

FOR THE MEETING OF: September 16, 2021
AGENDA ITEM: 5.b

TO: Historic Landmarks Commission

THROUGH: Lisa Anderson-Ogilvie, AICP, Deputy Community Development Director and Planning Administrator

FROM: Kimberli Fitzgerald, AICP, Historic Preservation Officer

HEARING DATE: September 16, 2021

CASE NO.: Modification of Historic Design Review Case No. HIS19-19MOD1

APPLICATION SUMMARY: Proposal to modify a previous historic design review approval (HIS19-19) to modify the originally approved window type on the upper stories of the proposed new seven story hotel.

LOCATION: 195-197 Commercial Street SE (See Attachment A)

REQUEST Major Historic Design Review of a proposal to modify a previous historic design review approval (HIS19-19) to modify the originally approved window type on the upper stories of the proposed new seven-story hotel on property totaling approximately 0.47 acres in size, zoned CB (Central Business District) within the Salem Downtown Historic District, and located at 195 to 197 Commercial Street SE (Marion County Assessor Map and Tax Number(s): 073W27BA00500 & 700).

APPLICANT(S): Bob Thompson and Iain MacKenzie, TVA Architects on behalf of Salem Opportunity, LLC

APPROVAL CRITERIA: Salem Revised Code (SRC) Chapter 230.050 - Standards for New Construction in Commercial Historic Districts

RECOMMENDATION: APPROVE

BACKGROUND

The Historic Landmarks Commission approved HIS19-19 on November 22, 2019 with one condition related to on-site interpretation. On August 6, 2021, the applicant submitted materials requesting approval to modify the originally approved window type (aluminum clad wood windows) on the upper stories of the new hotel (HIS19-19). The applicant originally

requested approval for installation of a commercial vinyl window. Staff initially clarified that this material did not clearly meet the applicable design standards. The applicant submitted additional materials on August 10 and August 19, 2021 revising their request to a commercial vinyl window which has an aluminum clad exterior frame. The application was deemed complete for processing on August 26, 2021.

Notice of public hearing was sent by mail to surrounding property owners and tenants pursuant to Salem Revised Code (SRC) requirements on August 27, 2021. Public hearing notice was also posted on the property in accordance with the posting provision outlined in SRC 300.620. The City of Salem Historic Landmarks Commission will hold a public hearing for the case on September 16, 2021 at 5:30 p.m., virtually (<https://bit.ly/planningpublicmeetings>). The state-mandated 120-day deadline to issue a final local decision, including any local appeals in this case is December 25, 2021, unless an extension is granted by the applicant.

PROPOSAL

The applicant is proposing to install commercial grade vinyl windows (Innotech) with an aluminum clad exterior frame in lieu of the originally approved aluminum clad wood windows on floors 3-7 of the new contemporary commercial style 7-story hotel. The applicant has not proposed any additional changes to the exterior which will be clad in concrete, glass, metal, and brick with the primary façade fronting Commercial Street SE. No changes are proposed to the bottom two floors which will include the lobby and restaurant, with the second and third floors comprised of meeting rooms and interior parking. The upper floors will be hotel rooms, with the top floor including a recreation center and a rooftop bar (**Attachment C**).

SUMMARY OF RECORD

The following items are submitted to the record and are available upon request: All materials submitted by the applicant and any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

APPLICANT'S STATEMENT

A request for historic design review must be supported by proof that it conforms to all applicable criteria imposed by the Salem Revised Code. The applicants submitted a written statement, which is included in its entirety as **Attachment C** in this staff report.

Staff utilized the information from the applicant's statements to evaluate the applicant's proposal and to compose the facts and findings within the staff report. Salem Revised Code (SRC) **Criteria: Chapter 230.050 - Standards for New Construction in Commercial Historic Districts** are the applicable criteria for evaluation of this proposal.

FACTS & FINDINGS

1. Historic Designation

Under Salem Revised Code (SRC) Chapter 230, no development permit for a designated

historic resource shall be issued without the approval of the Historic Landmarks Commission (HLC). The HLC shall approve, conditionally approve, or deny the application on the basis of the project's conformity with the criteria. Conditions of approval, if any, shall be limited to project modifications required to meet the applicable criteria.

According to SRC 230.020(f), historic design review approval shall be granted if the application satisfies the applicable standards set forth in Chapter 230. The HLC shall render its decision supported by findings that explain conformance or lack thereof with relevant design standards, state the facts relied upon in rendering the decision, and explain justification for the decision.

2. Historic Significance

The site is significant for its association with two Salem buildings. First, the recently demolished Marion Car Rental & Park, which was constructed in 1950 and until recently (2019) was a Historic Contributing Building to Salem's Downtown National Register Historic District. The HLC approved the demolition of this building under HIS18-34. The Marion Car Rental and Park was the only existing example of a mid-century freestanding elevated rooftop parking structure in downtown Salem. The period of significance for the district is 1867 to 1950, and this building, constructed in 1950, marked the end of the period of significance for the district. This building was designed by prominent northwest architect Pietro Belluschi as one of the first parking structures in Salem and was Salem's first elevated rooftop parking structure. The Marion Car Rental and Park operated as an amenity of the Marion Hotel from 1950 to 1954, and after that date was continuously used as a parking garage until 2014 by various private owners and operators and included a repair shop and functioning gas station at various times. The Marion Car Rental Co. operated in the building from 1957-1994. The building has been altered over time, and prior to its demolition was in poor condition resulting from inadequate maintenance. The site is also significant for its association with the Holman Building, the meeting place for the Oregon State Legislature from 1857-1876, which was demolished in order to make way for the parking garage. David Duniway, Oregon State Archivist, led one of Salem's first preservation advocacy efforts in an unsuccessful attempt to prevent the demolition of the Holman Building in 1949 (**Attachment B**).

3. Neighborhood and Citizen Comments

The subject property is located within Central Area Neighborhood Development Organization (CANDO). Notification of the public hearing was sent to the neighborhood association, tenants and surrounding property owners within 250 feet of the property pursuant to Salem Revised Code (SRC) requirements on August 27, 2021. Notice of public hearing was also posted on the subject property. At the time of writing this staff report, no comments have been received from tenants within the historic district or from adjoining property owners. Comments were received from Michael Livingston representing the neighborhood association, who stated CANDO does not oppose the modification of the proposed window type (**Attachment D**). Comments were received from Jon Christenson, who also had no objection to the change in window type.

4. City Department and Public Agency Comments

The Building and Safety Division indicate that the applicant must obtain required building permits. Both the Fire Department and the Planning Division have no concerns.

5. Historic Design Review

SRC Chapter SRC 230.050 specify the standards applicable to this project. Additional criterion includes CONDITION ONE adopted under HIS19-19:

- Condition 1:** The applicant shall submit the specifications (material and design) and the content (pictures and narrative) for the interpretive panel describing the history and significance of both the Holman Building and the Marion Car Park for review and approval prior to issuance of building permits.

The applicable criteria and factors are stated below in **bold** print. Following each criterion is a response and/or finding relative to the proposal.

FINDINGS

Criteria: 230.050. Standards for New Construction in Commercial Historic Districts. *New buildings may be constructed in commercial historic districts, subject to the following standards:*

(a) Materials.

(1) *The primary façade shall be constructed of traditional building materials such as brick or stone. Stucco or pre-cast concrete block shall not be used in the primary façade.*

Finding: The applicant has not proposed any changes to the proposed exterior cladding on the primary façade of the proposed new hotel. Therefore, staff recommends that the HLC find that SRC 230.050 (a)(1) is not applicable to the evaluation of this proposal.

(2) *Materials used in the construction shall be identical or similar to those available for similar buildings or structures built during the period of significance.*

Finding: The applicant is proposing to install Innotech commercial grade vinyl windows on floors 3-7 throughout the proposed new Holman Hotel instead of the originally approved aluminum clad wood windows. Vinyl is not a material that would have been available during the period of significance for the Downtown Historic District (1867-1950). However, the portion of the exterior window frames that will be visible will be aluminum clad. Metal is a traditional material for windows that was available during the period of significance for the district and can be found on commercial buildings throughout Salem's downtown. The applicant is not proposing to change the previously approved material for the exterior facades of the proposed new building which will include brick, concrete and glass. Staff recommends that the HLC find that SRC 230.050 (a)(2) has been met.

(3) *Materials shall be similar in scale, proportion, texture, and finish to those found on nearby historic structures.*

Finding: The applicant's proposed vinyl windows on floors 3-7 of the new Holman Hotel will

have exterior frames which are aluminum clad. Aluminum windows can be found on commercial buildings throughout Salem's downtown. Therefore the portion of the proposed windows which are visible on the exterior façade are similar in scale, proportion, texture and finish to similar windows on commercial buildings throughout the Downtown Historic District. No additional changes are proposed to the previously approved material for the exterior facades of the proposed new building. Staff recommends that the HLC find that SRC 230.050 (a)(3) has been met.

(b) Design.

(1) *The design shall be compatible with the general character of historic contributing buildings in the historic district. Factors in evaluating compatibility include, but are not limited to:*

- (A)** *The height, width, proportions, size and scale is consistent with those used in similar historic contributing buildings in the district generally.*
- (B)** *The design reflects, but does not replicate, the architectural style of historic contributing buildings in the district.*
- (C)** *Architectural elements that are similar to those found on historic contributing buildings in the historic district are used.*
- (D)** *Architectural elements such as lintels, cornices, doors, storefronts and windows reflect the spacing, placement, scale, orientation and proportion of buildings in the district.*
- (E)** *The front façade is designed with human-scaled proportions that are compatible with adjacent buildings and the district as a whole.*

Finding: The proposed design of the new Innotech commercial grade vinyl windows will replicate the design of the previously approved aluminum clad wood windows. The portion of the windows on the exterior façade will be clad in aluminum. The glazing for each floor (3-7) follows a typical pattern for the facades fronting Commercial and Trade Streets (Eastern and Southern facades). Within each façade there are four vertical columns, three of which are framed in brick. The vertical column above the main entry on each façade is recessed and not framed in brick. The proposed glazing follows an A:B:B:A pattern, where "A" windows project the appearance of a 1 over 1 double hung window with a metal frame. The "B" windows are a simple large one light metal framed fixed casement. The building is designed where each floor is separated by a band of metal panels which are grouped and recessed in a pattern that emphasizes the verticality of the building. While the windows are not of a form typically found on historic contributing buildings, the overall design of the proposed building generally reflects the tripartite form of historic contributing buildings in the district with an articulated base, column, and capital, with the patterning of the windows forming the vertical 'column.'

Staff recommends that the HLC find that the proposed new hotel building is a contemporary, post-modern commercial style building that the proposed window designs are generally compatible in design with Salem's Downtown Historic District.

(2) *Buildings shall be placed contiguous with the right-of-way line.*

Finding: The applicant has proposed a building design that is contiguous with the right-of-way lines. The applicant has not proposed any changes to this portion of the proposal; therefore, staff recommends that the HLC find that SRC 230.050 (b)(2) is not applicable to the evaluation

of this proposal.

(3) *Buildings shall be designed without above-ground pedestrian walkways which are prohibited across any public street.*

Finding: The applicant has not proposed an above ground pedestrian walkway. Staff recommends that the HLC find that SRC 230.050 (b)(3) has been met.

(4) *Walls shall include storefronts along each ground floor that is adjacent to a public street. Windows shall not be tinted, mirrored or treated in such a way as to block views into the interior.*

Finding: The applicant has proposed storefronts with clear glazing along both Commercial Street NE and Front Street SE. The applicant has not proposed any changes to this portion of the proposal; therefore, staff recommends that the HLC find that SRC 230.050 (b)(4) is not applicable to the evaluation of this proposal.

(5) *Parking within a building on the ground floor shall only be allowed behind secondary façades. Commercial storefronts or office uses shall be provided between any ground floor parking area and the primary façades fronting the public street. Parking is prohibited between the building and the street.*

Finding: The building's parking area (floors 1-3) will be accessed off the alley at the rear (west) end of the site and is not visible from either right of way. No parking is proposed between the proposed new building and either Ferry or Commercial Streets. The applicant has not proposed any changes to this portion of the proposal; therefore, staff recommends that the HLC find that SRC 230.050 (b)(5) is not applicable to the evaluation of this proposal.

(6) *No new building shall be designed to allow drive-through uses, except banks and credit unions where construction of the bank or credit union is commenced on or after*

October 1, 2011 may include a drive-through use as a conditional use subject to the following standards:

- (A)** *All components of the drive-through, including kiosk, structure, and drive aisle, shall be located on a secondary façade, not visible from the right-of-way, other than an alley,*
- (B)** *Queuing lanes shall not be permitted between the building and the right-of-way, other than an alley,*
- (C)** *Up to two queuing lanes may be permitted,*
- (D)** *If the subject property abuts an alley, access to and from the drive-through from the alley is encouraged.*

Finding: The applicant is not proposing a drive-through use as part of their proposal. Staff recommends that the HLC find that SRC 230.050 (b)(6) is not applicable to the evaluation of this proposal.

(7) *Manufactured dwelling units are prohibited*

Finding: The applicant is not proposing a manufactured dwelling as part of the proposal. Staff recommends that the HLC find that SRC 230.050 (b)(7) has been met.

Condition 1 adopted under HIS19-19:

Condition 1: The applicant shall submit the specifications (material and design) and the content (pictures and narrative) for the interpretive panel describing the history and significance of both the Holman Building and the Marion Car Park for review and approval prior to issuance of building permits.

Finding: The applicant is not proposing any changes to their proposed interpretive panel. Staff recommends that the HLC find that this condition will continue to apply to the property and is therefore, not applicable to the evaluation of this proposal.

RECOMMENDATION

Based upon the information presented in the application, plans submitted for review, and findings as presented in this staff report, staff recommends that the Historic Landmarks Commission **APPROVE** the proposal.

DECISION ALTERNATIVES

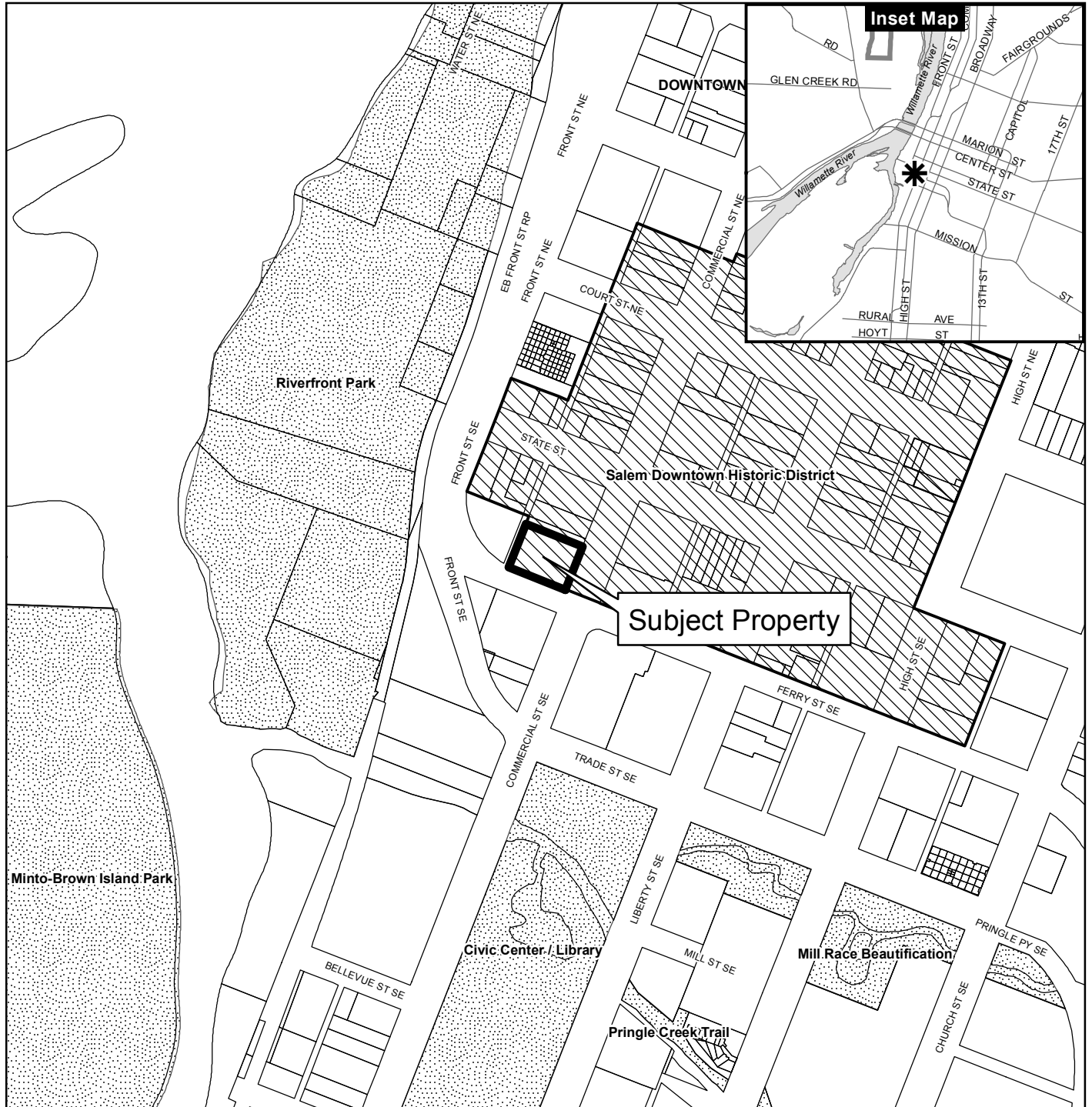
1. APPROVE the proposal as submitted by the applicant and indicated on the drawings.
2. APPROVE the proposal with conditions to satisfy specific standard(s).
3. DENY the proposal based on noncompliance with identified standards in SRC 230, indicating which standard(s) is not met and the reason(s) the standard is not met.

Attachments: A. Vicinity Map
B. Excerpt from National Register Historic Resource Documents
C. Applicant's Submittal Materials
D. Email testimony from CANDO and Jon Christenson.






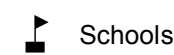

Prepared by Kimberli Fitzgerald, Historic Preservation Officer

Vicinity Map

195-197 Commercial Street SE (073W27BA00700)



Legend

-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks



0 100 200 400 Feet



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United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number: 7 Salem Downtown Historic District

195 - 197 Commercial Street, SE

Classification: Historic Contributing

Historic Name: Marion Car Rental and Park

Current Name: Marion Car Rental and Park

Year of Construction: 1950

Legal Description: 073W27BA00500; Salem Addition front of Lot 3 in Block 47.

Owner(s): Riverfront LLC
POB 2087
Salem, Oregon 97308

Description: This flat-roofed, one-story building situated at the intersection of two major one-way streets at the southern end of the downtown commercial area, was designed and continues to be used for the maintenance, repair and parking of automobiles. Shop spaces are located on the ground floor; the roof is dedicated to parking.

The building has a frontage of 112 feet and is 165 feet deep. Its footprint is in the shape of the letter U with the opening facing Commercial Street. It has a vehicle ramp in the middle of the structure leading up to the roof parking. A three-foot-high steel highway barrier and, in some sections, a six-foot-high chain-link fence define the perimeter of the parking area on the roof.

The south portion of the east facade has an overhead vehicle access door. This door leads into a vehicle repair bay. Immediately to the north of this door is an opening providing both pedestrian and vehicle access to other shops and repair areas on the ground floor. A fifty-foot-wide portion of the roof projects toward the street to form a canopy. Immediately to the north of the vehicle ramp is a second, narrower, overhead vehicle-access door; to the right of this second vehicle door is a small office space.

Sections of the building have changed over time, including the windows on the south facade, the overhead door on the south facade, one of the overhead doors on the east facade, south end, and the windows within the north section. Many of the 1950 features remain, however, including the large canopy that projects eastward from the south section, the overhangs that project out from the structure within the U-shaped section, the windows within the interior of the U-shaped portion of the structure, and the overall massing and configuration of the building, including the distinctive U-shaped design with central vehicle ramp. Although changes have occurred, the building retains the overall character of a 1950 garage and parking structure, and helps to describe an important period in the development of Salem's downtown core.

History and Significance: The Marion Car Rental and Park, built in 1950, is a contributing property in the Salem commercial district because of its association with the tremendous impact of the automobile on downtown commercial districts across the county, including Salem's. From the 1920s onward and especially following World War II, the nearly universal ownership of automobiles gave rise to the growing popularity of shopping centers away from central business districts that offered ample car parking. Efforts to accommodate cars in the downtown encouraged the removal of numerous older buildings and, in their place, the construction of car parking, maintenance, and rental facilities. The 1950s ushered in a long era of decline in Salem's historic commercial center characterized by the deterioration and even loss of many old historic buildings and the erosion of that district's retail vitality (along with subsequent efforts to revive commercial activity through "urban renewal" and historic preservation projects). The Marion Car Rental and Park, probably completed before the end of 1950, became one of the first, if not the first, elevated, rooftop parking structures in Salem.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number: 7 Salem Downtown Historic District

The expansive two-story Marion Car Rental and Park structure, which occupies nearly a quarter of a block, was built on the site of the historic three-story Holman Building, constructed in the mid-1850s. The Holman Building is best remembered today as the meeting place of the Oregon State Legislature from 1857 to 1876 and also as the object of one of the first organized public efforts to preserve an historic building in downtown Salem.¹ In 1946 the property immediately to the north was used for auto repairs.² In late 1949, property owners Hawkins and Roberts announced their intention to tear down the Holman Building to make way for a filling station and parking lot. In response, Oregon State Archivist and champion of historic preservation, David Duniway led a local group that attempted to persuade the property owners to retain the building and convert it into a civic auditorium and museum.³ Duniway and his group, although unsuccessful in meeting their stated purpose, received local publicity for their effort, thus raising the awareness of Salem citizens about their history and material evidences of it.

¹ Harry Stein, *A Pictorial History of the Willamette Valley*, Salem: Statesmen Journal, 1997; and historic photograph of Holman Building, c. 1905, Marion County Historical Society (#MCHS 87-2-2), Salem, Oregon.

² Robert Gormsen, *Salem, 1946-1986*, Salem: Gormsen, 1989, block 47; "Salem, Oregon," New York, Sanborn Map Company, 1884, 1888, 1890, 1895, corrected to 1914, and 1926.

³ Ben Maxwell, "Duniway Seeks to Preserve Historical Salem Building," *Capital Journal*, December 7, 1949.



STURGEON
DEVELOPMENT PARTNERS






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SITE AERIAL

08/06/2021

HOLMAN RIVERFRONT PARK HOTEL
195 COMMERCIAL ST, SALEM, OR

RENDERINGS AND ELEVATIONS PROVIDED FOR REFERENCE ONLY; NO PROPOSED CHANGES TO PREVIOUSLY APPROVED DESIGN.



- BUILDING ELEVATION LEGEND**
-  BRICK VEENEER
 -  BOARD FORMED CONCRETE
 -  HIGH DENSITY FIBER CEMENT
 -  ARCHITECTURAL LOUVER
 -  VINYL WINDOW w/ ALUMINUM METAL FOIL / ALUMINUM STOREFRONT AT GROUND






RENDERINGS AND ELEVATIONS PROVIDED FOR REFERENCE ONLY; NO PROPOSED CHANGES TO PREVIOUSLY APPROVED DESIGN.

- BUILDING ELEVATION LEGEND**
- BRICK VEENEER
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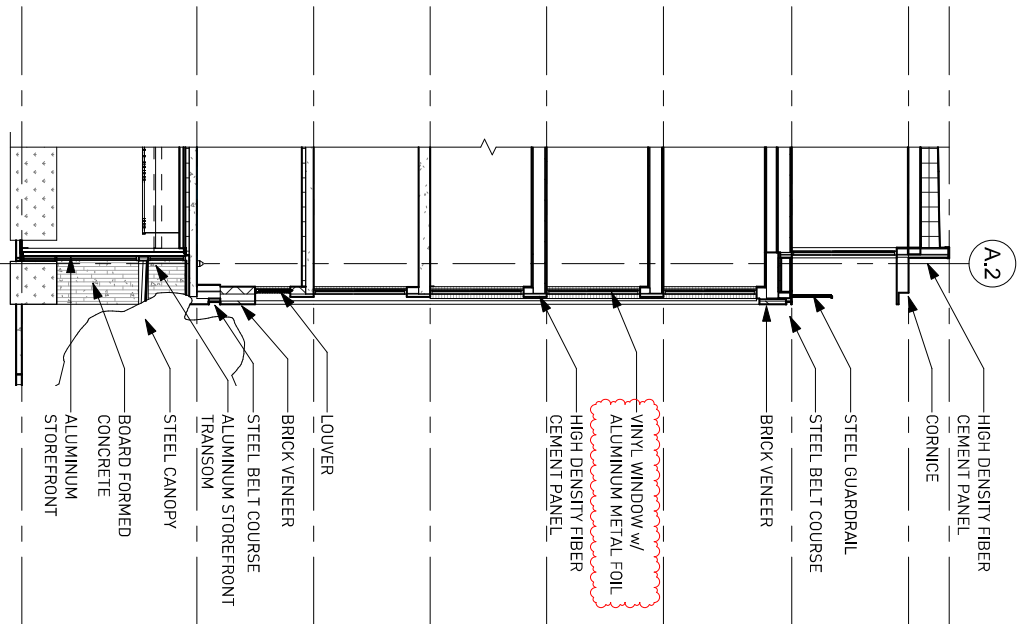
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STURGEON
 DEVELOPMENT PARTNERS

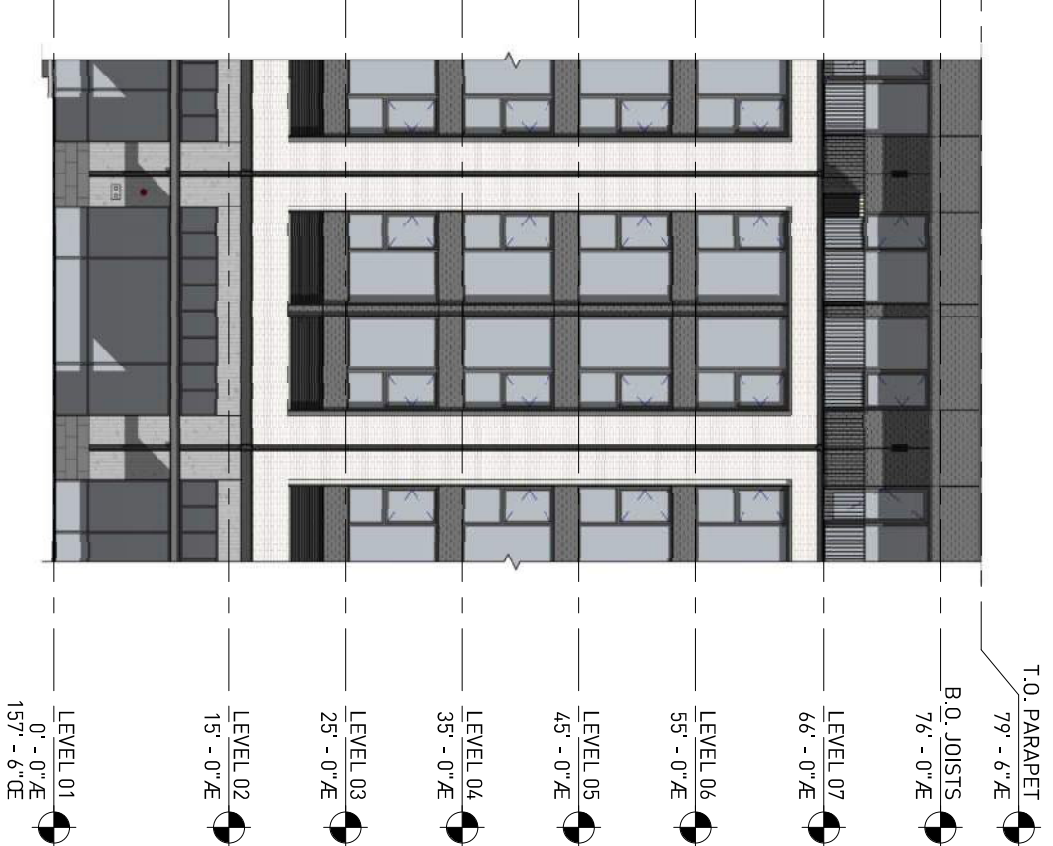
034
 ELEVATION - WEST

1/16" = 1'-0"
 08/06/2021

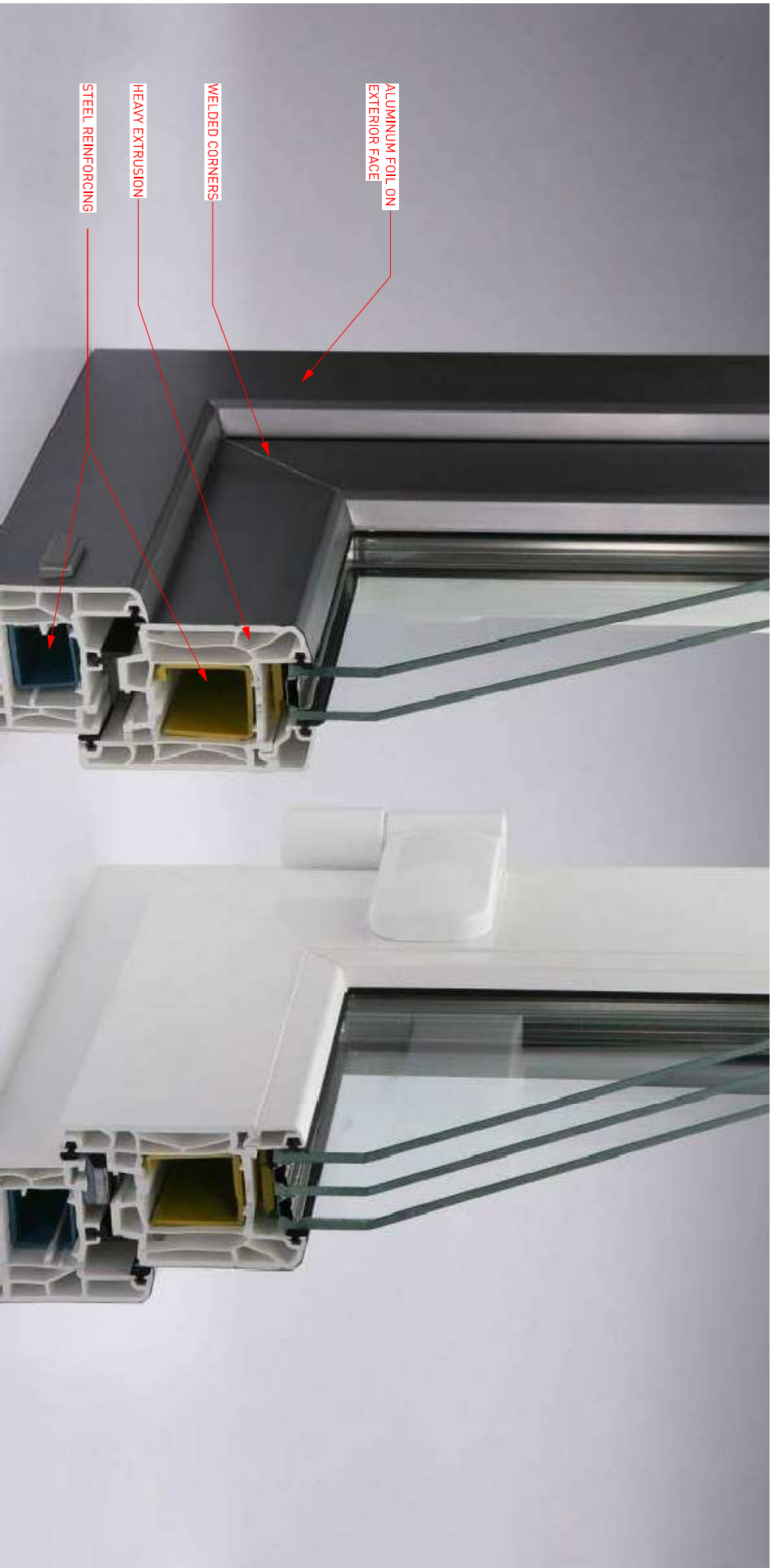
HOLMAN RIVERFRONT PARK HOTEL
 195 COMMERCIAL ST, SALEM, OR



2 TYPICAL WALL SECTION
3/32" = 1'-0"



1 TYPICAL FACADE BAY
3/32" = 1'-0"





Holman Riverfront Park Hotel Historic Design Review Approval Criteria

The Holman Riverfront Park Hotel is a 7-story hotel proposed at the corner of Commercial St SE and Ferry St SE, in the Downtown Salem Historic district. The project was approved by a unanimous vote of the Salem Historic Landmarks Commission on November 22, 2019. Despite the uncertainty created by rapidly increasing construction costs and the impacts of covid-19 to the hospitality industry, the project is on track to open to the public in winter 2022/23.

As part of this application, we are asking the historic landmarks commission to approve one change to the previously approved design. At levels three to seven, we are proposing to use vinyl windows with a dark grey aluminum cladding on the exterior face, in lieu of the previously aluminum clad wood windows. The difference to the pedestrian at ground level will be imperceptible. The lowest window sill will be 25' above the sidewalk. The same material, aluminum, will be visible on the exterior face. The aluminum has a factory applied color. While not expected to be necessary, the windows could be painted in the future if necessary.

The proposed Innotech defender window system is a commercial grade window, which is used in applications from high end custom homes to high-rise apartments and condominiums. In Oregon, the window has received approval from Portland's Design Commission at the Sky3 apartments and the Diane apartments, both of which are now complete.

For convenience, the entire narrative from the original application is included below. New text is underlined. *Commentary for reference only is in italics*.

Sec. 230.050. - Standards for new construction in commercial historic districts.

(a) Materials.

- (1) The primary facade shall be constructed of traditional building materials such as brick or stone. Stucco or pre-cast concrete block shall not be used in the primary facade.**

The primary façade faces Commercial St, the frontage with the most

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August 19th, 2021

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pedestrian activity and connection to the rest of the historic district. The primary façade is identified by a number of architectural devices at the main entry to the hotel, including: a breaking in the massing at the concrete base; the use of a different canopy design; hotel signage; entry lighting; and the proposed interpretative panel.

A majority of the primary façade area is clad in brick and board formed concrete, as demonstrated on sheet 043. A minority of the opaque façade is high density fiber cement panels, which are used at the spandrels above and below the punched windows, and at the recessed 7th floor.

The use of stucco or pre-cast concrete block is not proposed on the primary façade.

- (2) **Materials used in the construction shall be identical or similar to those available for similar buildings or structures built during the period of significance.**

The primary material for the building will be a tan colored brick, which is used throughout the Salem Downtown State Street-Commercial Street Historic District. A notable nearby example is the US National Bank of Salem Building [Pioneer Trust Bank] one block away at the corner of State St and Commercial St.

At the base level a board formed concrete plinth is proposed—a material used during the period of significance. High density fiber cement panels are used as an accent at the top floor and at the window spandrels.

The proposed Innotech windows are a commercial grade vinyl window, with steel reinforcing and welded corners, ensuring a long life for the product. The windows will have dark gun metal color on the exterior face, in lieu of the previously aluminum clad wood windows. The color of the windows will match that of the adjacent Equitone panels, limiting the number of colors on the façade.

The difference between the previously approved and the new windows will be imperceptible to the pedestrian at the ground level. The lowest window sill will be 25' above the sidewalk. The same material as previously proposed—aluminum—will be visible on the exterior face.

- (3) Materials shall be similar in scale, proportion, texture, and finish to those found on nearby historic structures.**

The brick used as the primary material has a scale, proportion, texture, and finish that is very common throughout the district. The use of board formed concrete ensures an intimate, human scale to the material at the ground level.

The proposed windows retain the same size and configuration as previously approved.

The proposed aluminum on the exterior face of the windows has a factory applied color. While not expected to be necessary, the windows could be field painted in the future if necessary.

(b) Design.

- (1) The design shall be compatible with the general character of historic contributing buildings in the historic district. Factors in evaluating compatibility include, but are not limited to:**
- (A) The height, width, proportions, size and scale is consistent with those used in similar historic contributing buildings in the district generally.**
 - (B) The design reflects, but does not replicate, the architectural style of historic contributing buildings in the district.**
 - (C) Architectural elements that are similar to those found on historic contributing buildings in the historic district are used.**
 - (D) Architectural elements such as lintels, cornices, doors, storefronts and windows reflect the spacing, placement, scale, orientation and proportion of buildings in the district.**
 - (E) The front facade is designed with human-scaled proportions that are compatible with adjacent buildings and the district as a whole.**

No changes proposed to previously approved design.

At 79'-6" tall, the proposed hotel is considerably shorter than the tallest building in the district, the 151' tall Old First National Bank Building [Capitol Center]. As demonstrated in the streetscape sections, the proposed hotel has a similar height to the contributing

US National Bank of Salem Building [Pioneer Trust Bank] one block to north. The height proposed is also similar to the recently approved Koz on State Street development on the same block.

Numerous design features borrow from the architectural language common in the district, without replicating it. Windows are paired together, with a consistent rhythm of masonry piers between them. These piers create an impression of load bearing brick, typical of the district. The piers are brought to the ground, where they transition to concrete.

A highly transparent ground floor is proposed, in keeping with the storefront commercial buildings found throughout downtown. The tall ground floor will extend the rhythm of storefronts found on Commercial St, including at nearby structures such as the Bush-Breyman Block.

The main entry is on Commercial St is marked by a recess in the building's massing at levels two to six; a contemporary reference to architectural devices such as the balcony over the entrance to the US National Bank of Salem Building.

The roofline of the building is marked by a simple and elegant cornice, which echoes those found on buildings such as the Masonic Temple a couple blocks away.

(2) Buildings shall be placed contiguous with the right-of-way line.

No changes proposed to previously approved design. The building is built to the right-of-way line on both Ferry St and Commercial St.

(3) Buildings shall be designed without above ground pedestrian walkways which are prohibited across any public street.

No changes proposed to previously approved design. No above ground pedestrian walkways are proposed.

(4) Walls shall include storefronts along each ground floor that is adjacent to a public street. Windows shall not be tinted, mirrored or treated in such a way as to block views into the interior.

No changes proposed to previously approved design. Storefronts are proposed on both Ferry St and Commercial St. Active uses such as the main lobby, a restaurant and conference rooms are proposed behind

all ground floor storefronts. No storefronts will be tinted, mirrored or in any treated to obscure views.

- (5) Parking within a building on the ground floor shall only be allowed behind secondary facades. Commercial storefronts or office uses shall be provided between any ground floor parking area and the primary facades fronting the public street. Parking is prohibited between the building and the street.**

No changes proposed to previously approved design. No parking is proposed between the building and the street. A limited amount of parking is proposed at the ground floor, accessed from the alley. None of the parking at the ground floor fronts onto Ferry St or Commercial St.

Above grade parking is screened by hotel rooms lining the perimeter of the street facing facades, minimizing the amount of inactive area on the façade.

- (6) No new building shall be designed to allow drive-through uses, except banks and credit unions where construction of the bank or credit union is commenced on or after October 1, 2011, may include a drive-through use as a conditional use subject to the following standards:**

- (A) All components of the drive-through, including kiosk, structure, and drive aisle, shall be located on a secondary facade, not visible from the right-of-way, other than an alley,**
- (B) Queuing lanes shall not be permitted between the building and the right-of-way, other than an alley,**
- (C) Up to two queuing lanes may be permitted,**
- (D) If the subject property abuts an alley, access to and from the drive-through from the alley is encouraged.**

No changes proposed to previously approved design. No drive through is proposed.

- (7) Manufactured dwelling units are prohibited**

No changes proposed to previously approved design. Manufactured dwelling units are not proposed.

- (c) Mechanical equipment and service areas. Mechanical equipment, including, but not limited to, heating and cooling systems, solar panels and**

telecommunications equipment, and service areas, including, but not limited to, dumpster enclosures, shall meet the following standards:

(1) Materials. Materials shall be harmonious in type, color, scale, texture, and proportions with the building and the district generally.

(2) Design.

(A) Mechanical equipment and service areas should be located out of public view and designed as an integral part of the overall building design.

No changes proposed to previously approved design. All mechanical and service areas are either located on the roof or internalized in the building plan, away from the public streets.

(B) Mechanical equipment and service areas should be placed at the rear of the building, recessed on the roof of the building, or screened by appropriate fencing.

No changes proposed to previously approved design. All building service areas are accessed from the alley. Given the visibility of the proposed structure from the west, the alley façade has been designed to match the rest of the building; there is no “back” side to the hotel.

(C) Low-profile mechanical units and elevator shafts may be placed on rooftops if they are not visible from the street, or are set back and screened from view.

No changes proposed to previously approved design. The elevator overrun and rooftop mechanical units are set back from the edge of the roof, ensuring that they won't be visible from the adjacent streets.

(D) Solar panels should have low profiles and not be visible from the street.

No changes proposed to previously approved design. Solar panels are not currently proposed.

(E) Skylights shall be flat and shall not alter the existing profile of the roof. Bubble-type skylights are prohibited.

No changes proposed to previously approved design. No skylights are proposed.

- (F) Mechanical equipment placed at street level should be screened in a manner that is compatible with the streetscape and adjacent buildings.**

No changes proposed to previously approved design. No mechanical equipment is proposed at the ground level.

- (G) Skylights and vents shall be placed behind and below the parapet level.**

- (d) Awnings and canopies. Awnings and canopies on new construction shall meet the following standards:**

- (1) Materials.**

- (A) Materials that are compatible with the character of the district shall be used.**

No changes proposed to previously approved design. Painted steel canopies are proposed.

- (B) Canvas is an approved material for awnings and canopies.**

No changes proposed to previously approved design. The use of canvas is not proposed.

- (2) Design.**

- (A) Awnings shall be located within window openings, and below transoms.**

No changes proposed to previously approved design. The proposed canopies are set into the recessed storefront entries, 10 feet clear of the sidewalk level. Transoms 3' windows 3' in height will be located over the canopies.

- (B) Umbrella-type awnings and non-historic forms are not permitted.**

No changes proposed to previously approved design. Umbrella-type awnings are not proposed.

- (C) Marquees may be used where compatible with the building and neighboring buildings.**

No changes proposed to previously approved design. Marquees are not proposed.

- (D) Awnings, canopies, or marquees shall not obscure significant architectural features on the building.**

No changes proposed to previously approved design. The canopies proposed are deep enough to provide continuous weather protection, however they will not project over the entire sidewalk. It will still be possible to view the entire façade from the ground level.

- (E) Awnings, canopies, or marquees shall have size, scale and design that is compatible with the building and neighboring buildings.**

No changes proposed to previously approved design. A restrained canopy design is proposed, that provides weather protection without competing with the body of the building for attention.

Kimberli Fitzgerald

From: MICHAEL LIVINGSTON <michaellivingston1@comcast.net>
Sent: Thursday, September 2, 2021 10:41 PM
To: Zachery Cardoso
Cc: Kimberli Fitzgerald; Irma Dowd; Owens, Sarah; neal.t.kern@gmail.com
Subject: Re: Request for Comments - Case No. HIS19-19MOD1 for 195 Commercial St SE

ZACHERY,

On behalf of CANDO, I am submitting this comment in response to your request below in Case No. HIS 19-19MOD1 for 195 Commercial Street SE:

CANDO does not oppose the proposal to modify the window type on the upper stories of the proposed new 7-story hotel. Based on the additional information that you have provided, it appears that the requested modification is to use aluminum-faced vinyl windows instead of the aluminum-clad wood window design that had been approved earlier.

Michael Livingston
CANDO Vice Chair

On 08/27/2021 1:14 PM Zachery Cardoso <zcardoso@cityofsalem.net> wrote:

Hello,

The Request for Comments for Historic Design Review Case No. HIS19-19MOD1 for 195 Commercial St SE is attached for your information. Comments are due **Monday, September 13, 2021 by 5:00 p.m.** Hard copies go out in the mail today for those of you who are to receive one.

Application Summary: Proposal to modify a previous historic design review approval (HIS19-19) to modify the originally approved window type on the upper stories of the proposed new seven story hotel.

Please direct questions or comments to the **CASE MANAGER:**

Kimberli Fitzgerald

Kimberli Fitzgerald

From: Howard Hall <friendsofhistoricsalem@gmail.com>
Sent: Friday, August 27, 2021 3:28 PM
To: Kimberli Fitzgerald
Cc: Zachery Cardoso
Subject: Re: Request for Comments - Case No. HIS19-19MOD1 for 195 Commercial St SE

Received, thank you.

PERSONAL COMMENT: no objection.

Pleased to see the continued inclusion of interpretative signage and acknowledgement of the site in the name of the hotel. A significant historic location. History of the Oregon Legislative Assembly.

Jon Christenson MURP
P. O. Box 534
Salem, Oregon 97308-0534

On Fri, Aug 27, 2021 at 1:14 PM Zachery Cardoso <ZCardoso@cityofsalem.net> wrote:

Hello,

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Please direct questions or comments to the **CASE MANAGER:**

Kimberli Fitzgerald

kfitzgerald@cityofsalem.net

503-540-2397

Thank you,