



# Type III Review

Variance

Fee: \$720.00 | File No. V 24-19

**Applicability:** A variance application is used when the request would result in more than a 20 percent change to a quantifiable Code standard; or, for any deviation from a standard of this code. Note: A variance application may be submitted concurrently with other applications for review on the same project (i.e. partition, site design review, etc.).

<b>Applicant:</b> SKB, attn: John Olivier	
<b>Address:</b> 222 SW Columbia Street, Suite 700, Portland OR 97201	
<b>Email Address:</b> JOlivier@skbcos.com	
<b>Phone(s):</b> (w) 503-220-2600, (m) 503-552-3594	
<b>Owner (if different from above):</b>	
<b>Owner Address:</b>	
<b>Engineer/Surveyor:</b> GGLO, attn: Samantha Beadel	
<b>Phone:</b> 206-902-5734	sbeadel@gglo.com
<b>Engineer/Surveyor Address:</b> 1301 5th Avenue, Suite 2200, Seattle WA 98101	
<b>Project Name:</b> Dundee Hotel	
<b>Project Location:</b> 1232 OR-99W	
<b>Map/Tax Lot No.:</b> R3335AA 01301 and R3335AA 01401, R3335AA 01000, R3335AA 01200,	<b>Zone:</b> Community Commercial
<b>Comp Plan Designation:</b>	
<b>Explanation of Variance Request:</b>	
<p>In order to enhance pedestrian experience, the applicant seeks a variance for the street section of SW 13th Street.</p> <hr/> <hr/> <hr/> <hr/>	

\*Application must be accompanied by required submittals as noted in Dundee Municipal Code Chapter 17.406.040.

**Submit the following information for review (10 copies + one electronic copy):**

- Site plan showing:
  - o Existing features of the site;
  - o Proposed new site features;
  - o The proposed variance details (where on the site, dimensions, etc);
  - o A written statement or letter explaining the reason for the variance request, alternatives



**TYPE III REVIEW**

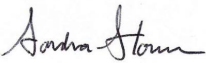
**Supplemental Signature Page for Owner**

**RE: Type III Variance: SW 13<sup>th</sup> Street Section**

I attest that to the best of my knowledge the information provided herein and attached is accurate; and, certify that the approval of the adjustment does not create a violation of any other code standard or previous land use approval.

Signed:

DUNDEE HILLS, LLC

By:   
\_\_\_\_\_

Sondra Storm

Dated: 10.16.24

(As to Tax Lots R3335AA 01401 and R3335AA 01301)

## Type III Variance: SW 13<sup>th</sup> Street Section

**Date:** September 18, 2024

**To:** City of Dundee, Oregon

**From:** Marieke Lacasse, GGLO on behalf of SKB (Owner) and the Embarcadero Hospitality Group

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SW 13<sup>th</sup> Street Section – It was indicated in the original pre-application conference that alternate designs to SW 13<sup>th</sup> Street would be entertained by Public Works.

SW 13<sup>th</sup> Street is generally proposed to be developed in accordance with the City of Dundee Transportation System Plan, except for a few minor points. The Transportation System Plan requires local streets to be 50' Right of Way with 28' minimum paved width with 5' planter strips and 5' sidewalks. The requested variance is a 22' wide paved section with no parking and a wider sidewalk on the north to improve the pedestrian walkability and scale of the development. The total right of way width is kept at 50'-0", but the centerline of the road shifts south. The design team proposes to remove the parallel parking, given the layout of 13<sup>th</sup> with curb cuts and crosswalks would only allow for 5 parallel parking stalls along the street segment. We propose to reduce the curb-to-curb space and give that space back to pedestrians, on the north side of the street. SW 13<sup>th</sup> street would have 11' travel lanes for a 22' curb to curb street and move the centerline of the street a few feet south, allowing more pedestrian space to the north sidewalk resulting in a 10' sidewalk on the north side of 13<sup>th</sup>, and a 6' sidewalk on the south side.

Wider sidewalks promote the pedestrian connection between Pacific Highway 99 and the Retail/Hotel, and beyond to the neighborhood west - as well as the proposed path on Alder Street. Traffic calming is incorporated at the Hotel's main entry as a tabletop intersection – and a way for hotel guests to access the south parking lot which is shared. A second raised pedestrian crosswalk connects the retail buildings on the east side of SW 13<sup>th</sup> Street.

We are requesting formal response on the design from Public Works.

The proposed code adjustment meets the following criteria (17.406.040(B)):

1. *The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, existing development patterns, or adjacent land uses;*

The proposed street section offers better connectivity from Pacific Highway to the neighborhood to the west and to Alder Street. Creating a pedestrian friendly street section here is in line with the city's goals and targets and given there will be an abundance of street parking created by the extension of Alder from 13<sup>th</sup> to Niederberger Rd, we are confident this is the right approach for the city and this block.

- 2. The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site;*

The variance is within the ROW minimum widths. The revised travel lanes are more generous (by 1 foot on each side) than the original section with parallel parking. We are shifting 6' of roadway to the pedestrian realm.

- 3. The need for the variance is not self-imposed by the applicant or property owner (for example, the variance request does not arise as a result of a property line adjustment or land division approval previously granted to the applicant);*

Though a property line adjustment is being sought under separate application and due to different reasons, the variance itself is not the result of a property line adjustment or other self-imposed reason.

- 4. The variance does not conflict with other applicable city policies or other applicable regulations;*

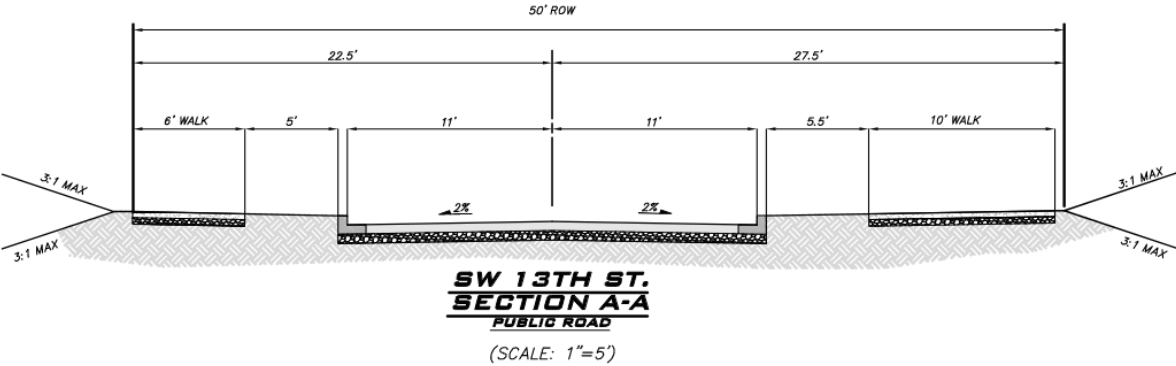
The variance does not conflict with other applicable city policies or other applicable regulations.

- 5. The variance will result in no foreseeable harm to adjacent property owners or the public;*

The variance is expected to have little to no impact to adjacent property owners or the public and will result in no foreseeable harm. It is expected to have a net benefit due to an improved pedestrian experience.

- 6. All applicable building code requirements shall be met.*

The revision will comply with all accessibility requirements. No other building code requirements are applicable.



- Copies:
- John Olivier, SKB
  - Tyler Kepler, SKB
  - Mark Keller, Embarcadero Hospitality Group
  - Sondra Storm, Embarcadero Hospitality Group
  - James Bradley, GGLO
  - Marissa Tan-Gatue, GGLO
  - Samantha Beadel, GGLO

