Lloyd District. The setback of the entry and retail Market better meet the requirements for creating a dynamic and inviting plaza in response to the Superblock guidelines.

The outdoor plaza setback of the entry allows for better engagement of the plaza and enables pedestrians to move directly from the Max Line transit platform to the main entry accounting for a 3 ft. grade change at that street frontage. The proposed entry setback of 37'-4" vs. a 25'-0" setback works better to mitigate grade changes and also facilitate an active plaza design.

The outdoor plaza required for Superblock compliance has been designed to be an active and energetic place for hotel guests and pedestrians visiting this area of the Lloyd District. The setback of the hotel entry and retail Market designed as a unique clear glass one-story additional to the hotel better meet the requirements for creating a dynamic and inviting plaza in response to the Superblock guidelines.

33.825.040 B. – Purpose of the Standard: The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial zones. The CN1, CM, CS, and CX setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements along transit streets and in Pedestrian Districts create an environment that is inviting to pedestrians and transit users. An increased setback from NE Holladay Street for this large scale regional and international drawing conventional center location meets the propose statement of the building setback standard.

Similarly, increasing the setback of the main entrance given the adjacent light rail transit street and large volume of visitors expected to arrive at this location allows for convenient pedestrian access between the public right of way and the front door and meets the purpose statement of the main entrance standard.

These Modifications are met.

- **Modification Request 3: 33.130.230 & 33.510.220 Ground Floor Windows; NE Multnomah Street.**

The applicant is requesting to reduce the required 50%/63'10" linear ground floor glazing to 40%/51'4" along NE Multnomah Street.

Purpose. In the C zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

Findings: Along Multnomah, a large outdoor terrace has been designed just outside a large meeting room that is internal to the building at the corner intersection with Hassalo Place. This area of the building contains a large amount compliant ground floor windows in terms of area measurement. The area of compliant windows actually exceeds the minimum requirement of 25%. The current design includes 33% window area but only gets up to 40% of the lineal footage of the Multnomah frontage (50% is required).

33.825.040 A. - Better Meets Design Guidelines: The internal fire and life safety requirements for the large assembly occupancies on the 1st and 2nd floors of the hotel require large stairs and back-of-house functions for providing high quality service for large events. The large exit stair and service elevators create some exterior wall areas where windows are not practical or attractive. Windows have been installed in the large stair at the west edge of this street frontage but the sill line is higher than the maximum 4 foot height so these windows cannot be counted – primarily due to the rapid grade drop on Multnomah near NE 2nd Avenue. To maintain an urban edge along the pedestrian sidewalk, the landscape design at Multnomah and 2nd includes a significant raingarden comprised of a series of weirs that highlight stormwater to create an interesting water feature.

33.825.040 B. – Purpose of the Standard: Blank walls on the ground level are limited in order to provide a pleasant, rich, and diverse pedestrian experience. On balance, the proposal comes very close to meeting the standard for Ground Floor Windows. With the significant expression of the wood clad outdoor terrace that wraps Multnomah into Hassalo and the significant landscape raingarden (water feature) we believe the pedestrian experience along this street frontage is pleasant, rich and diverse. The intent of the standard has been met using windows, architectural form and landscaping.

This modification is met.

- **Modification Request 4: 33.130.230 & 33.510.220 Ground Floor Windows; NE 2nd Avenue – Hotel Building.**

The applicant is requesting to reduce the required amount of ground floor glazing of 25%/388 SF area to 11.5%/150 SF, and 50%/86'3" linear glazing to 11%/19' along NE 2nd Avenue.

Purpose. In the C zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

Findings: Along NE 2nd Avenue, several large service functions related to the hotel's internal plan and function occur. Two large exit stairs required to comply with egress requirements have been placed on this street frontage in order to safely exit building occupants onto a public right-of-way. The hotel loading dock and trash and recycling service bays are also located on NE 2nd Avenue. Adjacent to the loading dock to the north is the large emergency generator room for the hotel. In combination with the service oriented functions of the hotel, the grade along NE 2nd Avenue is also falling approximately 16' from north to south. The design team has chosen to make NE 2nd Avenue accommodate these required service functions because it is the best option when considering all other street frontages available to the hotel block.

33.825.040 A. - Better Meets Design Guidelines: It is common for the service functions for large hotels consume large portions of the floor plan at some portion of a street frontage. This is a reality for this building type and is critical for its efficient operation. By locating these functions on NE 2nd Avenue at this site, the design has enriched the overall value of all of the other street frontages relative to glazing, active uses and the creation of a rich pedestrian environment. At this location within the Lloyd District, NE 2nd Avenue is limited to a one block length due to existing development at the north and the Convention Center at the south. If the service and life safety functions were not located on 2nd, they would do quite a bit of harm relative to the other streetscapes. For this reason, the location of these service functions which are not conducive to the use of windows better meets the guidelines and the urban design character as a whole. The loading dock doors which comprise about 20% of the frontage have been custom designed to provide a pleasant appearance to pedestrians walking along 2nd. The loggia leading to the main entry near Holladay and 2nd also comprises about 15% of the frontage and is an interesting feature of the building's architecture.

33.825.040 B. – Purpose of the Standard: Blank walls on the ground level are limited in order to provide a pleasant, rich, and diverse pedestrian experience. On balance, the proposed use of NE 2nd Avenue as a street frontage designed for service use activities allows all other street frontages for the hotel to maximize their respective Ground Floor Window quantities. The relatively short length of 2nd and its subdued pedestrian use when compared to other primary pedestrian streets, must be considered when evaluating the design for compliance with this standard. This, coupled with the attractive design of the faces of loading dock doors and the significant wood clad loggia at the corner of Holladay and 2nd make the pedestrian experience on this street pleasant.

This modification request is met.

For the Parking Garage Building

- **Modification Request 5: 33.510.225 Ground Floor Active Uses; NE 2nd Avenue.**

The applicant is requesting to reduce the amount ground floor active use area of 50%/100' to 32%/64' along NE 2nd Avenue.

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

Findings: Along NE 2nd Avenue, several large service functions related to the parking garage's internal function occur. The vehicular entry and egress lanes occur on this street. Just north of that is the loading and service dock for the building. In combination with the service oriented functions of the parking garage, the grade along NE 2nd Avenue is also falling approximately 14' from north to south. The design team has chosen to make NE 2nd Avenue accommodate these required service functions because it is the best option when considering all other street frontages available to the parking garage block.

The vehicular entry and egress for the garage are proposed to include a custom designed door to close off the view to the interior of the parking operation. The door will open and close utilizing cast-in sensors and motion sensors coupled with an automatic timer for closing the door after vehicles are clear. The loading dock door is also a custom designed door and like the vehicular doors to parking it is designed to be pleasant in appearance.

33.825.040 A. - Better Meets Design Guidelines: The applicant has approached an appropriate design strategy to consolidate the vehicular functions for this full block along one frontage. The revised design of the ground floor has expanded the amount of active use area at the corners of the site, reducing the original Modification request of 50% to 5%, to 32% of the NE 2nd Avenue frontage. Additionally, by including two storefront bays dedicated to long term bike biking, the Ground Floor Windows modification for the Parking Garage NE 2nd Avenue frontage has been eliminated. With consideration of the increased active area at the corners of the block, consolidation of the vehicular areas to one street, and the elimination of the concurrent Ground Floor Windows Modification request, Design Guidelines such as A8 Contribute to a Vibrant Streetscape, B1 Reinforce and Enhance the Pedestrian System, and B2 Protect the Pedestrian are better met.

33.825.040 B. - Purpose of the Standard: Blank walls on the ground level are limited in order to provide a pleasant, rich, and diverse pedestrian experience. The proposed use of NE 2nd Avenue as a street frontage designed for service use activities allows all other street frontages for the parking garage to maximize their respective Active Uses. The parking garage is also being designed for a future office tower containing approximately 100,000 rentable square feet. The future lobby for this vertical expansion noted as phase 2, will allow the office lobby to be built at the corner of 2nd and Multnomah and will further increase the amount of Active Use space in the parking garage. On balance, the proposed design includes active uses on 3 of the 4 street frontages and when the future office tower is built, further active use will occur on NE 2nd Avenue.

This modification request is met.

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 Portland Oregon Conventional Center Hotel and Parking Garage [OCCH & G] is one of the most anticipated development proposals to come to the City of Portland in recent years. The scale and stature of its investment in the City of Portland has the highest expectations and requires the greatest caliber of design execution to ensure its long-lasting contribution to the City of Portland's civic identity and urban form as a regional and international "front porch" to a 1,000's of Oregon Convention Center visitors each year.

The required design review process for large scale development proposals exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The OCCH & G Development Team pursued early Design Advice Requests [DAR] with the Portland Design Commission in September 2014 [primary focus on identity, public plaza and porte-cochere for hotel], March 2015 [primary focus on massing & design], and July 2015 [primary focus on street frontages and architecture].

The formal Land Use Review proposal was submitted June 2016, and since then, the OCCH & G Development Team has held several meetings with Staff and two Design Commission Hearings on August 18, 2016 and September 29, 2016 to develop the design. Over the course of this process, critical design issues have been successfully resolved, as well as Modifications to the Zoning Code being either reduced or eliminated altogether.

As now designed, the final Oregon Convention Center Hotel and Parking Garage proposal is poised to become the long-envisioned compliment to the Oregon Convention Center and a prominent icon for the City of Portland. Staff recommends full approval with conditions as noted.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

Approval of the 14-story, 600-room Oregon Convention Center Hotel and 7-story, 419 stall Parking Garage in the Lloyd sub District of the Central City Plan District:

Approval includes the following Modifications:

For the Hotel Building

Modification Request 1: 33.130.215 Setbacks; NE Holladay Street.

The applicant is requesting to increase the maximum transit street setback requirement of 10' up to 67'3" for the southeast corner plaza of the Hotel Building along NE Holladay Street.

Modification Request 2: 33.130.242 Transit Street Main Entrance; NE Holladay Street.

The applicant is requesting to increase the maximum transit street main entrance requirement from 25' to 37'4" for the main entrance of the Hotel Building along NE Holladay Street.

Modification Request 3: 33.130.230 & 33.510.220 Ground Floor Windows; NE Multnomah Street.

The applicant is requesting to reduce the required 50%/63'10" linear ground floor glazing to 40%/51'4" along NE Multnomah Street.

Modification Request 4: 33.130.230 & 33.510.220 Ground Floor Windows; NE 2nd Avenue.

The applicant is requesting to reduce the required amount of ground floor glazing of 25%/388 SF area to 11.5%/150 SF, and 50%/86'3" linear glazing to 11%/19' along NE 2nd Avenue.

For the Parking Garage Building

Modification Request 5: 33.510.225 Ground Floor Active Uses; NE 2nd Avenue.

The applicant is requesting to reduce the amount ground floor active use area of 50%/100' to 32%/64' along NE 2nd Avenue.

Approval to include the following Conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 15-274415 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Prior to quitclaim of the sewer easement in vacated NE 3rd Avenue and City approval of the hotel building permit, the applicant must modify the remaining public portion of the 12" sewer system (downstream of and including manhole ABG613) in vacated NE 3rd Avenue and NE Holladay Street to the satisfaction of BES.
- C. The Parking Garage GFRC panel will have no visible fasteners.
- D. No direct light sources will be visible from the interior of the parking garage levels, and no exterior lighting will project above the rooftop deck.

=====

Procedural Information. The application for this land use review was submitted on December 8, 2015, and was determined to be complete on June 6, 2016.

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 December 8, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A.1, **the 120 days will expire on: June 6, 2017**

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

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

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

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

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

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

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

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

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

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

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

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

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

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

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

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

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

Tim Heron
October 20, 2016

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement & Drawings
 - 1. December 16, 2015 120-day waiver
 - 2. June 6, 2016 Revised Submittal – Narrative, Drawings & Stormwater Report
 - 3. June 24, 2016 Traffic Impact and Analysis from July 29, 2015
 - 4. July 25, 2016 Landscape submittal for NE Multnomah Street
 - 5. July 29, 2016 Revised Submittal – Narrative, Drawings & Stormwater Report
 - 6. September 20, 2016 Revised Submittal – Memorandum and Drawings
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. – 126. Site Plan, Elevations, Sections, Renderings (some 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. Bureau of Environmental Services
 - a. RFC Response
 - b. RFR Response
 - 2. Bureau of Transportation Engineering and Development Review
 - a. RFC Response
 - b. RFR Response – July 14, 2016 partial response to TIS
 - 3. Water Bureau
 - 4. Life Safety
 - 5. Fire Bureau
 - 6. Site Development Review Section of BDS
 - 7. Oregon Department of Transportation
 - 8. Urban Forestry
- F. Letters
 - 1. March 12, 2016 Email from Lucy Wong in opposition
 - 2. August 11, 2016 Letter from Elisa Dozono of Metro in support
 - 3. August 18, 2016 Letter [rec'd August 16, 2016] from Susan Hartnett of City of Portland Office of Management and Finance
 - 4. August 18, 2016 Letter from AIA/APA/ASLA in support with several comments and suggestions.
- G. Other
 - 1. Original LUR Application December 18, 2015
 - a. Resubmitted LUR Application June 6, 2016
 - 2. January 7, 2016 Incomplete Letter
 - 3. July 8, 2016 Staff Memo of Remaining Items due and Issues to Consider
 - 4. April 9, 2014 Status of Superblock Requirements for Blocks A, B and C Identified in Design Review 137123630 DZM AD
 - 5. September 18, 2014 Design Advice Request Summary Notes & Drawings
 - 6. March 19, 2015 Design Advice Request Summary Notes & Drawings
 - 7. July 9, 2015 Design Advice Request Summary Notes & Drawings
 - 8. May 2016 Design Commission Best Practices Report
 - 9. August 8, 2016 Staff Report and Recommendation [denial]
 - 10. August 11, 2016 Staff Memorandum to the Design Commission
- H. Design Commission Hearings
 - 1. August 18, 2016 Staff PPT Presentation
 - 2. August 22, 2016 Design Commission Summary Notes from 8/18/16

3. September 22, 2016 Staff Memorandum to the Design Commission
4. September 20, 2016 Letter from Eloise Damrosch of the Regional Arts and Culture Council clarifying RACC's role in this project
5. September 26, 2016 Letter from Tom Hughes of Metro in support
6. September 29, 2016 Staff PPT Presentation
7. September 29, 2016 Testimony Sheet
8. September 30, 2016 Design Commission Hearing Summary Notes