



## **Revised STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 20-169249 DZ - *Central Plaza Garage  
Alterations*

PC # 19-267842

REVIEW BY: Design Commission

WHEN: October 8, 2020 at 1:30 PM

REMOTE ACCESS: Design Commission Agenda:

<https://www.portlandoregon.gov/bds/42441>

**Due to the City's Emergency Response to COVID19, this land use hearing will be limited to remote participation via Zoom. Please refer to the instructions included with this notice to observe and participate remotely.**

**Bureau of Development Services Staff:** Megan Sita Walker 503-865-6515 /  
[MeganSita.Walker@portlandoregon.gov](mailto:MeganSita.Walker@portlandoregon.gov)

### **GENERAL INFORMATION**

**Applicant(s):** Randall Rieks | Hennebery Eddy Architects  
921 SW Washington Ste 250  
Portland, OR 97205

Jon Mcgrew | Hennebery Eddy Architects  
921 SW 9th Ave, Suite 250  
Portland, OR 97205

**Owner:** Scott Andrews | Melvin Mark Brokerage Company  
111 SW Columbia St., Suite 1380  
Portland, OR 97201

**Site Address:** 337 SW ALDER ST

**Legal Description:** BLOCK 48 LOT 5-8 LAND ONLY SEE R246083 (R66770-5811)  
FOR IMPS, PORTLAND

**Tax Account No.:** R667705810

**State ID No.:** 1N1E34CD 09000

**Quarter Section:** 3029 & 3129

**Neighborhood:** Portland Downtown, contact Wendy Rahm at [wwrahm@aol.com](mailto:wwrahm@aol.com)  
**Business District:** Downtown Retail Council, contact at [lfrisch@portlandalliance.com](mailto:lfrisch@portlandalliance.com)  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City - Downtown  
**Other Designations:** none

**Zoning:** CXd – Central Commercial with the Design Overlay

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

**Proposal:**

Type III Design Review for proposed alterations to the ground floor of the Central Plaza Garage with a full block frontage on SW 4th Avenue in Downtown Subdistrict of the Central City Plan District bound by SW Washington to the north and SW Alder to the south. The proposal includes changes to the existing ground floor retail frontage along SW 4th Avenue to include new aluminum storefront with entry doors centered within storefront bays, increased header height at corner bays, recessed storefronts providing a continuous soffit along entries, new continuous polycarbonate canopies with painted steel supports, new tenant signage, and new paint.

*Note:* As shown, the proposed exterior illuminated blade signs at potential tenant space entries are all less than 10 SF and are therefore exempt from Design Review. The proposal also includes paint on the existing painted concrete walls which is exempt from Design Review.

Design review is necessary because the project proposes new development within a design overlay zone.

While the scope of proposed work has not changed since the original Staff Report was published, this revised Staff Report is intended to include a letter received during the Comment Period that was not included in the original report. Please see the 'Neighborhood Review' section below for addition information on comments received.

**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*

## ANALYSIS

**Site and Vicinity:** This downtown core site is developed with the Central Plaza parking structure, a multi-story, half-block parking structure constructed in 1964 with an additional two floors of parking added in 1988. The existing building includes ground floor retail frontages along SW 4<sup>th</sup> to west, and SW Washington and SW Alder to the north and south respectively. At upper levels, the building is partially enclosed with a concrete stem wall topped by a guardrail and then open space for ventilation and light for the motorists parking their cars. The parking structure is surrounded by other multi-story buildings all built to the property line and is within the Downtown Pedestrian District in the Downtown Subdistrict of the Central City Plan District.

**Zoning:** The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center.

Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

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

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

**Land Use History:** City records indicate the following prior land use reviews for this site:

1. CU 30-64 approved, with conditions, a parking garage.
2. DZ 31-83 approved an awning.
3. DZ 99-88 approved, with conditions, a design review for a two floor parking addition.
4. CU 86-88 approved, with conditions, a conditional use for a two floor parking addition.
5. LUR 96-00585 DZ approved, with conditions, the installation of a permanent, unmanned broadcast facility.
6. LUR 99-00388 DZ approved a change to existing storefront windows and doors.
7. LUR 99-00733 DZM approved design review for new projecting panel elements, new signs, a new spiral element and new fabric awnings.
8. LU 02-103806 DZ approved, with conditions, four panel antennas to be attached to the exterior façades of the existing parking garage
9. LU 02-126161 DZ approved, with conditions, installation of 3 antennas on the existing building.
10. LU 02-151614 DZ approved, with conditions, installation of three electronic equipment cabinets on the roof of the existing building and four safety bollards around this rooftop mechanical installation.
11. LU 04-068835 DZ approved new RF antennas and rooftop equipment shelter.
12. LU 14-220580 DZ approved new RF antennas.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **September 9, 2020**. The following Bureaus have responded with no issue or concerns:

**The following Bureaus have responded with comments expressing no issues or concerns with the approval of the proposal with conditions:**

1. Bureau of Environmental Services (See Exhibit E-1)
2. Life safety Division of BDS (See Exhibit E-2)
3. Fire Bureau (See Exhibit E-3)
4. Site Development (See Exhibit E-4)
5. Urban Forestry. See Exhibit E-5. Urban Forestry responded stating that they do not object to the approval of the proposed development with recommend Conditions of Approval to ensure that all existing trees are retained and protected, all canopies or other building components leave at least 2’ of space

between existing tree stems or limbs, and all frontages will be fully stocked with street trees per Title 11 Planting Requirements. See recommended Condition of Approval language from Urban Forestry below:

1. All existing trees are retained and protected through all phases of development
2. All new canopies or other building components leave at least 2-3' of space between existing tree stems or limbs
3. All frontages are fully stocked with street trees per Title 11 Planting Requirements.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **September 9, 2020**. One (1) written response was received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Wendy Rahm and Walter Weyler, of the Downtown Neighborhood Association, on September 15, 2020, wrote in expressing support for the current proposal while noting the desire for the proposal to also resolve a lack of contextual response between the existing upper floors of the parking structure and the surrounding historic structures. Please see Exhibit F-1 for additional information.

*Staff Response:* Staff agrees that it is difficult to address how an existing 10-story parking garage can better fit into the urban context and contribute to the quality of the urban space. The existing structure - in large part - relies on the ground floor treatment with active frontages and ample pedestrian weather protection to relate to surrounding fabric of the Downtown core. While changes to upper stories to better relate to the scale and proportions expressed in the surrounding historic fabric could help the existing building respond to surrounding context, staff does not have the ability to extend the scope of review to upper floors of the building without the applicant proposing an expansion to the scope of work. Please see findings below for additional information on the proposed alterations relative to the applicable approval criteria.

## ZONING CODE APPROVAL CRITERIA

### Chapter 33.825 Design Review

#### Section 33.825.010 Purpose of Design Review

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

#### Section 33.825.055 Design Review Approval Criteria

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

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

#### Central City Fundamental Design Guidelines

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

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

### **Central City Plan Design Goals**

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

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

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

### **Context**

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

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

**C1. Enhance View Opportunities.** Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

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

**Findings for A5, A6, C1, and C4:** The proposal intends to rehabilitate the existing half-block Central Plaza Garage, constructed in 1964 and 1988, by replacing existing aluminum framed storefronts and continuous fabric canopies located along the north, south, and west elevations with new aluminum storefronts with increased header heights at the corners, lower sills, and recessed storefronts along SW 4<sup>th</sup> Avenue. The proposed replacement canopies are designed to maintain continuous coverage punctuated by minor breaks to align with the width of the storefront bays.

Canopies are a common feature found throughout the urban downtown area of Portland and are a welcome pedestrian amenity typical to the local design vocabulary. Increasing visibility into the existing ground floor retail spaces by

increasing storefront height at corners, lowering sills, and replacing existing fabric awnings with canopies that allow additional light to reach the building compliments the context of existing buildings in the Downtown Pedestrian District of the Central City Plan District.

*These guidelines are met.*

### **Public Realm**

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

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

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

**B2. Protect the Pedestrian.** Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

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

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

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

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape element, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

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

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

**Findings for A4, A8, B1, B2, B4, B6, B7, C6, C7, C12 and C13:** The existing condition, with storefront lining the street edge, frequent entries into tenant

spaces along SW 4th, and substantial pedestrian weather protection that extends into the public right-of-way along the full block frontage along SW 4th, and up SW Washington and SW Alder, is how this existing 10 story parking garage contributes to the pedestrian realm in this Central City location. The retention of pedestrian weather protection that extends into the right-of-way allows the building to adequately address the pedestrian realm guidelines. The proposal to increase the amount of glazing at building corners, lower sills, and recess storefronts helps to increase visual connections and transition areas along the building's street edges. The proposed canopies enhance and reinforce the pedestrian system along the SW 4th, SW Washington, and SW Alder frontages of the Central Plaza Garage and adjacent sidewalk by adding clarity to the different pedestrian zones. Additionally, increased visual connections between sidewalk and interior spaces helps contribute to a more vibrant streetscape, and the recessed covered areas and maintained pedestrian weather protection over the public right-of-way provide comfortable places for passerby to stop, view, socialize, and rest and anchor the building within the Downtown Pedestrian District.

The change in height of the proposed canopies and increased glazing at the two corner entries serves to highlight building corners. The remaining canopies along SW 4th are punctuated to align with storefront bays. By replacing existing fabric canopies with translucent canopies articulated by storefront bays, the existing amount of pedestrian weather protection over the public right-of-way is maintained while better integrating weather protection into the design of the building.

While the signage shown is all below the threshold subject to Design Review, 32 SF per sign, the well-integrated externally illuminated blade signs at building entries are pedestrian oriented, compatible with the building's overall design, and help to unify and connect the building with buildings in the surrounding area.

Street trees are unifying elements that also help to unify and connect individual buildings and different areas in the Downtown Subdistrict of the Central City Plan District. To ensure that the existing street trees are protected, that the proposed canopies are at least 2' from tree limbs or stems, and that tree planting requirements are met at the request of Urban Forestry, staff is recommending Condition of Approval 'C'.

The proposal continues to incorporate barrier-free transition from the sidewalks to the interior spaces of the building, thus allowing safe pedestrian paths to all.

*With Condition of Approval 'C' that, unless Urban Forestry approves tree removal during building permit review, all existing street trees shall be retained and protected through all phases of development, all new canopies or other building components shall leave at least 2' of space between existing tree stems or limbs at the level of the canopies, and all frontages shall be fully stocked with street trees per Title 11 Planting Requirements. If substantial changes are necessary to the lengths and widths of the proposed canopies as a result of proximity to existing street trees, the proposed changes shall be subject to a follow up Type II Design Review, these guidelines are met.*

### **Quality & Permanence**

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

**C3. Respect Architectural Integrity.** Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are

compatible with the existing building, to enhance the overall proposal's architectural integrity.

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

**Findings for C2, C3, C5, C8, and C12:** The proposed replacement of the continuous fabric canopies with integrated translucent canopies that better align with breaks between storefront bays and highlight building corners respects the architectural integrity of the building while allowing for additional light and visual connection into and out of ground floor tenant spaces. However, the proposed polycarbonate panel canopies are not a material that has been approved through Design Review. Specifically, the exposed edge of the 3/8" thick translucent polycarbonate panel reveals the minimal thickness of the material and could reveal deflection in the thin panels which does not support a sense of quality and permanence. The proposed construction of the canopies with minimal painted steel supports is typical of glass canopies commonly found on buildings in Central City. To ensure that quality and permanence guidelines are met, staff is recommending Condition of Approval 'D', that the proposed canopies utilize glass in place of the proposed polycarbonate panels.

The proposed aluminum storefront, stucco soffit, and woven wire mesh guardrail at the second level utilize durable materials and detailing commonly found on buildings in the area that promote a sense of quality and permanence in development.

*With Condition of Approval 'D', that the proposed canopies shall utilize glass in place of the proposed polycarbonate panels, these guidelines are 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 proposal to rehabilitate the existing half-block Central Plaza Garage, constructed in 1964 and 1988 by replacing existing aluminum framed storefronts and continuous fabric canopies located along the north, south, and west elevations, with new aluminum storefronts and translucent canopies with increase header heights at the corners, lower sills, and recessing storefront along SW 4<sup>th</sup> Avenue allows the building to better fit into the context of buildings in the Downtown Pedestrian District of the Central City Plan District. The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. With the recommended Conditions of Approval, the proposal successfully blends high-quality materials within the context of the original building design, meeting the applicable design guidelines and therefore warrants approval.



**TENTATIVE STAFF RECOMMENDATION**

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

Staff recommends approval of exterior alterations to the Central Plaza Garage in the Downtown Subdistrict of the Central City Plan District, to include: alterations to the existing ground floor retail frontage along SW 4th Avenue with new aluminum storefront with entry doors centered within storefront bays increased header height at corner bays, recessed storefronts providing a continuous soffit along entries, new continuous polycarbonate canopies with painted steel supports

- A. As part of the building permit application submittal, the following development-related conditions (B through E) 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 20-169249 DZ". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. Unless Urban Forestry approves tree removal during building permit review, all existing street trees shall be retained and protected through all phases of development, all new canopies or other building components shall leave at least 2' of space between existing tree stems or limbs at the level of the canopy, and all frontages are fully stocked with street trees per Title 11 Planting Requirements. If substantial changes are necessary to the lengths and widths of the proposed canopies as a result of proximity to existing street trees, the proposed changes shall be subject to a follow-up Type II Design Review.
- D. The proposed canopies shall utilize glass in place of the proposed polycarbonate panels.
- E. No field changes allowed.

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**Procedural Information.** The application for this land use review was submitted on July 23, 2020, and was determined to be complete on August 21, 2020.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 23, 2020.

*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 (Exhibit A-8). Unless further extended by the applicant, **the 120 days will expire on: August 21, 2021.**

**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. Any new written testimony should be emailed to **Megan Sita Walker** at **MeganSita.Walker@portlandoregon.gov**. If you cannot email comments and must mail comments via USPS mail, your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Please note regarding USPS mail:** If you choose to mail written testimony via USPS, due to the Covid-19 Emergency, USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

If you are interested in viewing information in the file, please contact the planner listed on this decision. The planner can provide information over the phone or via email. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. A digital copy of the Portland Zoning Code is available on the internet at <http://www.portlandoregon.gov/zoningcode>.

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. This Staff Report will be posted on the Bureau of Development Services website. Look at [www.portlandonline.com](http://www.portlandonline.com). On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**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 will be charged (one-half of the BDS LUS 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 website: <https://www.portlandoregon.gov/bds/article/411635>. 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 will be recorded with the Multnomah County Recorder.

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

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).**

Megan Sita Walker  
September 24, 2020

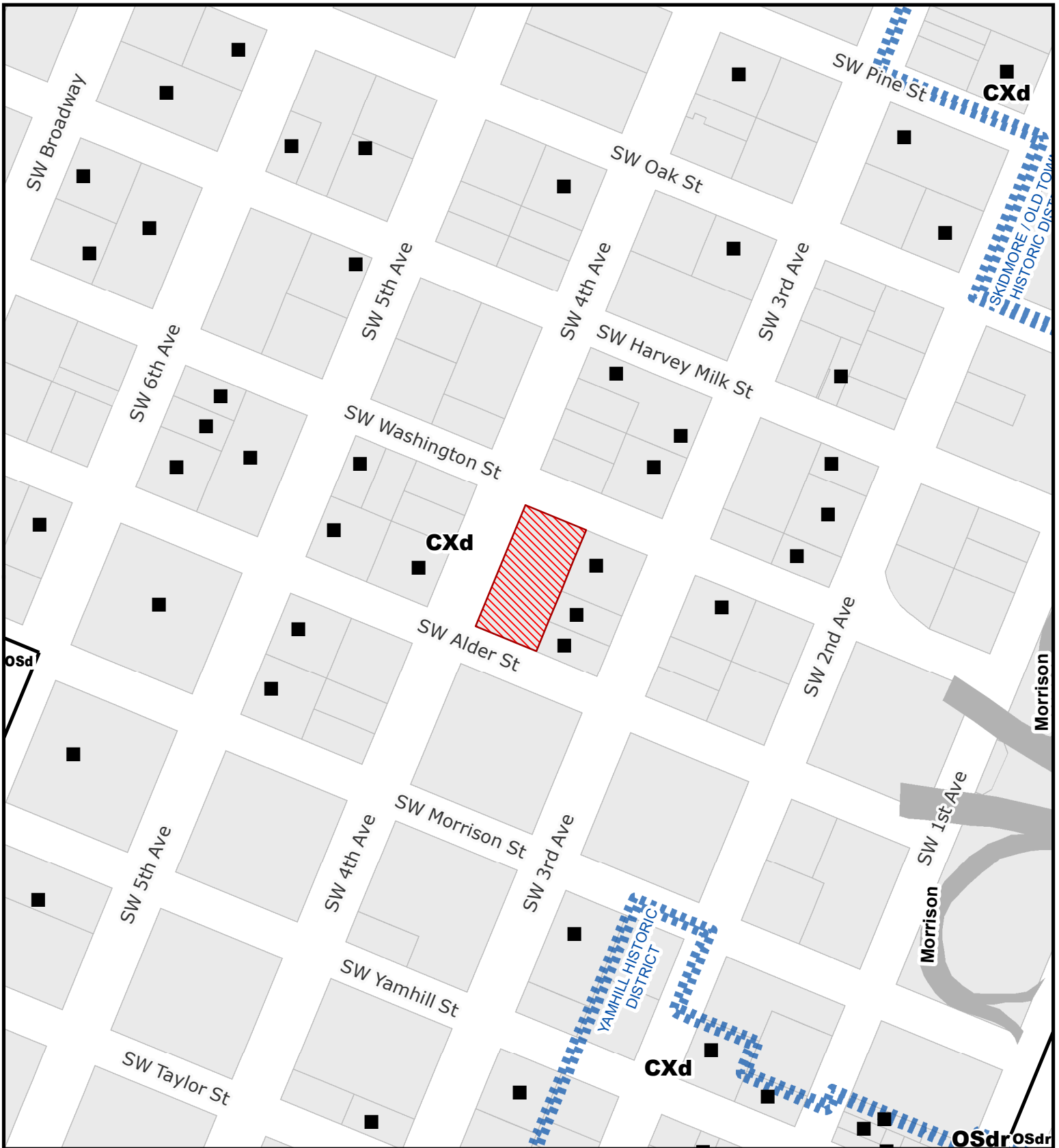
**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  - 1. Original Project Description and Narrative
  - 2. Original Drawing Packet
  - 3. Updated Drawing Packet – for October 8, 2020 Hearing
  - 4. Waiver to the 120-Day Review Period
- B. Zoning Map (attached)
- C. Plans & Drawings
  - 0.1. Survey Plan
  - 0.2. Civil Site Plan
  - 0.3. Civil Details
  - 0.4. Existing Tree Plan
  - 0.5. Existing Site Plan
  - 1. New Site Plan
  - [2-20 not used]**
  - 21. Demolition Floor Plan
  - 22. Floor Plan - Ground Floor
  - 23. Floor Plan - Level 2
  - [24-29 not used]**
  - 30. Exterior Elevation - South Elevation
  - 31. Exterior Elevation - North Elevation
  - 32. Exterior Elevation - West Elevation
  - 33. Exterior Elevation - Stair Towers - West Elevation
  - 34. Enlarged Building Elevation - Recessed Storefront Bay (Tenant Entry Door)
  - 35. Enlarged Building Elevation - Recessed Storefront Bay (All glass)
  - 36. Enlarged Building Elevation - End Storefront Bay
  - 37. Enlarged Building Elevation- North Storefront Bay
  - 38. Enlarged Building Elevation - South Storefront Bay
  - [39 not used]**
  - 40. Building Section - North/South
  - 41. Building Section - East/West
  - [42-49 not used]**
  - 50. Details- Canopy
  - 51. Details- Storefront
  - 52. Details- Storefront
  - [53-59 not used]**
  - 60. Polycarbonate Canopy Cutsheet (Basis of Design)
  - 61. STO Stucco Assembly Diagram
  - 62. Light Fixture Cut sheet - Tenant Blade Signs
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant's statement certifying posting
  - 5. Mailed notice
  - 6. Mailing list
- E. Agency Responses:
  - 1. Bureau of Environmental Services
  - 2. Life safety Division of BDS
  - 3. Fire Bureau
  - 4. Site Development Section of BDS
  - 5. Urban Forestry
- F. Letters:
  - 1. Wendy Rahm and Walter Weyler, of the Downtown Neighborhood Association, wrote in on September 15, 2020

G. Other

1. Original LUR Application
2. Pre-Application Conference Summary Notes (EA 19-267842 PC)
3. Email correspondence between staff and the applicant
4. Staff report and recommendation to the Design Commission, dated September 28, 2020
5. Staff memo to the Design Commission for the 1st hearing, dated September 28, 2020

H. **1<sup>st</sup> Hearing**



# ZONING



CENTRAL CITY PLAN DISTRICT  
DOWNTOWN SUB DISTRICT



Site



Historic Landmark



Bridge

File No.	LU 20 - 169249 DZ
1/4 Section	3129,3029
Scale	1 inch = 200 feet
State ID	1N1E34CD 9000
Exhibit	B Jul 23, 2020



Date: September 15, 2020

To: Megan Sita Walker, Land Use Services, Planner –  
[MeganSita.Walker@portlandoregon.gov](mailto:MeganSita.Walker@portlandoregon.gov)  
For the Design Commission

CC: Dan Petrescu, Hennebery Eddy Architects – [DPetrescu@henneberyeddy.com](mailto:DPetrescu@henneberyeddy.com)  
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RE: LU 20-169249 DZ – 337 SW Alder, Central Plaza Garage Alterations

The Downtown Neighborhood Association's (DNA) Land Use Transportation Committee (LUT) would like to thank Dan Petrescu and the Hennebery Eddy Architects' team for coming on short notice on September 15, 2020 to present the proposal for 337 SW Alder Street Central Plaza Garage Alterations. We appreciated having 4 of your architects available to answer questions.

Due the recent vacating of downtown and the recent riot damage on this particular structure, the DNA also appreciates owner Melvin Marks making this investment at this particular moment.

The collective design enhancements to a basic utilitarian structure is most welcome.

The 3 principal improvements being made are:

- The increase in transparency at the ground floor with larger window coverage that uses glass with a shatter-proof coating,
- The substituting of a more translucent polycarbonate canopy to increase daylight reaching the street, and
- Painting the existing upper story's solid concrete walls with an enlivening pattern and covering the street-level story with like-patterned ceramic that has a graffiti-resistant coating. The choice of colors are good; there were a couple LUT comments indicating a preference for the green pattern to reference and blend with the trees in the area.

The DNA LUT appreciates being a part of the review process. However, we must mention that by the time we get notification and a chance to look at the project, it is usually so far along the development track that any substantive inputs really can't be considered. We find ourselves in a reactive mode and not in a constructive mode. Your upcoming Design Review on October 8th attests to that timeline since we need to get comments to BDS within two days after seeing this proposal to meet the BDS deadline for written comments. This is typical.

Our preference would have been to be able to offer suggestions for further study but recognize timing becomes an issue. This proposal and its timeline for the LUT is an example of not being able to deal appropriately with a classic urban context design problem: How to make a parking



garage structure fit into the urban context and contribute to the quality of the urban space. Buildings generally have two major roles: private/interior function and creation of and contribution to the public/exterior urban space and fabric of the city. Parking garages typically have a singular use and very formal structural response. This particular building at least has retail space at the ground floor and can thus maintain the connection to the pedestrian activity along the street.

However, above the ground floor the building responds only to the structural parking function; thus, the absence of a compatible contextual response to the surrounding historical structures. Further review and study of how the building facade can be made to provide a contextual response to the adjacent buildings, two of which are the historic Deacon and Loyalty buildings, might have been performed to avoid the long, plain, singular, open spaces between floor levels. These problems might be easily solved by a simple, inexpensive, development of a screen facade that provides open environmental enclosure, necessary for garage ventilation, yet provides an opportunity for detailed development of a continuous screened facade, scaled and detailed, colored and textured, and proportioned in a manner compatible with the character of the adjacent buildings and quality of the urban fabric.

The DNA LUT does support this proposal and believes it will enhance the property and the neighborhood.

We wish we could have added some historical contextual thoughts much earlier in the process, but that window has likely been missed.

Sincerely,

Walter Weyler  
Chair, DNA Board

Wendy Rahm  
Chair, DNA LUT Committee