



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

FROM CONCEPT TO CONSTRUCTION

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 14-162150 DZM GW
PC # 14-149573
Riverplace Hyatt House

REVIEW BY: Design Commission

WHEN: Thursday September 4, 2014 at 1:30 PM

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

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

Bureau of Development Services Staff: Chris Caruso 503-823-5747 /
Chris.Caruso@portlandoregon.gov

GENERAL INFORMATION

Applicant: Jon McAuley, SERA Architects (503-445-7372)
338 NW 5th Ave./Portland, OR 97209

Representative: T.B. Dame, Riverplace Hotel Investors LLC
1308 NW Everett St./Portland, OR 97209

Site Address: 2098 SW River Parkway

Legal Description: LOT 2 TL 200, PARTITION PLAT 1994-55
Tax Account No.: R649742180, R649742180
State ID No.: 1S1E03CD 00200, 1S1E03CD 00200
Quarter Section: 3229
Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - Downtown
Zoning: CXdg – Central Commercial with Design and River General overlays

Case Type: DZM GW – Design Review with Modifications and concurrent Greenway 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:
The applicant seeks approval of a Type III Design Review and concurrent Greenway Review for a new 6-story Hyatt House hotel with ground floor retail, 224 hotel rooms,

stacked valet below-grade parking for 44 cars, and ecoroofs. The building is a courtyard style building finished in brick, cement panels, and metal panels with vinyl upper story windows and aluminum storefront at the ground floor.

The following Modifications are also requested:

1. Ground Floor Windows 33.130.230. To reduce the amount of ground floor windows on the east façade from 50% of the façade length and 25% of the façade area at the ground floor to 35 % and 418 SF instead of the required 441 SF.
2. Loading 33.266.310.D. To locate the 2 required 'A'-sized loading stalls in the drive aisle of the valet parking area.

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:

- 33.825 Design Review
- 33.825.040 Modifications Approved thru Design Review
- 33.440.350 Greenway Approval Criteria
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: The site is an undeveloped lot bounded by SW River Parkway and SW River Drive, both public streets and private extensions of SW Hall Street and SW Moody Avenue. Development around the site includes The Strand high-rise condominium towers to the north, the mid-rise David Evans building to the east, a utility transformer yard to the south, and the three story Mint Urban Apartments complex to the west. The area also includes a streetcar stop on SW River Parkway directly across from the site plus views of the new MAX light rail line overpass to the south. The site is one block away from the Willamette Greenway Trail which can be accessed from the nearby east-west streets. SW River Drive is a designated Local Service Walkway and City Bikeway while SW River Parkway is a designated Traffic Access Street, Transit Access Street, City Walkway, and City Bikeway. The site is within the Downtown Pedestrian 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 Design Overlay Zone “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 Greenway Overlay Zones, designated as “g”, “i”, “n”, “q” or “r” are intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses

within the greenway; increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and implement the water quality performance standards of Metro's Title 3.

- The River General "g" allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.

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 there are prior land use reviews for this site, including the following:

1. LUR 94-011064 MP (LUR 94-00162) – Approval of a 2-lot partition.
2. LUR 98-015379 DZ (LUR 98-00073) – Approval of improvements extending Waterfront Park southward to the Marquam Bridge.
3. LU 06-155310 GW – Approval of excavation and removal of asbestos-coated material.

Agency Review: A "Notice of proposal in Your Neighborhood" was mailed **August 11, 2014**. The following Bureaus have responded with no issue or concerns:

- Bureau of Parks-Forestry Division
- Life Safety Review Section of BDS (Exhibit E-1)
- Water Bureau (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Bureau of Transportation Engineering (Exhibit E-4)
- Site Development Section of BDS (Exhibit E-5)
- Bureau of Environmental Services (Exhibit E-6)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **August 11, 2014**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed below, 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.

CX Base Zone Development Standards (33.130)

The CX zone is intended to provide for commercial development within Portland's most urbane 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.

Central City Plan District Development Standards (33.510)

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 Downtown Parking and Circulation Policy. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area.

Greenway Zones Development Standards (33.440)

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 Downtown Parking and Circulation Policy. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area.

Central Residential Zone Primary Uses (Table 130-1) & Greenway Overlay Zones (33.440.030)*Development Standard*

Retail Sales and Service uses as proposed are allowed by right in the CX zone. The River General (g) zone allows for uses and development which are consistent with the base zone (CX). There are no special restrictions in the River General zone. The standard is met.

Floor Area Ratios (33.510.200, Map 510-2 & 33.440.220)*Development Standard*

Maximum FAR 4:1 allowed in this area of the Downtown Central City Plan District. The Greenway maximum FAR of 2:1 does not apply to sites in the Central City Plan District. The plan district limits apply.

Proposal

- The proposal has a floor area ratio of 3.38:1 based on a net site area of 48,731 SF and a building size of 158,000 SF. The standard is met.

Maximum Height (Table 130-3, 33.510.205 & Map 510-3)*Development Standard*

Maximum height 150 feet.

Proposal

- Height has been measured per Height Measurement of Base Point 1 in the PZC 33.930, Figure 930-7, at the highest abutting sidewalk elevation within a 5 foot horizontal difference to the top of the parapet. Building is 65'-10" tall. The standard is met.

Minimum and Maximum Setbacks (Table 130-3 & 33.130.215)*Development Standard*

The maximum building setback is 10 feet for 100% of the ground-level street-facing facades in a Pedestrian District along SW River Drive and SW River Parkway.

Proposal

- The maximum building setback is 3'-0" along SW River Parkway. The standard is met.

Building Coverage (Table 130-3)*Development Standard*

No limit.

Proposal

- Building will cover 100% of the site. The standard is met.

Minimum Landscaped Area (Table 130-3)*Development Standard*

None.

Proposal

- Landscaped planters are located around the building base but they are not required. The standard is met.

Required Building Lines (33.510.215.D & Map 510-6)*Development Standard*

New development and major remodeling projects along a frontage containing a required building line must comply with either Subparagraphs a. or b. Exterior walls designed to meet the requirements of this paragraph must be at least 15 feet high. The building must extend to the street lot line for at least 75% of the lot line or extend to within 12 feet of the lot for 75% of its length and be paved between the building and the lot line as an extension of the sidewalk.

Proposal

- Proposed building lines meet the standard 'a' along the required SW River Parkway frontage. The standard is met.

Ground Floor Windows (33.130.230.B.2, 33.510.220 & Map 510-12)*Development Standard*

In CX zone, all exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard in Paragraph 3.

General Standard. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

Proposal

- The proposal meets this standard on three of the four frontages. A Modification is requested for the SW Moody Avenue frontage to not meet this standard. See the Modifications section of this report.

Windows Above Ground Floor (33.510.221 & Map 510-11)*Development Standard*

The regulation of this section applies to sites near the streetcar alignment shown on Map 510-12. Windows must cover at least 15% of the area of street-facing facades above the ground level wall areas. This requirement is in addition to any required ground floor windows. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade.

Proposal

- The proposal provides at least 15% windows on all street-facing facades above the ground level. The standard is met.

Ground Floor Active Uses (33.510.225, 33.510.226 & Map 510-7)*Development Standard*

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 occupancy and street-level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office. The standard must be met along at least 50% of the ground floor of walls that front onto a sidewalk, plaza, or other public open space. The distance from the finished floor to the underside of structure

must be at least 12 feet. The area must be at least 25 feet deep measured from the street-facing façade and must include windows or doors, or be structurally designed so doors and windows can be added in the future.

Proposal

- Ground floor active use areas are required along SW River Parkway and are provided. The standard is met.

Minimum Active Floor Area (33.510.226)

Development Standard

On the portion of a site within 200 feet of a streetcar alignment, at least 50% of the floor area in each building must be in one or more active uses, where allowed by the base zone.

Proposal

- At least 50% of the ground floor within 200 feet of the streetcar alignment is in designated active uses. The standard is met.

Screening (33.130.235)

Development Standard

All exterior garbage and recycling areas must be screened from the street and any adjacent properties. Mechanical equipment on the roof must be screened if within 50 feet of an R zone.

Proposal

- The garbage/recycling area is located entirely within the building. Pickup will occur along SW Moody Avenue. The standard is met.
- There are no R zoned sites within 50 feet of this proposal, so this standard does not apply.

Pedestrian Standards (33.130.240)

Development Standard

These pedestrian standards implement the State Transportation Planning Rule. Under the pedestrian standards, the site must contain a pedestrian circulation system connecting all adjacent streets to the main entrance and provide connections to other areas of the site.

Proposal

- The building contains direct access to all entrances via the public and private sidewalks and the area between the building and the public and private street lot lines are hardscaped for use by pedestrians. The standard is met.

Transit Street Main Entrance (33.130.242)

Development Standard

Provide a main entrance within 25 feet of a designated Transit Street (SW River Parkway).

Proposal

- The main entrance is within 25 feet of SW River Parkway. The standard is met.

Parking (33.266, 33.510.261 & Map 510-8)

Development Standard

There is no required parking in the CX zone in the Central City Plan District. Hotel parking is allowed with a maximum of 1 space per hotel room which in this case would be 224 spaces maximum.

Proposal

- 44 valet parking spaces are being provided inside the building. The standard is met.

Bicycle Parking (33.266.210 & Table 266-6)*Development Standard*

The project consists of 224 hotel rooms and 700 SF of associated café. Bicycle Parking requirements are:

Proposal

▪ Temporary Lodging Long-Term Spaces	11 req'd	11 provided
▪ Temporary Lodging Short-Term Spaces	11 req'd	0 provided (bike fund)
▪ Restaurant Long-Term Spaces	3 req'd	3 provided
▪ Restaurant Short-Term Spaces	11 req'd	0 provided (bike fund)

The short-term standards are met by payment into the bike fund at the time of building permit application.

Loading Spaces (33.266.310 & Map 510-9)*Development Standard*

Two loading spaces at least 35 feet long, 10 feet wide and having a clearance of 13 feet is required.

Proposal

- A Modification is being requested to locate the two standard A loading spaces within the drive aisle of the valet parking area inside the building. See the Modifications section of this report.

Signs (33.130.295 & Title 32) No signs are proposed for approval for this review.

Street Trees (33.130.300) Street Trees will be provided as required by the City Forester.

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 Central City Plan District Downtown Subdistrict, the applicable approval criteria are listed in the Central City Fundamental Design Guidelines and the 33.440.350 Greenway Approval Criteria section of the Portland Zoning Code.

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.

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

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

Findings: The site is one block west of the Willamette Greenway Trail which is a major recreation and environmental connector from downtown to South Waterfront and has been constructed over a number of years as riverside lots were

developed. While the proposed building is not directly along the river's edge, the site is part of a larger area that connects to the trail. Elements of this building that are most directly oriented toward river and trail activity include a café space in the NE corner of the building and a 2nd level courtyard deck and terrace for hotel guests that will have expansive views of the area. The proposed development also takes advantage of other available views towards the river, South Waterfront, area bridges, and downtown by providing large areas of clear glazing in the ground floor public spaces as well as in the numerous windows of the hotel rooms. Important east-west connections to the river from SW River Parkway and SW Hall, both of which dead-end at the Willamette Greenway Trail are maintained by the building's location within the block and are easily accessible by hotel guests from the site's ground floor spaces. The one-story podium along most of the east lot line allows additional views of areas to the north from nearby buildings as well as by pedestrians coming from the south. *These guidelines are therefore met.*

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

Findings: The project is a full block development which maintains the traditional block pattern present throughout the Downtown Subdistrict of the Central City as well as of the surrounding area. The pedestrian environment will be enhanced by the installation of street trees and other plantings in the furnishing zone around the entire site. There are also a number of narrow planters around the building base that can serve as seating for passersby. *This guideline is therefore met.*

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

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.

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

Findings for A4, A5 & A9: The project incorporates building elements and site design features associated with this section of the Downtown Subdistrict of the Central City Plan District. This newly developed area of town near the Willamette River and at the northern end of South Waterfront is comprised of low- mid- and high-rise buildings which feature brick as a major exterior material. The buildings in the area contain a mixture of uses including office, low- and high-rise housing, retail, restaurant, and hotel. The proposed building materials of brick, metal panels, stone, and concrete are seen throughout the district. The pattern of punched windows around this new building, the metal canopies, and upper level roof deck are all features found on buildings within the district which helps this project blend into the surrounding built environment.

The site is not designated as a gateway in the 1988 Central City Plan. However, it has some gateway-like qualities as it is uniquely situated at the northern entrance to the South Waterfront neighborhood, the place where the MAX light rail bridge passes overhead, and near the base of the Marquam Bridge. The site is clearly visible from the nearby bridges as well as from the elevated Naito Parkway. The

proposed building will fill in an existing within the urban fabric as this site has been vacant for many years. The multiple textures of the exterior materials, the light brick, and the glazed vertical entry corner will create a recognizable building identity that anchors this corner of the district. *These guidelines are therefore met.*

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

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.

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.

Findings for A7, A8 & B4: The proposal abuts the property lines on the majority of the site with building wall at the ground floor which helps to define the public rights-of-way as separate from the development site. This strong building base creates a sense of urban enclosure. The combination of building walls, a prominent corner entry, planters, new street trees, and sidewalk improvements successfully develop all four of the site's urban edges. The two public entries on the west and south walls and the café entry near the NE corner are all adjacent to the rights-of-way and provide open areas along the sidewalks.

The important interior active spaces such as the main lobby, commons area, café, meeting rooms, library, and business center are visually connected to the adjacent sidewalks by the use of large windows around the ground level. Plantings located adjacent to the sidewalks and the landscaping improvements along the streets will add visual depth and motion to the streetscape, further softening the edges of the pedestrian realm along the street frontages.

The building incorporates human scale design elements that provide visual interest to the surrounding pedestrian environment and encourage social interaction. These elements include slate panels, interlocking fishscale metal panels, and concrete planters around the ground floor. The planters also act as seat walls where people can rest and socialize. The recessed main lobby entrance and the café entry provide sheltered gathering spaces below their canopies. The planters and entry areas are small enough that they will not conflict with other sidewalk uses. *These guidelines are therefore met.*

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.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

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.

Findings for B1, B2, B3 & B7: The primary pedestrian circulation paths in the vicinity of the site include sidewalks on all four frontages as well as the east-west connections to the Willamette Greenway Trail which is one block away. The link between SW Moody north past the site has become increasingly important with the streetcar stop at SW Moody and SW River Parkway. The pedestrian system around the site will be constructed to city standards for the area and further delineated with the installation of street trees and other plantings in the furnishings zone.

The proposed development incorporates several design measures to improve pedestrian safety. Vehicle access for cars and loading is combined into one curb cut and doorway accessed from the NW Moody Avenue extension. This location continues the pattern already established on this block of service entries facing this private street. The garage door is recessed to allow drivers to see out as they enter and exit the site, making for a safer area. Illumination of the sidewalks will be provided by a combination of streetlights, interior illumination of the ground floor spaces, exterior building lighting at the canopies, exterior doors, and greenscreen wall, as well as lighting underneath the ground floor perimeter building soffits. All of this lighting will create a more inviting and safer nighttime environment for pedestrians.

The majority of the mechanical equipment is located on the roof within screen enclosures so it will have no impact on pedestrians. The two louvers that are at sidewalk level on the east façade, one above a door and one next to the parking garage, are not active exhaust vents and will not blow out onto pedestrians. The recessed main entry at the SW corner with wrap-around canopy and the canopy over the café entry that wraps around the NE corner provide shelter from the weather for guests and passersby. Shallower weather protection is provided around the base of the building by the overhanging second floor soffits. Street trees will be added to all four frontages, providing shading as well. All areas of the site are designed for accessibility. Entrances are at grade, and on-site walkways are connected to the public circulation system. *These guidelines are therefore met.*

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

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

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, C4 & C5: The proposal includes a number of different materials including light-colored brick, dark-colored fishscale metal panels, green slate, plain concrete, dark-colored aluminum storefront and curtainwall systems, metal canopies and sunscreens, dark-colored vinyl windows, dark-colored metal louvers and person doors, and a decorative metal mesh greenscreen planter. These materials are all of high quality and are located on the building in ways that allow them to be durable and long-lasting. These materials work their way around all sides of the building in a simple and clear manner with the slate, concrete, storefront, and greenscreen planter forming the building base, the brick forming the upper stories, and the fishscale tiles flowing around the base and up the sides of the outer walls and the faces of the inner courtyard walls.

The building form is a very simple u-shaped mass sitting on a one-story podium. The street-facing elevations of the upper part of the building is carved away by a series of recessed vertical features and regularly spaced and aligned punched window openings. This pattern happens around the building until it is broken at the SW corner by more open system of curtainwall windows and horizontal sunscreens. This portion of the building is also differentiated by the vertical sections of fishscale tiles that continue from the 2nd floor to the roof which creates an independent mass at this more important corner. The SE corner where the café is located is also differentiated by being pulled back at the upper floors to create a 2nd level courtyard for more plantings and outdoor deck areas. While this portion of the building is only one story tall, the ground level materials all continue around the podium so that the design remains cohesive.

The valet parking area is behind a translucent glass aluminum-framed door so that the sloping floors will not be visible from the sidewalk. The door materials continues the appearance of glazing around the building base. The storefront and curtainwall frames and the vinyl window frames will match in their dark coloration which also picks up on the dark color of the fishscale panels, creating a continuity of color from top to bottom. The use of consistent colors and materials around the entire building from roof to sidewalk creates an interesting and coherent design with quality materials that invoke a sense of permanence. *These guidelines are therefore met.*

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.

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings for C7, C8 & C9: The main building entry is located at the SW corner of the site, very near the streetcar stop at SW Moody and SW River Drive. Multi-story curtainwall windows plus a wrap-around canopy call attention to this important public corner of the building. This entry is also set back from the lot lines to create a larger gathering space for hotel guests and visitors near this main street intersection. The NE corner is also visually distinct with tall storefront windows

and another wrap-around canopy that helps mark the private street intersection of SW Moody and SW Hall that leads east toward the Willamette Greenway Trail. This corner features a café space that will be open to hotel guests, employees and the public. The remaining two building corners have similar storefront windows along the exterior walls to allow views into active spaces. The ground level spaces are all designed to be flexible over time. New doors can be inserted into areas of storefront if desired while interior walls can be moved around to accommodate future uses. The current layout of the interior spaces places active areas along all four building edges. Stairs and elevator towers are located inside the building and will not interrupt the building corners.

The building is designed to follow the tripartite architectural divisions of base, middle and top but in a modern expression. The building base incorporates a regular series of ground floor windows that are divided from the upper levels by a consistent horizontal fishscale tile band and the projecting brick mass above, as well as by the two corner canopies. The main building entries, linear planters, and slate panels further distinguish the sidewalk level of the building from the middle and top. *These guidelines are therefore met.*

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

Findings: The encroachments are limited to two entry canopies one at the SW corner and one at the NE corner. Both of these projecting canopies add visual texture, depth and rhythm to the façade and are located above the surrounding sidewalks so as to not impinge on pedestrian throughways. *This guideline is therefore met.*

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

Findings: Two-thirds of the upper roof is planted as an ecoroof that will provide visual interest to people viewing it from the surrounding buildings while a majority of the courtyard roof is also landscaped. The number of individual upper rooftop structures is minimized so they will not block views from other buildings or vantage points and will have no negative impact on the city skyline. Rooftop mechanical equipment will be corralled into two fully sight-obscuring screen enclosures that are aligned with each other to create matching tops to the building. No equipment will project above the top of the enclosure walls. *This guideline is therefore met.*

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

Findings: Illumination of the development consists of a series of light fixtures recessed into the soffit above the ground floor, the main entry and café canopies, at all other person doors, within the east greenscreen wall, and around the 2nd

level courtyard deck. Decorative uplighting of architectural features is not part of this proposal, so the building will not have an adverse impact on the nighttime skyline. Canopy and soffit lighting consists of recessed fixtures that direct light down onto the sidewalk and planters below. The greenscreen wall has lighting behind the mesh screen that will illuminate this portion of the ground level wall. There are no dwelling units directly across from this façade so there will be no adverse impact from this decorative feature. Courtyard deck lighting consists of walkway lights and a few landscape lights that are all directed to not shine up into the nighttime sky or into the units of adjacent residents. All of the light fixtures are appropriately scaled to their location and will focus illumination in ways that improve safety for pedestrians while preventing light spillover. *This guideline is therefore met.*

(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 #1: Ground Floor Windows (33.130.230). To reduce the amount of ground floor windows on the SW Moody (east) façade from 50% of the façade length and 25% of the façade area at the ground floor to 35% length and 418 SF area instead of the required 441 SF area.

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.

Standard: 33.130.230.B.2. In CX zone, all exterior walls on the ground level which face a street lot line, sidewalk, plaza, or other public open space or right-of-way must meet the general window standard of 50% of the length and 25% of the ground level wall area, or the option for artwork.

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

Findings: The CX base zone standard calls for 50% of the ground-level wall length and 25% of the ground level wall area, measured from grade to 9 feet above, to be clear glazing.

The project meets the ground floor window standards on three of its four facades, providing active areas along the street edges. The east side of the building is where all service uses are located including the parking and loading door, trash room door, garage air vents, and generator room access which are all features that are present on facades of other buildings in the area. This allows the other three facades to be fully activated with hotel guests uses. The David Evans building directly across SW Moody Avenue has similar building service areas, making this block a more back-of-house space. The hotel's parking and loading areas are combined behind one garage door of translucent glass panels. Combining these two uses into one entry point minimizes the amount of blank wall along the SW Moody (east) façade and the glazed door presents a nicer material at the sidewalk. The other service area doors and vents are minimized in size as well, again in an effort to reduce the amount of blank wall at the ground level. Both corners of this façade have active uses that wrap around from SW Hall Street and SW River Parkway with clear glass storefront windows and metal canopies. These spaces help activate both corners of the building along SW Moody Avenue as well as enhance the pedestrian environment. The remainder of the east façade that is not storefront windows or service doors and louvers is designed as a long planter with a vertical greenscreen that provides interesting plants and vines at the sidewalk level as well as visual texture of the undulating mesh screen system. This planter will be illuminated in an artistic way at night which will also provide visual interest as well as enhanced security along the sidewalk for pedestrians moving from one corner of the site to the other. Additional visual interest is provided along SW Moody is provided by the repeating pattern of tall recesses that occur in the areas between windows and the planter. These recesses create a secondary pattern along this façade that breaks up the expanses of blank walls along the sidewalk.

The greenscreen planter, corner storefront windows and canopies, combined service openings, vertical recesses, and translucent garage door allow the proposal to better meet the following Central City Fundamental Design Guidelines: *A4 Use Unifying Elements, A8 Contribute to a Vibrant Streetscape, B2 Protect the Pedestrian, and C5. Design for Coherency.*

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

Findings: The addition of the illuminated planter with vertical greenscreen along the SW Moody Avenue facade provides a visually interesting feature at the sidewalk level of the new building. This helps break up what would otherwise be a long expanse of solid ground level wall in front of required hotel services.

This Modification meets the approval criteria and therefore merits approval.

Modification #2: Loading Standards (33.266.310.D). Locate the two required standard A loading spaces within the drive aisle of the building's valet parking area.

Purpose Statement. To ensure adequate areas for loading for larger uses and developments. To ensure that the appearance of loading areas will be consistent with that of parking areas. To promote safe circulation.

Standard. Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph. Two loading spaces are required for buildings with more than 50,000 square feet of floor area.

Findings for Design Guidelines and purpose of the standard: The modification to locate the two loading spaces within the valet parking area drive aisle better meets the following Central City Fundamental Design Guidelines: *A8 Contribute to a Vibrant Streetscape*, and *B2 Protect the Pedestrian* by removing the loading spaces from the parking rows. This allows additional vehicles to park on site which reduces the impact of new vehicles parking in the neighborhood. Since the parking area is fully valet parked, maneuvering within the parking area when loading trucks are present can be done by the valet parkers so vehicles can still get in and out of the garage. Potential conflicts between pedestrians and loading trucks serving the development are minimized by having them within the parking garage which only has one access point for vehicles.

The Office of Transportation [Exhibit E-4] had reviewed the proposal and modification to the loading space locations and has stated “No objection to approval”.

This Modification meets the approval criteria and therefore merits approval.

(3) GREENWAY REVIEW (33.440)

33.440.010 Purpose: The Greenway regulations are intended to:

- Protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers;
- Establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway;
- Increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; and
- Implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and
- Implement the water quality performance standards of Metro's Title 3, which are intended to protect and improve water quality to support designated beneficial water uses, and to protect the functional values of the water quality resource area which include: providing a vegetated corridor to separate protected water features from development; maintaining or reducing stream temperatures; maintaining natural stream corridors; minimizing erosion, nutrient and pollutant loading into water; filtering, infiltration and natural water purification; and stabilizing slopes to prevent landslides contributing to sedimentation of water features.

33.440.300 Purpose

Greenway review ensures that all proposed changes to a site are consistent with the Willamette Greenway Plan, the Willamette Greenway design guidelines and, where applicable, the water quality element of Title 3 of Metro's Urban Growth Management Functional Plan. The purpose of greenway review is to ensure that:

- Development will not have a detrimental impact on the use and functioning of the river and abutting lands;

- Development will conserve, enhance and maintain the scenic qualities and natural habitat of lands along the river;
- Development will conserve the water surface of the river by limiting structures and fills riverward of the greenway setback;
- Practicable alternative development options are considered, including outside the River Water Quality zone setback; and
- Mitigation and enhancement activities are considered for development within the River Water Quality zone.

33.440.350 Approval Criteria

A greenway review application will be approved if the review body finds that the applicant has shown that all of the approval criteria are met. The Willamette Greenway design guidelines must be met for all greenway reviews.

Willamette Greenway Design Guidelines:

The purpose of the Willamette Greenway design guidelines is to help attain the goal and objectives of the Willamette Greenway Plan, particularly objectives 2, 3, and 4. The design guidelines address the quality of the environment along the river, and require public and private developments to complement and enhance the riverbank area, particularly with regard to riverbank treatment, landscape enhancement, public access, and the relationship of structures to the Greenway Trail, the siting and design of viewpoints, and the design of view corridors.

Staff has considered all Guidelines and has addressed only those considered applicable to the current proposal (Guidelines A, B, and E.)

A. Relationship of Structures to the Greenway Setback Area.

1. Structure Design. The Greenway setback area should be complemented and enhanced by designing, detailing, coloring, and siting structures and their entrances to support the pedestrian circulation system, including both the Greenway Trail and access connections.

2. Structure Alignment. Where surrounding development follows an established block pattern, alignment with the block pattern should be considered in structure placement. Structure alignment should also take into account potential view corridors from existing public rights-of-way or acknowledged viewpoints. The pedestrian access system should be designed to take advantage of these alignments.

Findings: The proposed development is one block away from the Willamette Greenway Trail but does sit at the edge of area access points and view corridors. The pattern of development on this site will follow a pattern of development in conformance with Portland's city blocks and the proposal will have no direct impact on the Greenway setback area. The Greenway setback area will remain easily accessible from multiple points along the edges of the site as both sidewalk extensions along SW Moody Avenue and SW Hall Street will be improved to City standards with paving and plantings. These streets along with SW River Parkway have direct access to the Willamette Greenway Trail. *These guidelines are therefore met.*

B. Public Access

1. Public Access. New developments should integrate public access opportunities to and along the river into the design of the project. This includes the Greenway Trail, formal viewpoints, access connections to the Greenway Trail, and internal site pedestrian circulation.

Findings: Public access opportunities exist along the SW Hall Street, SW River Parkway, and SW Moody Avenue alignments. New sidewalks will be constructed along SW Moody Avenue and SW Hall Street as part of this development to knit this new building into the pedestrian circulation system that accesses the Greenway Trail. *This guideline is therefore met.*

E. Landscape Treatments.

1. Landscape Treatments. The landscape treatment should create an environment which recognizes both human and wildlife use. Areas where limited human activity is expected should consider more informal riparian treatments. Areas of intense human use could consider a more formal landscape treatment. The top of bank may be considered a transition between a riparian treatment on the riverbank and a more formal treatment of the upland.

2. Grouping of Trees and Shrubs. In areas of more intense human use, trees and shrubs can be grouped. The grouping of trees and shrubs allows for open areas of human use, and has the secondary value of increasing the value of the vegetation for wildlife.

3. Transition. The landscape treatment should provide an adequate transition between upland and riparian areas, and with the landscape treatments of adjacent properties.

Findings: The existing area around the site is fully developed with buildings that occupy almost 100% of their sites. The current proposal will continue this pattern. Opportunities for plantings occur around the site edges, in the sidewalk rights-of-way. Street trees and plantings will be provided on all four edges of the site. Additional plantings are located on the building in the form of ecoroofs on the upper roof and one-story podium courtyard roof which can provide vegetation for wildlife. The landscape treatment for this proposal is consistent with the development in the area. *This guideline is therefore met.*

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The overall design results in a composition that is interesting to view and enhances this important site within the developing neighborhood. Building elements and site design features such as active building corners, high quality materials, lower scale rooftop amenities create environments that enhance the surrounding area. The modifications to the loading space locations allow for more off-street parking which in turn helps reduce on-street parking impacts of this development. The proposal meets the applicable design guidelines and modification criteria 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 a Type III Design Review and concurrent Greenway Review for a new 6-story Hyatt House hotel with ground floor retail, 224 hotel rooms, stacked valet below-grade parking for 44 cars, and ecoroofs designed as a courtyard style building finished in brick, slate tiles, and metal panels with vinyl upper story windows and aluminum storefront at the ground floor.

Approval of the following Modifications:

Modification #1: Ground Floor Windows (33.130.230). To reduce the amount of ground floor windows on the east façade from 50% of the façade length and 25% of area of the façade to 35% length and 418 SF area instead of the required 441 SF area.

Modification #2: Loading Standards (33.266.310) to locate the two required standard A loading spaces into the drive aisle area of the valet parking within the building.

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.56. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 14-162150 DZM GW. No field changes allowed."

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Procedural Information. The application for this land use review was submitted on May 28, 2014, and was determined to be complete on **July 11, 2014.**

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on May 28, 2014.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: November 7, 2014.**

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 review body, only evidence previously presented to the review body will be considered by the City Council.

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 mailing date. 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.

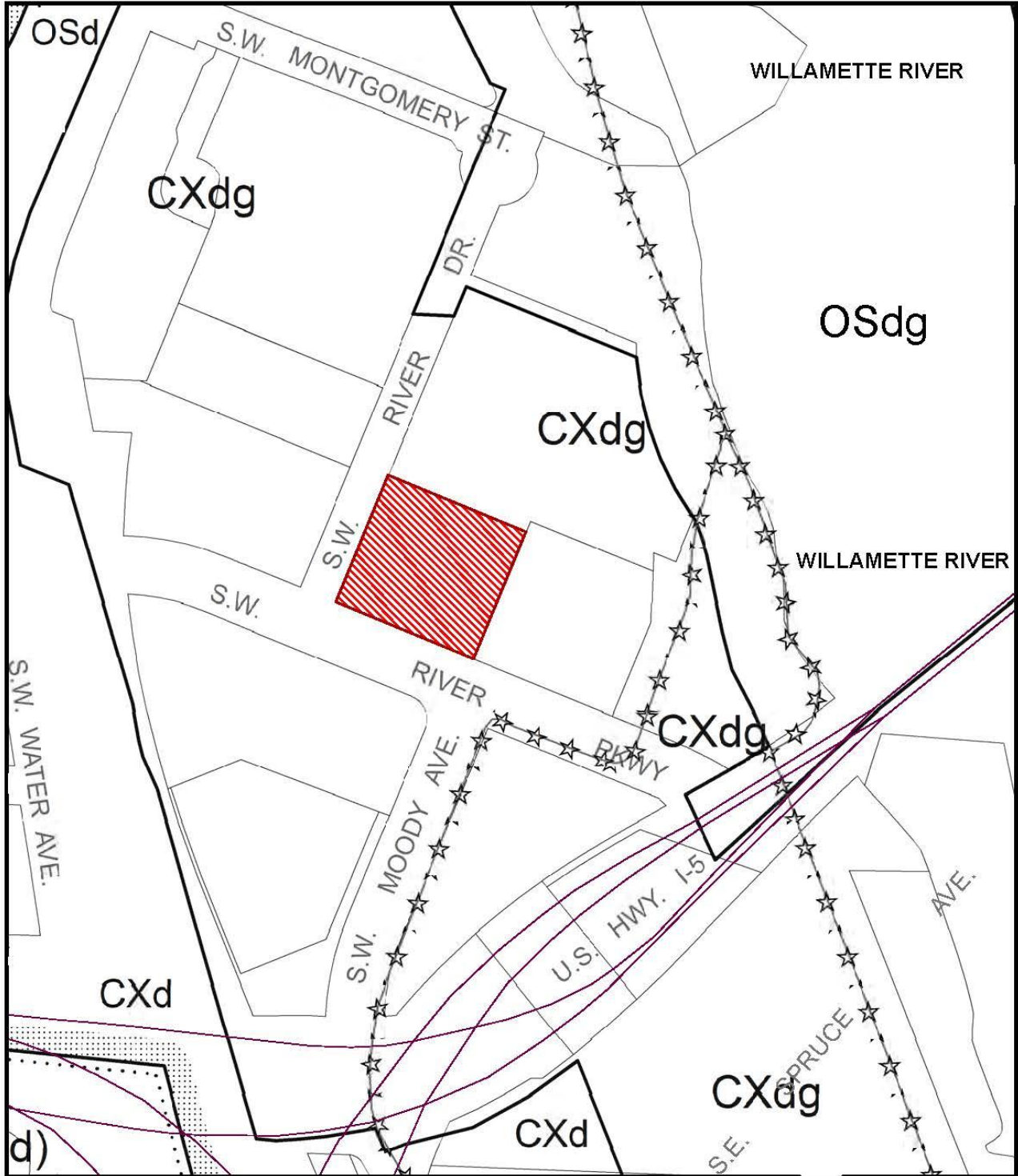
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Chris Caruso
August 25, 2014

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Information
 1. Narrative
 2. Stormwater Information
- B. Zoning Map (attached)
- C. Plan & Drawings
 1. Building Perspective from Southwest (attached)
 2. Contents
 3. View from South
 4. Neighborhood Context
 5. Neighborhood Context
 6. Neighborhood Context
 7. Site Inspiration
 8. Vicinity Plan
 9. Three Block Study
 10. Site Plan (attached)
 11. Stormwater/Utility Plan
 12. Lighting Plan
 13. FAR Diagrams
 14. Level 1 Floor Plan
 15. Level 2 Floor Plan
 16. Level 3-6 Floor Plan
 17. Roof Plan
 18. Elevations
 19. Elevations
 20. Courtyard Elevations
 21. Enlarged Elevations and Sections
 22. Enlarged Elevations and Sections
 23. Enlarged Elevations and Sections

24. Building Perspective from Northeast (attached)
 25. Night Perspective from Northeast
 26. Perspective of Entrance
 27. Streetscape Plan
 28. Streetscape South Elevation
 29. Streetscape South Section
 30. Streetscape East Elevation
 31. Streetscape East Section
 32. Screen Wall Perspective
 33. Screen Wall Perspective at Night
 34. Screen Details
 35. Courtyard Landscape Plan
 36. 2nd Level Terrace South Section
 37. 2nd Level Terrace East Section
 38. Terrace Details
 39. Materials
 40. Enlarged View of Slate Veneer
 41. Parking Entry and Louver Sections
 42. Storefront/Window Details
 43. Window Details
 44. Canopy Details
 45. Wall Details
 46. Wall Details
 47. Roof Screen
 48. Level 1 Retail
 49. West Elevation
 50. North Elevation
 51. East Elevation
 52. South Elevation
 53. North Courtyard Elevation
 54. South Courtyard Elevation
 55. East Courtyard Elevation
 56. Rooftop Equipment Information
- 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. Life Safety Review Section of BDS
 2. Water Bureau
 3. Fire Bureau
 4. Bureau of Transportation Engineering and Development Review
 5. Site Development Section of BDS
 6. Bureau of Environmental Services
- F. Letters: none received
- G. Other
1. Original LUR Application
 2. Incomplete Letter
 3. Design Advice Request Summary Memo
 4. Pre-Application Conference Summary Memo
 5. Staff Memo dated August 25, 2014
- H. Presented at the Hearing: not used at this time



ZONING

-  Site
-  Recreational Trail



This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No.	LU 14-162150 DZM,GW,AD
1/4 Section	3229
Scale	1 inch = 200 feet
State_Id	1S1E03CD 200
Exhibit	B (May 29, 2014)





