

NEW HOTEL @ SOUTH-WEST CORNER OF 9TH & EVERETT PEARL DISTRICT / RIVER DISTRICT, PORTLAND



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LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

Hampton
Inn & Suites®
DESIGN REVIEW APPLICATION

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PROJECT INFORMATION

Applicant:
Raymond Management Co.

Project Contacts:
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Jeff Brenkus—Gary Brink & Associates

Request:
Type III Design Review

Site Location:
Corner of NW 9th Ave & NW Everett St. (Entire length of NW 9th Ave to Flanders St and entire length of Everett to Park Ave)

Cross Streets:
NW 9th Ave, NW Park Ave, NW Everett St, NW Flanders St

Site Area:
~30,000 SF

Site Tax Account Numbers:
140549, 140546, 140550

Adjacent Properties:
818 NW Flanders St / 327 NW Park Ave

Zoning:
CXD (Commercial with Design “d” overlay in the River District)

Neighborhood:
Pearl District

Pre-Application Conference:
October 17, 2014

Development Staff Reviewer:
Grace Jeffreys, BDS (503) 823-7840

PROJECT DESCRIPTION

The 243 Guestroom Hampton Inn & Suites Mixed-use Hotel Project is a proposed, 8 story, mid-rise Hotel building to be located on the Corner of NW 9th Avenue and NW Everett Street (between NW Flanders Street & NW Everett and NW 9th Avenue and NW Park Avenue, respectively) in the Pearl District of Portland, Oregon.

The ground level will include hotel public spaces such as lobby, lounge, dining area, meeting rooms, and enhanced interactive pool. In addition, the ground level will include a corner “walk-up type” amenity such as bar/restaurant/lounge, additional divisible retail / restaurant spaces located along NW Everett Street / NW Park Avenue and miscellaneous building support spaces.

The second level consists of above grade parking, mechanical support spaces, guestrooms along Everett & Park, hotel BOH spaces as well as bicycle parking, showers and locker rooms.

The third level consists of partial above grade parking, support spaces and hotel guestrooms.

The upper levels consist mainly of guestrooms with the eighth-level having access to a southeast facing roof terrace overlooking the Park Blocks.

The building will also have minimal below grade building mechanical and hotel support spaces as well as shower and locker rooms for employee bicyclists.

The building will be approximately 201,000 square feet and a total 104 parking stalls.

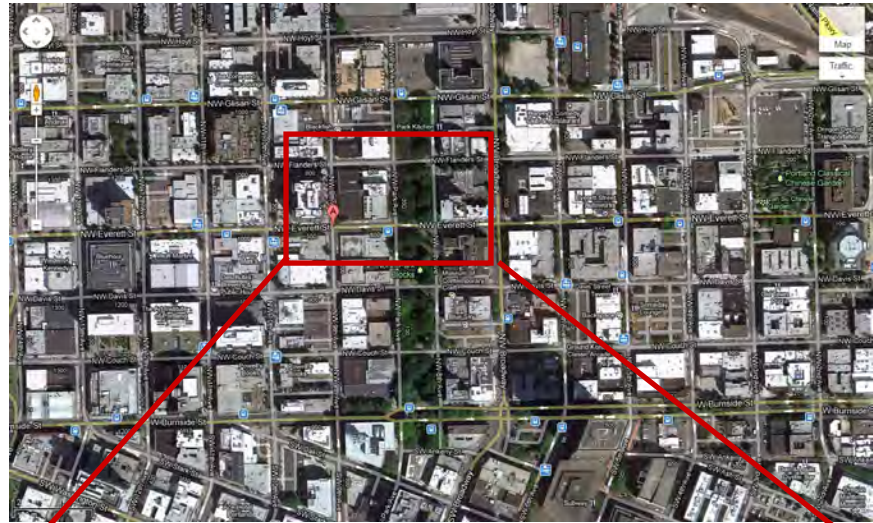


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Aerial: 200ft



Aerial: 50ft



Aerial: 20ft



Corner of NW 9th Ave & NW Everett St



Corner of NW Flanders St & NW 9th Ave



Corner of NW Everett St & NW Park Ave



Corner of NW Park Ave & NW Flanders St

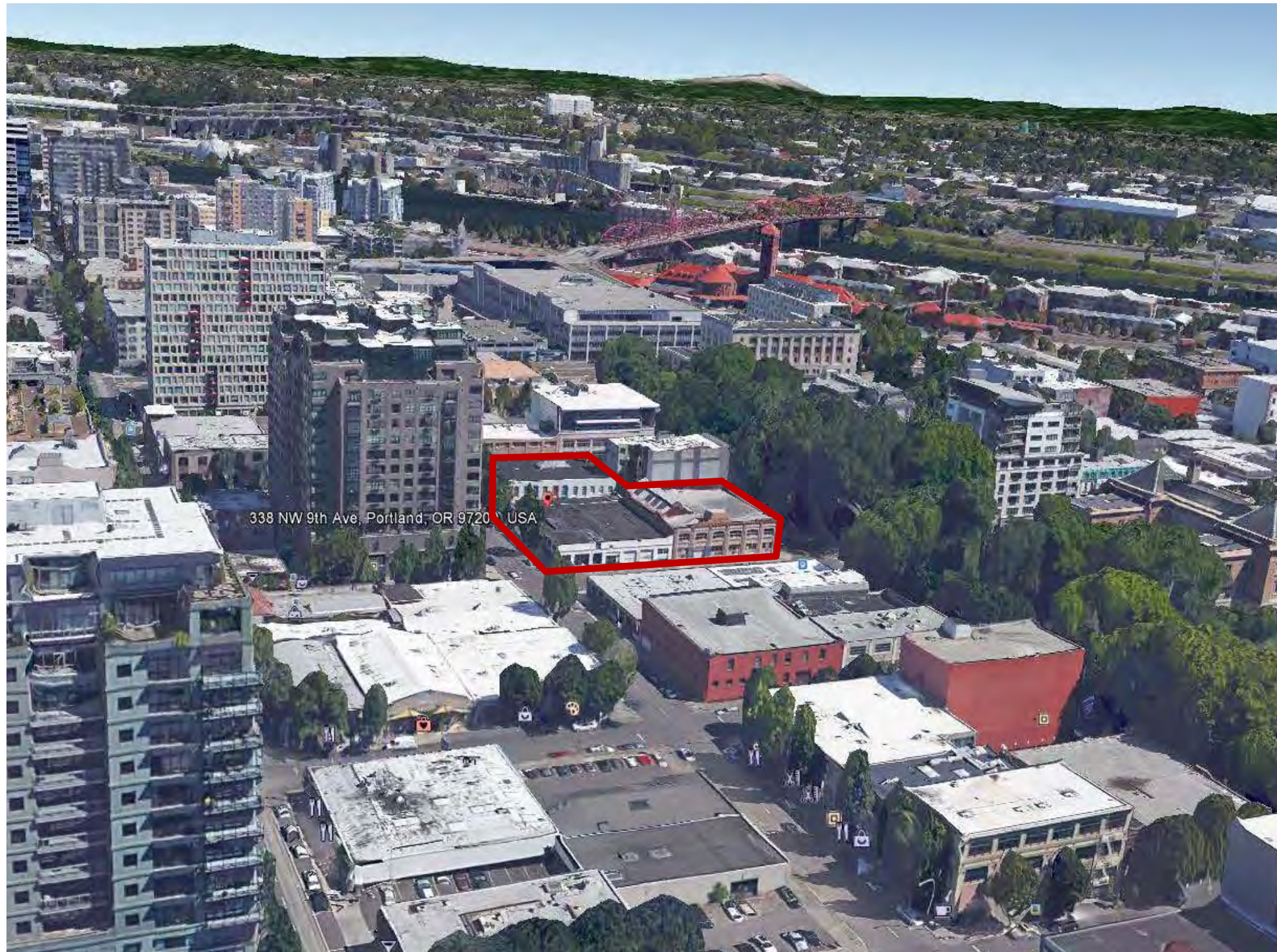
SITE and VICINITY

The site consists of approximately ¾ of a city block located at the easterly side of the Pearl District where redevelopment is on-going; new residential and mixed-use buildings are being created and existing buildings are being adapted for a variety of uses. NW Everett is classified in the City’s Transportation System Plan as a Traffic & Transit Access street, Local Service Bikeway, City Walkway and a Local Service street (Street Design mode). NW Flanders is classified as a Local Service street for all modes except for the pedestrian and bicycle modes (it is a City Walkway and City Bikeway). NW Everett is expected to carry a higher volume of vehicles and is limited to eastbound travel. Traffic volumes on NW Flanders are substantially lower, resulting in fewer potential conflicts with bikes and pedestrians on the adjoining street network. NW Flanders, NW Park Ave and NW 8th Ave are all City Bikeways.

The site is within the Central City Plan District. The vicinity includes The Gregory to the northwest, the Elizabeth Lofts immediately to the west and the 5-block Brewery Blocks development to the southwest. The North Park Blocks are located to the east across NW Park Avenue. The site is proximate to the heart of Portland’s historic industrial core, now commonly known as the Pearl District. Many buildings in the site’s vicinity originally housed industrial tenants; recent adaptations of these buildings accommodate a diverse range of uses including retail, multi-unit residential, commercial, light industrial, and storage.

v. SITE CONTEXT

Angled aerial view looking North-East



SITE HISTORY

Although the existing project site(s) have no deemed historic value, the sites do come with a great deal of history. And although never joined as we are proposing they were joined by party walls within the same City block.

The building that occupies the southeast corner of NW Everett & NW Park was **303 NW Park Ave** :

Excerpted from the Historical Review done by SRH Group June 4, 1991.

...
“Based on a review of historical records, it appears that the subject property was originally built as an iron foundry and has subsequently been used as a metal wholesale warehouse and a hat and cap warehouse.

A review of historical city directories was conducted for the years 1910 through 1987 using Polk’s Portland reverse index directory. From 1910 through 1920, Pacific Metal Works was listed as the occupant of the property. In 1921 and 1922, the occupant was listed as Pacific Metal Works of Oregon. From 1923 through 1963, Pacific Metal Wholesale Company was listed as the occupant of the property. From 1965 through 1982, Cascade Hat and Cap was listed as the occupant. In 1984, Cascade Marketing Resources was listed as the occupant, and Galerie Mongeon Antiques was listed for 1986-87.”

...
“Ownership records for the subject property were reviewed for the years 1917 to 1991. Pacific Metal Company is listed as owning the property from 1917 to 1965. In 1965, the property was purchased by Hymen and Blanche Stein, and in 1989, the property was purchased by East Bank/Angel Joint Venture. With the exception of Pacific Metal Company, none of the other previous property owners identified in this research were owners who, based upon the name listed in the title record and our experience, would be expected to have conducted activities with a significant potential for causing environmental contamination.”

...
“Ms. Blanche Stein, former owner of the subject property, was interviewed. Ms. Stein and her husband were the owners and operators of the Cascade Hat and Cap Company. Ms. Stein and her husband purchased the property in 1965 and started the hat and cap company soon thereafter. During the time she owned the building, it was used for warehouse and office space. Ms. Stein stated that Pacific Metal was not using the building as a foundry when she bought it. At that time, Pacific Metal was using the building for office space and steel warehousing. Ms. Stein knew of no incidents involving hazardous materials which might have caused environmental contamination of the property. The building was heated with natural gas during her occupancy, and she knew of no underground oil storage tanks on the property.”

The building that occupies the southeast corner of NW 9th& NW Flanders was **338 NW 9th Ave**:

The former site of Peter’s Office Supply, both as retail and warehouse space. And more recently the filming site and set for MTV’s “The Real World: Portland” and antiques shop.



Existing Trusses—821 NW Everett St



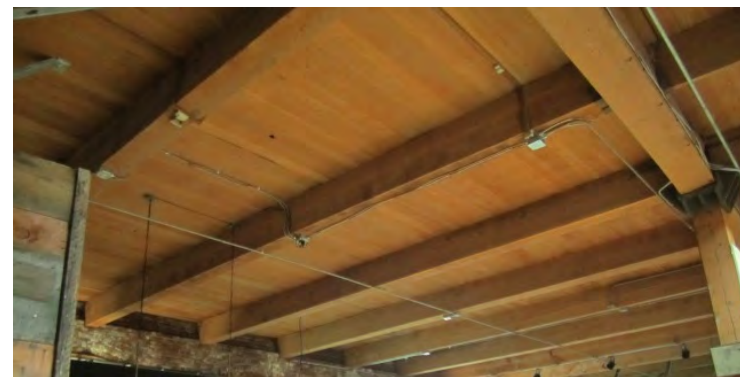
Portland Elevator Co. Bracket—338 NW 9th Ave.



Existing Floor Boards 338 NW 9th Ave



Industrial Safe Door—821 NW Everett St



Posts and Beams—338 NW 9th Ave

RE-USE / SALVAGE INFORMATION

While the existing improvements at the site(s) have little formal historic value, they provide a wealth of unique reclaimed posts, beams, trusses, and other distinctive features which may be reclaimed by the Demolition Contractor for future use.

- Existing Building Safe is currently being examined as the enclosure to the actual front-desk guest-safes.
- Existing wood post and beams are proposed for use at interiors.
- Existing decorative wood trusses are proposed for interior screen walls
- Existing “Portland Elevator Company” bracket is being proposed for use over the new elevator.

EXISTING BUILDING INTERIOR PHOTOS

338 NW 9th Ave. Existing Interiors.



EXISTING BUILDING INTERIOR PHOTOS

303 NW Park Ave



B: DEVELOPMENT STANDARDS

i. BASE COMMERCIAL ZONE STANDARDS

The Hampton Pearl site is zoned Central Commercial (CX) which is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape. The "d" overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value.

33.130.100: Primary Uses

As defined in Table 130-1, a mixed use building consisting of sales and service components is allowed in this commercial zone.

33.130.200: Lot Size

Per the standard, there are no required minimum lot sizes for the subject property for development in this zone.

33.130.205: Floor Area Ratio

The maximum FAR for the site is 4:1 for non-residential uses. Since the subject property falls within the Central City Plan District, the FAR for the subject property is 6:1, through appropriate FAR bonuses allowable is 9:1.

33.130.210: Height

The maximum height for the subject property is 75 feet. Since the subject property falls within the Central City Plan District, the allowable height for the subject property is 100 feet in height and does not exceed the base standard as defined in Map 510-3 under 33.510.205. No allowable increases in height are allowed nor are they being requested.

33.130.210 (B): Height Standard Exceptions

Projections allowed. Chimneys, flag poles, satellite receiving dishes, and other items similar with a width, depth, or diameter of 5 feet or less may rise 10 feet above the height limit, or 5 feet above the highest point of the roof, whichever is greater. If they are greater than 5 feet in width, depth, or diameter, they are subject to the height limit.

Roof top access and mechanical equipment. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.

33.130.215: Setbacks

There is no minimum building setbacks.

33.130.220: Building Coverage

There is no limit to building coverage as defined in Table 130-3.

33.130.225: Landscape Areas

There is no requirement for minimum landscaped areas as defined in Table 130-3.

33.130.230: Ground Floor Windows

The ground floor portion of the proposed building is comprised of hotel activity areas (such as lobby, dining, and lounge) and proposed retail and restaurant uses. The uses described and the proposed glazing exceeds the minimum standard of 33.130.230 section B—refer to the glazing diagram and narrative on sheets B.10 and B.11 of this section.

33.130.235: Screening

Refuse and Recycling for the building is being collected from the interior of the building via two separate areas; one located via the garage entrance ramp on NW Flanders and one located along NW Park Avenue. These areas as such will not require screening in the typical sense as they are interior to the building, but will utilize stylized overhead doors. Mechanical units located on the 4th floor roof are located within the "interior court" of the building and therefore will be screened from views from adjacent properties. Mechanical equipment and units located on the 8th floor roof are being carefully integrated and screened within the overall building massing, elevations, and parapet walls.

33.130.240: Pedestrian Standards

The proposed project will utilize a number of different methods to encourage connection between the activity within and the pedestrian on the street side. One example will be a "walk-up" restaurant / bar located on the corner of NW 9th Avenue & NW Everett Street which will feature "flip-up" doors and encourage pedestrian foot traffic. Additionally, all facades will promote direct access to the street with the Main Hotel Lobby pedestrian entrance being located on NW 9th Avenue and multiple retail entrances along NW Everett Street & NW Park Avenue.

33.130.242: Transit Street Main Entrance

NW Everett is classified in the City's Transportation System Plan as a Traffic & Transit Access street, Local Service Bikeway, City Walkway and a Local Service street (Street Design mode). The main retail components are to be located along this thoroughfare, a secondary access point into the Hotel is also being explored in conjunction with the corner tenant space. Canopies and signage opportunities will further articulate the entrances along NW Everett.

Street trees will be provided as required by the City Forester.

(BASE COMMERCIAL ZONE STANDARDS CONT)

33.130.270: Fences

This requirement is non-applicable to this subject property as the development intends does not intend on installing any type of fences or screens of any type.

33.130.275: Demolitions

There are no historic structures located on the site that require special demolition procedures however as part of the demolition process, we propose to salvage a number of items within the existing structures such as wood posts & beams and decorative safes for implementation in the new work. The demolition contractor intends to recycle additional items for other uses / clients.

33.130.285: Non-conforming Development

This requirement is non-applicable to this subject property as the development intends on conforming to all applicable regulations.

33.130.290: Parking and Loading

Because the building is over 50,000 sq. ft., two 'Type A' loading spaces are required (33.266.310), each measuring 35' long by 10' wide with 13' overhead clearance. An Adjustment through Design Review will be requested to eliminate one of the required loading spaces and reduce the remaining loading space to a Type B.

33.130.300: Street Trees

Street trees will be provided as required by the City Forester.

33.130.310: Recycling Areas

Recycling will be incorporated into the refuse collection areas and will therefore not require screening (refer to 33.130.235: Screening above). Appropriate signage will be incorporated into the design of these areas (internally).

iv. PARKING & LOADING STANDARDS

33.510.261, Table 510-6; 33.266.110, Table 266-2: Parking

Base Zone: no minimum parking requirements

Maximum Ratios: 1 space per hotel room; 2 spaces per 1,000 sf Office and Retail

33.266.200, Table 266-6: Bicycle Parking

Bicycle parking requirements are based on primary use. Although not specifically required, lockers and showers are being provided to obtain additional FAR Bonus. A total of (47) covered, long-term bicycle parks are being provided; (26) adjacent to the employee locker/shower rooms and (21) in the main parking ramp area at the second floor. (Refer to Section E for enlarged bicycle parking plans and rack types). Additionally, the Hotel Operations is considering hotel patron bicycle rentals.

Central City Fundamental Design Guidelines

Design Guide-line	Design Guideline Title	Guideline	Response
A	Portland Personality		
A1	Integrate the River	<i>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.</i>	The site is located at NW 9 th Street and NW Everett. As such, it is removed from the Willamette River and Greenway by at least 9 blocks. .
A3	Respect the Portland Block Structure	<i>Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.</i>	All building elevations are aligned to the right of way to create edges that correspond to the existing block structure.
A4	Use Unifying Elements	<i>Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.</i>	<p>Window groupings and material transitions are reminiscent of the deep set windows and load bearing masonry construction of historic mercantile/warehouse style buildings common to the Pearl District.</p> <p>Use of locally-sourced brick comparable to materials used elsewhere in the district ties the building to its immediate and close regional context.</p> <p>Pedestrian experience at the 1st floor relates to existing buildings through use of tall storefronts with vision glass transoms and transparent overhead doors that link interior to exterior spaces.</p> <p>Continuing the street tree rhythm, sidewalk scoring patterns and other features in the pedestrian realm contribute to a unified streetscape.</p> <p>A consistent design standard is proposed for tenant blade signs to be mounted to the building at canopy level adjacent to each tenant entry. These signs will incorporate subtle LED lighting to highlight tenant copy.</p>
A5	Enhance, Embellish, and Identify Areas	<i>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.</i>	<p>The design concept recognizes the rich history of the industrial warehouse buildings by incorporating a brick masonry facade with deep set window groupings and industrial bay forms that identify this building with the Pearl District.</p> <p>Exterior canopy ceilings at main building entrances will include wood plank soffits as is prevalent in the area and contribute to the warmth of the pedestrian level.</p>

Design Guide-line	Design Guideline Title	Guideline	Response
A6	Reuse / Rehabilitate / Restore Buildings	<i>Where practical, reuse, rehabilitate, and restore buildings and/or building elements.</i>	The design incorporates the second floor post and beams from 338 NW 9 th Avenue in addition to recycling approximately 25% of wood trusses from 821 NW Everett.
A7	Establish and Maintain a Sense of Urban Enclosure	<i>Define public rights-of-way by creating and maintaining a sense of urban enclosure.</i>	<p>The building is at the property line along all four rights-of-way, creating a strong building edge.</p> <p>The use of the building's 8-story mass with program-driven articulation of the elevations creates a street / right-of-way and building edge with a sense of enclosure similar to existing improvements in the neighborhood.</p> <p>Sense of enclosure is further enhanced by the inclusion of canopies at first floor creating scale at the pedestrian level.</p>
A8	Contribute to a Vibrant Streetscape	<i>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.</i>	<p>The NW 9th and Everett and NW Everett/ Park corners engage the neighborhood with "walk-up" retail/restaurants that introduce activity throughout the day. At NW 9th & Everett this glass corner forms the "hinge" at the pedestrian level between Hotel and Retail functions.</p> <p>Features at ground level that enhance the pedestrian scale of the building include:</p> <ul style="list-style-type: none"> - overhead folding garage doors at the corner restaurant/bar space provide for this activity to spill out onto the sidewalk, - use of Norman brick units reinforces the human scale of the building; - pedestrian level canopies; - use of wood soffits; <p>These components further refine scale of the building to a more pedestrian level.</p> <p>Large areas of storefront glazing at the hotel lobby and retail/commercial spaces to engage the pedestrian and sidewalk.</p>
A9	Strengthen Gateways	<i>Develop and/or strengthen gateway locations.</i>	Not applicable.

Central City Fundamental Design Guidelines—Continued

Design Guide-line	Design Guideline Title	Guideline	Response
B	Pedestrian Emphasis		
B1	Reinforce and Enhance the Pedestrian System	<i>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.</i>	<p>In the building frontage zone large windows & entrances link the private realm in the building to pedestrian realm.</p> <p>Wall mounted light sconces flank principal entries to the building, enhance safety and create visual interest in the evening.</p> <p>Tables and seating will be provided in the furnishing zones in the right of way at NW 9th/Everett and NW Everett/Park.</p> <p>Use of projecting canopies and pavement scoring patterns as well as the open corner treatment of NW 9th/ Everett and NW Everett/Park create zones of activity.</p>
B2	Protect the Pedestrian	<i>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.</i>	<p>Large storefront windows emitting light and revealing activity inside the building, wall sconces at the principal building entries, and LED lighting at the undersides of the third floor belt course, canopies and tenant signs will provide a general ambiance and illumination level offering pedestrians a sense of security.</p> <p>Pedestrian scale canopies are provided along building elevations to create scale and provide protection from the elements.</p> <p>The entrance to the parking garage is located along NW Flanders, away from heavy traffic and pedestrian zones at NW 9th & Everett and NW Everett & Park.</p> <p>The parking garage entrance is set back from the sidewalk and accessed via garage door to minimize disrupting pedestrian movement.</p>
B3	Bridge Pedestrian Obstacles	<i>Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.</i>	<p>Consolidating building service and parking access at NW Flanders, which is less heavily used than the other site frontages reduces the impact to and potential conflicts with the pedestrian system.</p> <p>Recessing the entire storefront bay at the main hotel and restaurant entries will reduce pedestrian conflicts at these areas.</p> <p>Continuing the street tree rhythm, sidewalk scoring patterns and other typical Central City features in the pedestrian realm contribute to a unified and consistent and safe streetscape.</p>

Design Guide-line	Design Guideline Title	Guideline	Response
B4	Provide Stopping and Viewing Places	<i>Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.</i>	<p>The design includes opportunities for pedestrians to “walk-up” and enter the retail facilities planned for the corners of NW Everett/9th & NW Everett/Park, providing stopping and resting places.</p> <p>The recessed storefront bays at the main hotel and restaurant entries provide the opportunity for people to gather, wait for taxis and shuttles, and stop without conflicting with through traffic on the sidewalk.</p> <p>The first floor façade includes large window openings into the hotel lobby and retail spaces encouraging people to linger and view what’s happening inside the building.</p> <p>The interior design will incorporate Artwork display zones to create viewing opportunities – many of which will be visible from the sidewalk.</p> <p>In addition, tables and seating will be provided in the furnishing zones in the right of way at NW 9th/Everett and NW Everett/Park</p>
B5	Make Plazas, Parks and Open Space Successful	<i>Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.</i>	<p>The Hotel lobby faces NW 9th Avenue with proposed retail entrances provided along NW Everett & NW Park.</p> <p>The corner of NW 9th & Everett as well as NW Everett & Park offer a natural vibrancy and employ large transparent Overhead Doors to enhance access to the corner retail.</p> <p>Primary entrances for the retail proposed on NW Park will orient to the Park Blocks.</p> <p>The roof terrace and tensile structure are located along the NW Park frontage, providing unimpeded views of the North Park Blocks.</p>
B6	Develop Weather Protection	<i>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.</i>	<p>Large canopies above transom level at the main entrance to the Hotel on NW 9th and restaurant entry on NW Everett protect pedestrians and hotel patrons from inclement weather and enhance the identity of these entries.</p> <p>Cantilevered canopies below transom level at the ground floor commercial frontages protect pedestrians from the weather.</p> <p>Street trees provide shade for pedestrians at all sidewalks.</p>
B7	Integrate Barrier Free Design	<i>Integrate access systems for all people with the building’s overall design concept.</i>	<p>The Building will be fully accessible and barrier free.</p> <p>Ground floor finish elevations will be set to achieve minimal grade transitions at building entries.</p>

Central City Fundamental Design Guidelines—Continued

Design Guide-line	Design Guideline Title	Guideline	Response
C	Project Design		
C1	Enhance View Opportunities	<i>Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces.</i>	<p>Every building frontage is heavily glazed at the ground floor, inviting views into the hotel lobby, restaurants and commercial spaces from the sidewalk and providing eyes on the street from inside.</p> <p>Folding overhead glass doors at NW Everett and NW 9th and at the corner of NW Park and NW Everett provide the opportunity for the vibrant bar and restaurant tenants to open to the street in a unique way.</p> <p>With hotel rooms lining each elevation, compelling urban views exist in all directions.</p> <p>Premium guest rooms and suites from the second through seventh floors have direct frontage on the North Park Blocks.</p> <p>The design includes a generous roof garden and terrace accessible to hotel guests. The terrace will have unimpeded views of the North Park Blocks and downtown Portland.</p> <p>A tensile structure at the SE corner of the roof terrace provides shelter for rooftop functions and will be a dramatic element denoting human activity when seen from the North Park Blocks and the sidewalk.</p>
C2	Promote Quality and Permanence in Development	<i>Use design principles and building materials that promote quality and permanence.</i>	<p>The use of dark iron-spot Norman brick masonry as the predominant façade material employs a human-scaled material of inherently high quality and permanent nature. Other materials at the building exterior include: custom colored aluminum windows and storefront; clear glazing; stone bases at the brick columns and storefront; custom colored smooth metal spandrel panels, fascias, belt coursing and copings; and architectural bar grille.</p>
C3	Respect Architectural Integrity	<i>Respect the original character of an existing building when modifying its exterior. Develop vertical & horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.</i>	Not Applicable.

Design Guide-line	Design Guideline Title	Guideline	Response
C4	Complement the Context of Existing Buildings	<i>Complement the context of existing buildings by using and adding to the local design vocabulary.</i>	<p>The design of the Hampton Pearl honors the architectural roots of the District in an intentional contemporary manner.</p> <p>The building's masonry base spans nearly continuous tall storefront windows with vision glass transoms that flood ground floor spaces with natural light and integrate the action inside with pedestrian activity on the street. As in contextual load-bearing buildings, the storefront window system is set back with 12" masonry returns at each column location. Cleanly detailed metal canopies with wood soffits cantilever above the storefronts are sympathetic to patterns established throughout the Central City.</p> <p>The body of the building, from the third through seventh floors, is composed of a repeating rhythm of guestroom windows above smooth metal spandrels flanking a center panel of architectural bar grille. The overall composition establishes a "giant order" framed by brick piers the full height of the body, analogous to historic industrial buildings in the district that are comprised of strong vertical piers and intermediate window bays. The rhythm of repeating bays is complemented by larger brick planes where punched windows and recesses in the façade at unique conditions create a well-coordinated overall composition.</p>
C5	Design for Coherence	<i>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.</i>	<p>The Hampton Pearl employs a limited palette of exterior materials composed as a carefully detailed brick masonry skin with glass and metal infill. The tripartite composition relies on a giant order of vertical glass and metal guestroom bays at the body of the building, floors three through seven, to give it a coherent overall rhythm. Narrow panels of architectural bar grille at each major vertical guestroom bay emphasize the cadence and rhythm of the façade.</p> <p>Large storefront windows reveal activity inside the building. Wall sconces call attention to principal building entries.</p> <p>Subtle LED lighting at the undersides of canopies highlight these components of the façade. A consistent design standard will be set for tenant blade signs to be mounted to the building at canopy level adjacent to each tenant entry. These signs will incorporate subtle LED lighting to highlight tenant copy. The applicant intends to submit a comprehensive signage program in a supplemental submittal.</p>

Central City Fundamental Design Guidelines—Continued

Design Guide-line	Design Guideline Title	Guideline	Response	Design Guide-line	Design Guideline Title	Guideline	Response
C6	Develop Transitions Between Buildings and Public Spaces	Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.	<p>Recessed entrances at the Main Hotel entrance on NW 9th, the restaurant/retail entrance on NW Everett/9th and the restaurant/retail entrance at NW Everett/ Park offer a transition from public-to-private spaces.</p> <p>The main building entrances call for seating groups in the furnishing zone.</p> <p>The scale of the first floor and inclusion of extensive glass connecting the sidewalk to the building interior creating a transition between the spaces/activities.</p> <p>The NW Park elevation provides extensive glazing and retail entrances, including transparent overhead doors on the NW Park/NW Everett corner, that connect interior spaces to activity associated with the North Park Blocks.</p>	C8	Differentiate the Sidewalk Level of the 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.	<p>The 2-story base of the building is differentiated by large storefront bays at the ground floor and punched openings with brick relief panels at the second floor.</p> <p>Metal-clad canopies with wood soffits extend around the ground floor at all four street frontages. The canopies are larger and higher at the dominant street corners and primary entrances.</p> <p>Building-mounted blade signs will accentuate the ground floor restaurant/retail spaces.</p> <p>Café seating at the sidewalk abutting restaurant and bar tenants is expected.</p>
C7	Design Corners that Build Active Intersections	Use design elements including, but not limited to, varying building heights, changes in facade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.	<p>The NW 9th and NW Everett corner engages the neighborhood with a restaurant/bar that introduces activity throughout the day and forms the “hinge” at the pedestrian level between hotel and retail spaces at the ground floor. Folding overhead glass doors at this corner provide the opportunity for the vibrant tenants to open to the street.</p> <p>Similarly, the NW Park and NW Everett corner engages the neighborhood with a space similar to the corner of NW Everett/NW 9th. Activity is introduced throughout the day and forms a “hinge” at the pedestrian level between hotel and retail spaces at the ground floor. Folding overhead glass doors at this corner provide opportunities to link vibrant interior activity to the street.</p> <p>Larger, higher canopies are provided at the NW Park/ Everett and NW 9th/Everett corners.</p> <p>3/4 block of flexible retail is provided along NW Everett and wraps the corner of NW Park, allowing for retail to activate the corner. This retail includes large expanses of glass, canopies and varying façade planes.</p> <p>Upper floor stair discharge doors and parking ramp entrance are located mid-blocks to emphasize the importance of the building corners.</p> <p>Primary building corners at NW Everett/NW 9th and NW Everett/NW Park are emphasized with a hierarchy of canopies that provide cover for the overhead door openings that energize the private and public spaces.</p> <p>Vehicular access and services spaces and upper floor egress are moved to mid-block in order to accentuate the building corners.</p> <p>Use of overhead doors at the most significant corners highlights the tenant activity in the corner spaces, enhancing the retail presence of these tenant spaces.</p>	C9	Develop Flexible Sidewalk Level Spaces	Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.	<p>Retail spaces on NW Park & Everett will accommodate retail/restaurant uses in the most desirable locations to create active spaces and pedestrian level visual interest.</p> <p>Storefront will be recessed at the main hotel and restaurant entries to create flexibility and ample space for crowds and passersby.</p> <p>These spaces are designed to be flexible with regard to floor area to meet the needs of a range of end users as well as being adaptable over time as market conditions change. Ceiling heights on the first floor will range from 12’ to 14’.</p> <p>The hotel public functions located along NW 9th & Everett create visual connection for pedestrian and hotel patrons.</p>
				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.	<p>Along NW 9th Avenue, the use of a deep canopy extending 2/3rds into the right-of-way provides the hotel patron and pedestrians a clear signal for locating hotel entrance.</p> <p>A similar canopy located on NW Everett will provide the same for the retail/restaurant spaces at the corner as will the canopy proposed for the corner of NW Park/ Everett.</p> <p>Smaller scale canopies at all storefront locations and all frontages protect pedestrians.</p>

Central City Fundamental Design Guidelines—Continued

Design Guide-line	Design Guideline Title	Guideline	Response
C11	Integrate Roofs and Use of Rooftops	<i>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.</i>	<p>Mechanical equipment is located at the low roof level at mid-block. The entire building screens the equipment. Additional screening is provided to mitigate visual impact from the adjoining residential building.</p> <p>The roofs at all floors will be flat with varying parapet heights and treatments.</p> <p>The corner of NW Everett and NW Park has been held down to a 7 story massing to maintain a lower scale on the Park Blocks.</p> <p>NW Everett/ Park corner features a rooftop terrace and tensile structure overlooking the North Park Blocks.</p> <p>Proposed roof gardens are also employed as part of the building storm water management system.</p> <p>Overhangs and roof edge treatments provide varying shadow and interest across all building facades.</p>
C12	Integrate Exterior Lighting	<i>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.</i>	<p>Pedestrian level wall sconces provide general and consistent illumination at grade, enhancing security for people on the street.</p> <p>The undersides of the third floor belt course, canopies and tenant signage will incorporate LED lighting.</p> <p>Enhanced lighting levels at major entrances will also be provided to further denote these locations in the evening.</p>
C13	Integrate Signs	<i>Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.</i>	<p>Building-mounted blade signs will accentuate the ground floor restaurant/retail spaces.</p> <p>The applicant is planning a supplemental submittal for a comprehensive signage and hotel branding program for the building.</p>

Design Guide-line	Design Guideline Title	Guideline	Response
D	Special Areas		
D1	Park Blocks	<i>Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.</i>	<p>The ground level building face along NW Park is articulated by large storefront openings which incorporate a folding overhead glass door to create active unity between the public park and the building.</p> <p>Floors two through seven of the façade facing the Park Blocks feature hotel guestroom windows.</p> <p>The eighth floor of the building provides an active use area that includes a rooftop garden/terrace and tensile structure that overlooks the North Park Blocks.</p> <p>Exterior tables and chairs will be incorporated into the furnishing zones along NW Park to create active use areas.</p> <p>The combination of restaurant/bar space and small retail along the Everett Street frontage will establish an active pedestrian zone feeding east to the Park Blocks and west from the Park to the activity established at the building's street level.</p> <p>The balance of the retail space along NW Park is comprised of flexible small spaces that can adapt to changing market conditions.</p> <p>A small building loading bay and a stair egress door are sited mid-block to maximize retail close to the corner.</p> <p>The corner of NW Everett and Park is limited to a 7-story mass, well within the 100' height limit at this corner.</p>
D2	South Water-front Area		Not Applicable
D3	Broadway Unique Sign District		Not Applicable
D4	New China / Japantown Unique Sign District		Not Applicable

River District Design Guidelines

Design Guideline	Design Guide-line Title	Guideline	Response
A	Portland Personality		
A1-1	Link the River to the Community	<i>Link the Willamette River to the community reinforcing the river's significance.</i>	The site is located at NW 9 th Street and NW Everett. As such, it is removed from the Willamette River and Greenway by at least 9 blocks. .
A3-1	Provide Convenient Pedestrian Linkages	<i>Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.</i>	In the building frontage zone, large windows & entrances link the private realm in the building to pedestrian realm. Recessing the entire storefront bay at the main hotel and restaurant entries reduces pedestrian conflicts at these areas. Continuing the street tree rhythm, sidewalk scoring patterns and other typical Central City features in the pedestrian realm contribute to a unified, consistent, safe streetscape. Consolidating building service and parking access at NW Flanders, which is less heavily used than the other site frontages reduces the impact to and potential conflicts with the pedestrian system.
A5-1-1	Reinforce Special Areas	<i>Reinforce the Identity of the Pearl District Neighborhood.</i>	The design of the Hampton Pearl honors the architectural roots of the District in an intentional contemporary manner. The building's masonry base spans nearly continuous tall storefront windows with vision glass transoms that flood ground floor spaces with natural light and integrate the action inside with pedestrian activity on the street. As in contextual load-bearing buildings, the storefront window system is set back with 12" masonry returns at each column location. Cleanly detailed metal canopies with wood soffits cantilevered above the storefronts are familiar patterns established throughout the Central City. The body of the building, from the third through seventh floors, is composed of a repeating rhythm of guestroom windows above smooth metal spandrels flanking a center panel of architectural bar grille. The overall composition establishes a "giant order" framed by brick piers the full height of the body, analogous to historic industrial buildings in the district that are comprised of strong vertical piers and intermediate window bays. The rhythm of repeating bays is complemented by larger brick planes where punched windows and recesses in the façade at unique conditions create a well-coordinated overall composition.

Design Guideline	Design Guide-line Title	Guideline	Response
A5-1-2	Reinforce Special Areas	<i>Reinforce the Identity of the North Park Blocks Area.</i>	The ground level building face along NW Park is articulated by large storefront openings which incorporate a folding overhead glass door linking activity between the public park and the building. Floors two through seven of the façade facing the Park Blocks feature hotel guestroom windows. The eighth floor of the building provides an active use area that includes a rooftop garden/terrace and tensile structure that overlooks the North Park Blocks. Exterior tables and chairs will be incorporated into the furnishing zones along NW Park to create active use areas. The combination of restaurant/bar space and small retail along the Everett Street frontage will establish an active pedestrian zone feeding east to the Park Blocks and west from the Park to the activity established at the building's street level. The balance of the retail space along NW Park is comprised of flexible small spaces that can adapt to changing market conditions. A small retail service area and upper floor stair egress door are sited mid-block to maximize retail close to the corner. The corner of NW Everett and Park is limited to a 7-story mass, well within the 100' height limit at this corner.
A5-1-3	Reinforce Special Areas	<i>Reinforce the Identity of Chinatown</i>	Not Applicable
A5-1-4	Reinforce Special Areas	<i>Reinforce the Identity of the Union Station Area</i>	Not Applicable
A5-1-5	Reinforce Special Areas	<i>Reinforce the Identity of the Waterfront Area</i>	Not Applicable
A5-2	Emphasize N.W. Broadway's Bright Lights	<i>Emphasize N.W. Broadway's Bright Lights</i>	Not Applicable
A5-3	Incorporate Water Features	<i>Incorporate Water Features</i>	Not applicable
A5-4	Incorporate Works of Art	<i>Integrate works of art or other special design features that increase the public enjoyment of the District</i>	Interior design will incorporate local artists' works within Artwork display zones to create viewing opportunities – many of which will be visible from the sidewalk. Given the number of galleries in the immediate vicinity, the project offers the potential to utilize spaces such as the corner of NW Everett / NW 9 th & NW Everett/NW Park for "First Thursday" offerings.
A8-1	Design Fences, walls and other Gateways to be seen over	<i>Design fences, walls and gateways located between building and sidewalk to be seen over to allow for social interaction.</i>	Not Applicable. The building is set at the property line along all adjacent public rights-of-way.
A9-1	Provide distinct sense of entry and exit	<i>When developing at gateway location, provide a distinct sense of entry and exit that relates to the special qualities of an area.</i>	Not Applicable

River District Design Guidelines—Continued

Design Guideline	Design Guide-line Title	Guideline	Response
B	Pedestrian Emphasis		
B1-1	Provide human scale interest to buildings along sidewalks and walkways	<i>Provide human scale and interest to buildings along sidewalks and walkways.</i>	<p>Transparent storefronts linking the first floor hotel lobby and retail space will tie the private and public realms together creating a varied visual experience.</p> <p>Overhead folding glass doors at the corner restaurant/bar spaces provide for activity to spill out onto the sidewalk.</p> <p>Use of Norman brick units reinforces the human scale of the building.</p> <p>Canopies are located around most of the building's sidewalk perimeter. The typical canopies are set at 9'-6" above the sidewalk, while special corner and entry canopies are set at 15'-0". Canopy soffits will incorporate wood to contrast with the brick, metal and glass at the ground floor.</p> <p>Retail blade signs will be mounted to building piers at the lower canopy level to be easily visible to pedestrians along the sidewalk. The applicant is planning a supplemental submittal for a comprehensive signage and hotel branding program for the building.</p>
B5-1	Recognize roles of the Tanner Creek Parks	<i>Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks</i>	Not Applicable
B5-2	Strengthen the significance of the Classical Chinese Garden	<i>Strengthen the significance of the Classical Chinese Garden</i>	Not Applicable

Design Guideline	Design Guide-line Title	Guideline	Response
C	Project Design		
C1-1	Increase River View Opportunities	<i>Increase river view opportunities to emphasize the River District ambiance</i>	Not Applicable
C3-1	Integrate Parking	<i>Design parking garage exteriors to visually integrate with their surroundings</i>	<p>With the exception of the garage entrance on NW Flanders, no parking is located at street level, allowing fully activated ground floor frontages.</p> <p>Parking frontages are limited to the 2nd and 3rd floors along NW Flanders, NW 9th, and a limited portion of NW Everett. There is no parking fronting NW Park Avenue. At parking locations, the façade is articulated in the same way as at guestroom locations. The only exception is a subtle change to spandrel glass within the window units.</p>
C9-1	Reduce the impact of Residential Unit Garages on Pedestrians	<i>Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets</i>	Not Applicable

ADJUSTMENTS:

The following memorandum provides support for the requested Adjustment to 33.266310.c reducing the required loading from two type A spaces to a single type B space. In the absence of this request, the vehicular access to the building would increase in size reducing the amount of glazing at the pedestrian level and might well precipitate the need for an additional overhead door.

The proposed development consists of three components: Hotel and related spaces; parking dedicated to hotel guests and retail space. Each components generates different loading demands based on its business operations. The explanation that follows provides clear evidence supporting the requested Adjustment.

Loading Demand

Hotel: The proposed hotel is the dominant land use associated with the proposed development given that it includes roughly 150,000 square feet or 75% of the gross building area. Gross building area is not the sole determinant of demand for loading space since demand for loading results from activities within the building. Given that the hotel will limit food and beverage operations to a continental breakfast, food deliveries will be limited. The absence of significant conference/meeting space also limits the delivery of large trade show booths and similar objects. The statements above are supported by the data in Appendix 1 which is a summary of primary research involving six hotels the applicant operates in dense, urban, locations similar to the hotel proposed. The findings are summarized below:

- Most operating hotels generate minimal deliveries per day and do not provide dedicated loading facilities. Five of the six hotels in Appendix 1 have three or fewer deliveries every day.
- Most deliveries occur during morning or mid-afternoon, minimizing conflicts between deliveries and guest arrivals or departure. Among the hotels examined, two thirds report that their deliveries are scheduled between 7am-10am, a time when guests are exiting, not entering the hotel. In the context of the proposed loading design, there is minimal conflict with this traffic pattern. The remaining one-third report that their loading occurs mid to late morning which also minimizes conflict with guest access.
- None of the hotels have dedicated loading facilities though most are located on an alley that allows for secondary access.
- Hotels with extensive food and beverage operations, extensive meeting/banquet facilities or an independent restaurant integrated into the hotel indicate that the deliveries are generally three or fewer per day.
- Delivery vehicles tend to be smaller than a tractor trailer with all hotels in primary sample group indicating that they are not served by typical tractor trailers instead generally using trucks that are 18-34 feet in length.
- The hotel will service laundry internally further reducing the demand for delivery or loading services.
- Hotels are able to mandate selected delivery hours to minimize conflicts and congestion.

Our business relationship with Provenance Hotels also allowed for evaluation of select existing hotel operations in the downtown core of Portland. The most comparable hotel in the Provenance portfolio is the Westin at 750 SW Alder Street. The summary of the loading activity at the Westin is provided below:

With just over 200 rooms and drop off area that is shared with the valet parking operation and a restaurant, the Westin shares many functional attributes with the subject of the pending design review. The hotel was constructed in the late 20th century and has been operating for approximately 16 years without creating congestion or conflicting delivery demands. Hard data was unavailable from the management company.

Hotel Loading demand summary: Based on research within our operating hotel portfolio as well as 16 years of experience at the Westin Portland Downtown a single Type B loading facility will prove adequate for the hotel improvements anticipated by the pending design review.

Commercial space proposed as part of the building will also generate limited demand for delivery and loading services according to the Ashley Heichelbech of Commercial Real Estate Advisors who is familiar with urban retailing operations in Portland. This assertion is further reinforced by the logistics systems employed by modern delivery services which consolidate deliveries to multiple addresses in order to save time and reduce costs.

CONCLUSION

The location of & proposal to include a single Type B loading facility within the proposed mixed use building supports the Central City Fundamental Design Guidelines as noted below:

- A8: Contribute to a Vibrant Streetscape—Location of the curb cut and single loading facility on NW Flanders allows for a lively streetscape on NW Park Avenue, NW Everett Street and NW 9th Avenue by limiting the scale and number of vehicular access points.
- B2: Protect the Pedestrian: By locating a single smaller loading facility on least heavily traveled street while enhancing the pedestrian experience on the other three frontages, the proposal minimizes pedestrian-vehicle conflicts and encourages pedestrian activity where it is most appropriate.
- D1: Park Blocks—Limiting the loading facility to NW Flanders allows the NW Park Avenue frontage to maximize transparency and activity on the Park Blocks.

MODIFICATIONS:

The applicant requests approval of site, usage, and building as detailed in the architectural drawings with the following one (1) modification:

Modification 1: 33.130.230 / 33.510.220 Ground Floor Windows

The Ground Floor Window requirements along the South, East and West facades (NW Everett Street, NW Park Avenue and NW 9th Avenue, respectively) exceed this requirement. However, siting necessary building entrances mid-block on the NW Flanders elevation results in a shortfall.

33.130.230: Ground Floor Windows

- Purpose: In the C zones, blank walls on the ground level of buildings are limited in order to:
 - Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
 - Encourage continuity of retail and service uses;
 - Encourage surveillance opportunities by restricting fortress-like facades at street level; and
 - Avoid a monotonous pedestrian environment.
- Required: 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 below:

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.

Proposal: The ground floor portion of the proposed building is comprised of hotel active areas along NW 9th Avenue (such as lobby, dining, and lounge) and proposed retail and restaurant uses along NW Park & NW Everett. The proposed extent of ground floor windows per street face is as follows.

	<u>% of Length</u>	<u>% of Area</u>
NW 9 th Avenue	71	66
NW Everett Street	76	68
NW Flanders Street	30	27
NW Park Avenue	55	50
Required	50	25

The proposed window length and area far exceeds the minimum standard of 33.130.230 along the more primary frontages (NW 9th Avenue, NW Everett Street and NW Park Avenue). The frontage on NW Flanders Street falls short of the window length requirement due to the appropriate clustering of essential service and vehicular entrances on the NW Flanders facade.

Summary: Combining the parking deck entrance, loading zone and service areas at NW Flanders allows the majority of the ground level glazing to far exceed the active ground floor windows requirement on the streets where the volume of pedestrian traffic is greatest. Siting these services on the NW Flanders elevation limits the glazing length to 30% while complying with the requirement for glazing over 25% of the ground level wall area. Refer to the attached Exhibit D.3 for a diagram showing the window surfaces.

(REFER TO FOLLOWING SHEET FOR DIAGRAM)



1 WEST ELEVATION - 9TH Glazing Diagram
3/64" = 1'-0"

AREA 1800 sf
GLASS AREA 1184 sf 66%

LENGTH 200 ft
GLASS LENGTH 142 ft 71%



2 SOUTH ELEVATION - EVERETT Glazing Diagram
3/64" = 1'-0"

AREA 1800 sf
GLASS AREA 1222 sf 68%

LENGTH 200 ft
GLASS LENGTH 152 ft 76%



3 NORTH ELEVATION - FLANDERS Glazing Diagram
3/64" = 1'-0"

AREA 900 sf
GLASS AREA 242 sf 27%

LENGTH 100 ft
GLASS LENGTH 30 ft 30%

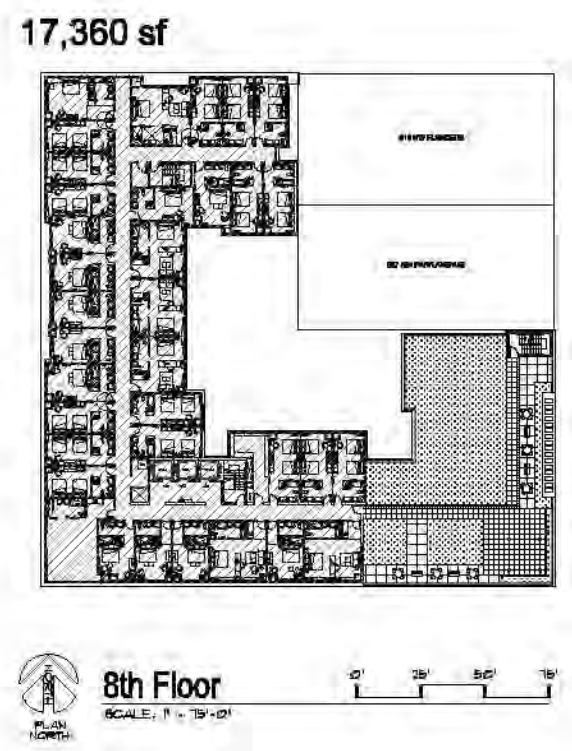
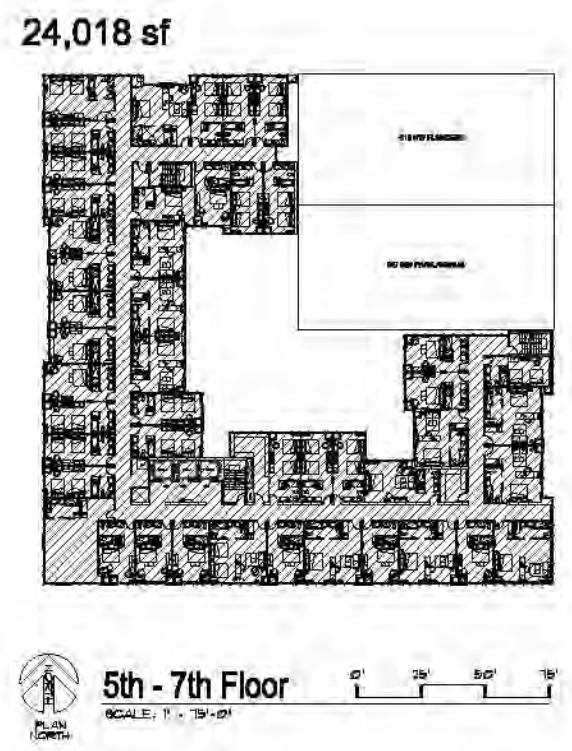
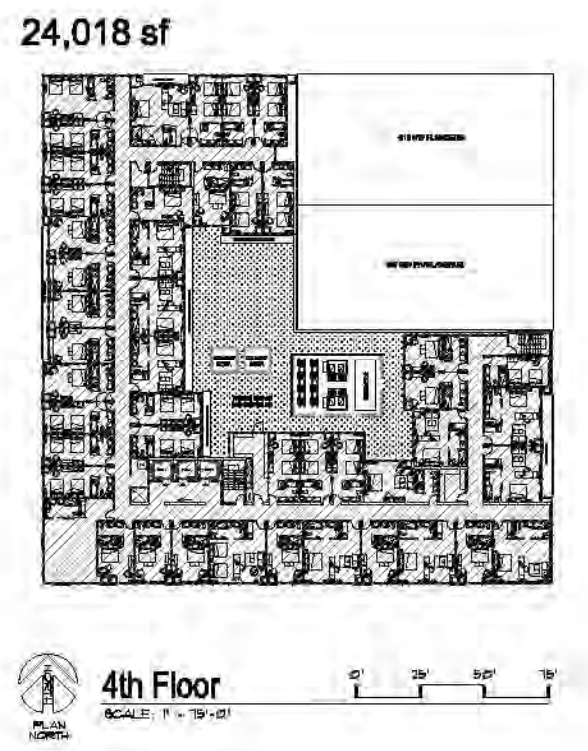
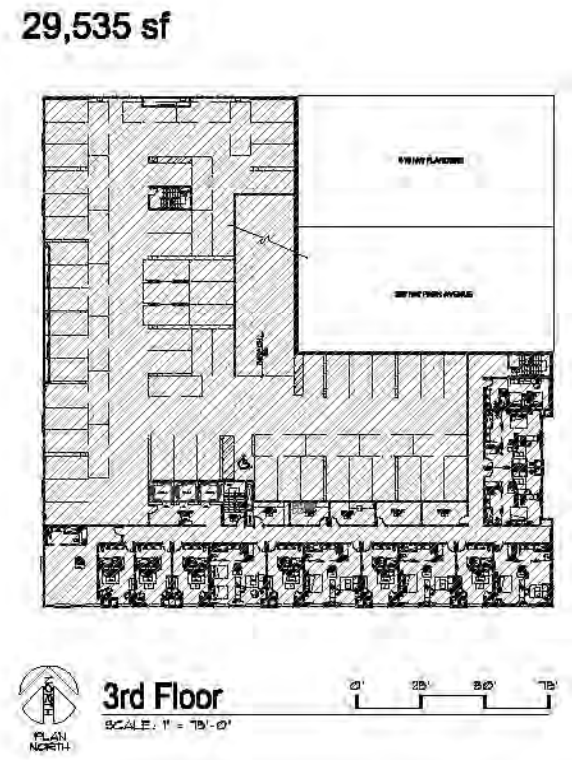
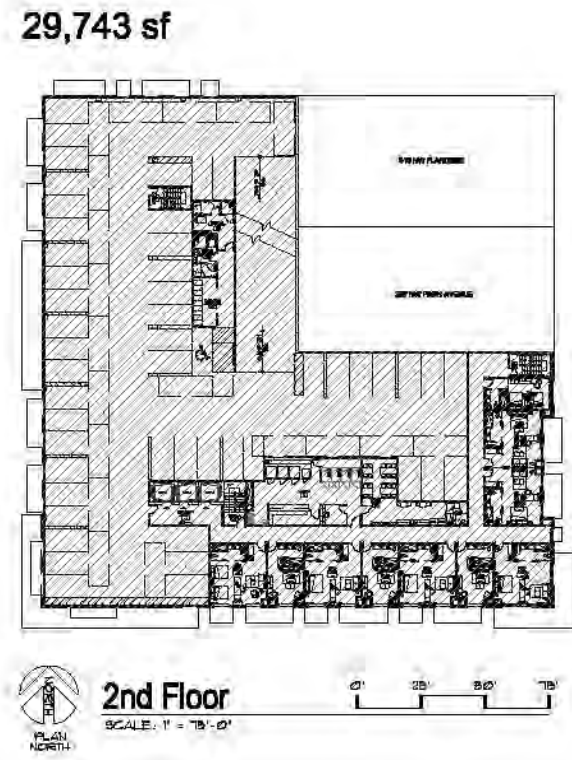
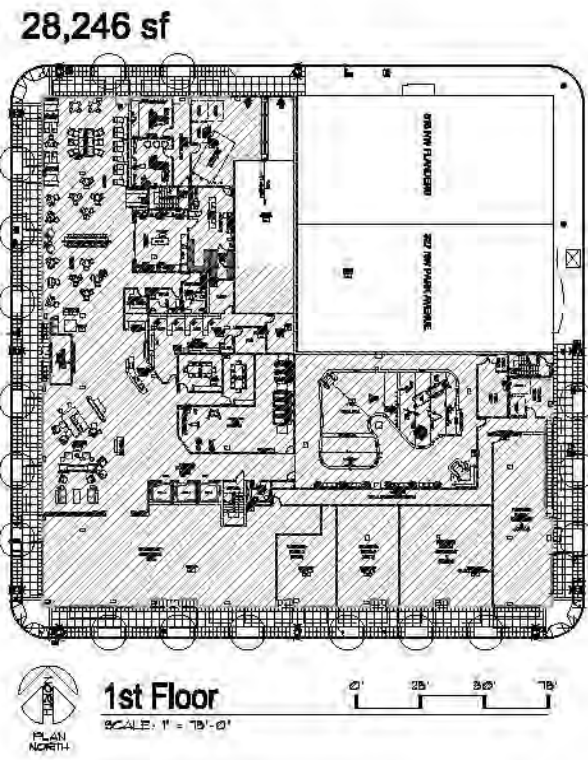


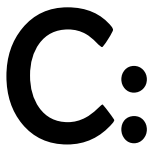
4 EAST ELEVATION - PARK Glazing Diagram
3/64" = 1'-0"

AREA 900 sf
GLASS AREA 446 sf 50%

LENGTH 100 ft
GLASS LENGTH 55 ft 55%

FAR CALCULATION:	
1st Floor:	28,246 sf
2nd Floor:	29,743 sf
3rd Floor:	29,535 sf
4th Floor:	24,018 sf
5th Floor:	24,018 sf
6th Floor:	24,018 sf
7th Floor:	24,018 sf
8th Floor:	17,360 sf
TOTAL:	200,956 sf
Allowable (8:1):	180,000 SF
Allowable w/ bonus (9:1):	270,000 SF





DESIGN OVERVIEW



DESIGN NARRATIVE

MATERIALS

The use of dark iron-spot Norman brick masonry as the predominant façade material employs a human-scaled material of inherently high quality and permanent nature. Other materials at the building exterior include: custom colored aluminum windows and storefront; clear glazing; stone bases at the brick columns and storefront; custom colored smooth metal spandrel panels, fascia, belt coursing and copings; and architectural bar grille.

BASE

The ground level will include hotel public spaces such as lobby, lounge, dining area, meeting rooms, and an enhanced interactive pool. In addition, the ground level will include corner amenities such as bar/restaurants that fully activate the building corners at NW Park/Everett and NW Everett/9th and additional flexible retail/restaurant spaces along NW Everett Street and NW Park Avenue. Indoor and outdoor realms are linked by the use of extensive glazing, transparent overhead doors and variations in pavement patterns at important entrance points.

The NW 9th and NW Everett corner engages the neighborhood with a restaurant/bar that introduces activity throughout the day and forms the “hinge” at the pedestrian level between hotel and retail spaces at the ground floor. Folding overhead glass doors at this corner and at the corner of NW Park and Everett provide the opportunity for the vibrant bar and restaurant tenants to open to the street in a unique way.

The second level consists of guest rooms on NW Park Avenue and NW Everett Street and above grade parking facing NW 9th and NW Flanders. Parking, where it fronts the street, is completely screened from the street by the façade of the building which is comprised of brick masonry, metal spandrel panels, spandrel glass windows, and architectural bar grille panels. Bicycle parking, locker rooms as well as mechanical support spaces and hotel back-of-house services such as the main laundry are located on the second floor.

The building’s masonry base spans nearly continuous tall storefront windows with vision glass transoms that flood ground floor spaces with natural light and integrate the action inside with pedestrian activity on the street. The storefront window system is set back with 12” masonry returns at each column location. Brick piers and storefront both meet the ground with a durable stone panel base. Cleanly detailed metal canopies with wood soffits cantilever above the storefronts providing sun control and protecting pedestrians from rain.

The main hotel entry mid-block on NW 9th Avenue and the main restaurant/bar entry at NW Everett are accentuated by substantial canopies cantilevered from the building above transom level. These entries are both flanked by custom wall sconce lighting.

The second floor is integrated into the building’s base and consists of a masonry spandrel punctuated by paired windows at the guestrooms and similar strategically placed fixed spandrel glass windows at parking and service areas. The brick spandrels include corbelled stack bond brick creating a texture of horizontal ribs. A metal panel belt course caps the base of the building with a deep shadow and makes a transition to the body of the building above. The canopies and the belt course include discretely detailed LED strips providing subtle accent lighting at the base of the building.

BODY

The body of the building, from the third through seventh floors, is composed of a repeating rhythm of guestroom windows above smooth metal spandrels flanking a center panel of architectural bar grille. The overall composition establishes a “giant order” framed by brick piers the full height of the body, analogous to historic industrial buildings in the district that are comprised of strong vertical piers and intermediate window bays. The rhythm of repeating bays is complemented by larger brick planes where punched windows and recesses in the façade at unique conditions create a well coordinated overall composition.

The third level consists of guest rooms on NW Park Avenue and NW Everett Street and above grade parking facing NW 9th and Flanders. Where parking faces the street, it is completely screened from view by the building façade.

The window system at the body of the building is set back approximately 6” from the masonry face and includes fixed windows.

ROOF

The top floor (eighth), composed as a cap to the building’s tripartite concept, is clad with smooth metal panels and is set back approximately 6” from the masonry façade below. This level includes more windows than in the body of the building below, and thus appears visually lighter. The eighth floor is carved back at the east to provide a generous roof terrace – open to all hotel guests - overlooking the North Park Blocks and the City. A tensile structure at the SE corner of the roof terrace provides shelter for rooftop functions and will be a dramatic element denoting human activity when viewed from the street.



DESIGN INSPIRATION

The Pearl District offers an eclectic mix of architectural styles and design aesthetics. The design of the Hampton Pearl honors the architectural roots of the District in an intentional contemporary manner and pulls cues from historic massing and articulation of the existing warehouse buildings as the basis for the underlying design.



D: DRAWINGS

SHEET LIST

D.1—PLANS

VICINITY PLAN	D1.02
EXISTING SITE CONDITIONS	D1.03
SITE PLAN	D1.04
GRADING PLAN	D1.05
UTILITY PLANS	D1.06-D1.07
STORMWATER MANAGEMENT PLAN & NARRATIVE	D1.08
ECO-ROOF DETAILS & PLANT SPECIES	D1.09
LANDSCAPE PLAN & PLANT SPECIES	D1.10
<u>ARCHITECTURAL FLOOR PLANS</u>	
FIRST FLOOR PLAN	D1.11
SECOND FLOOR PLAN	D1.12
THIRD FLOOR PLAN	D1.13
FOURTH FLOOR PLAN	D1.14
FIFTH-SEVENTH FLOOR PLAN	D1.15
EIGHTH FLOOR PLAN	D1.16
ROOF PLAN	D1.17

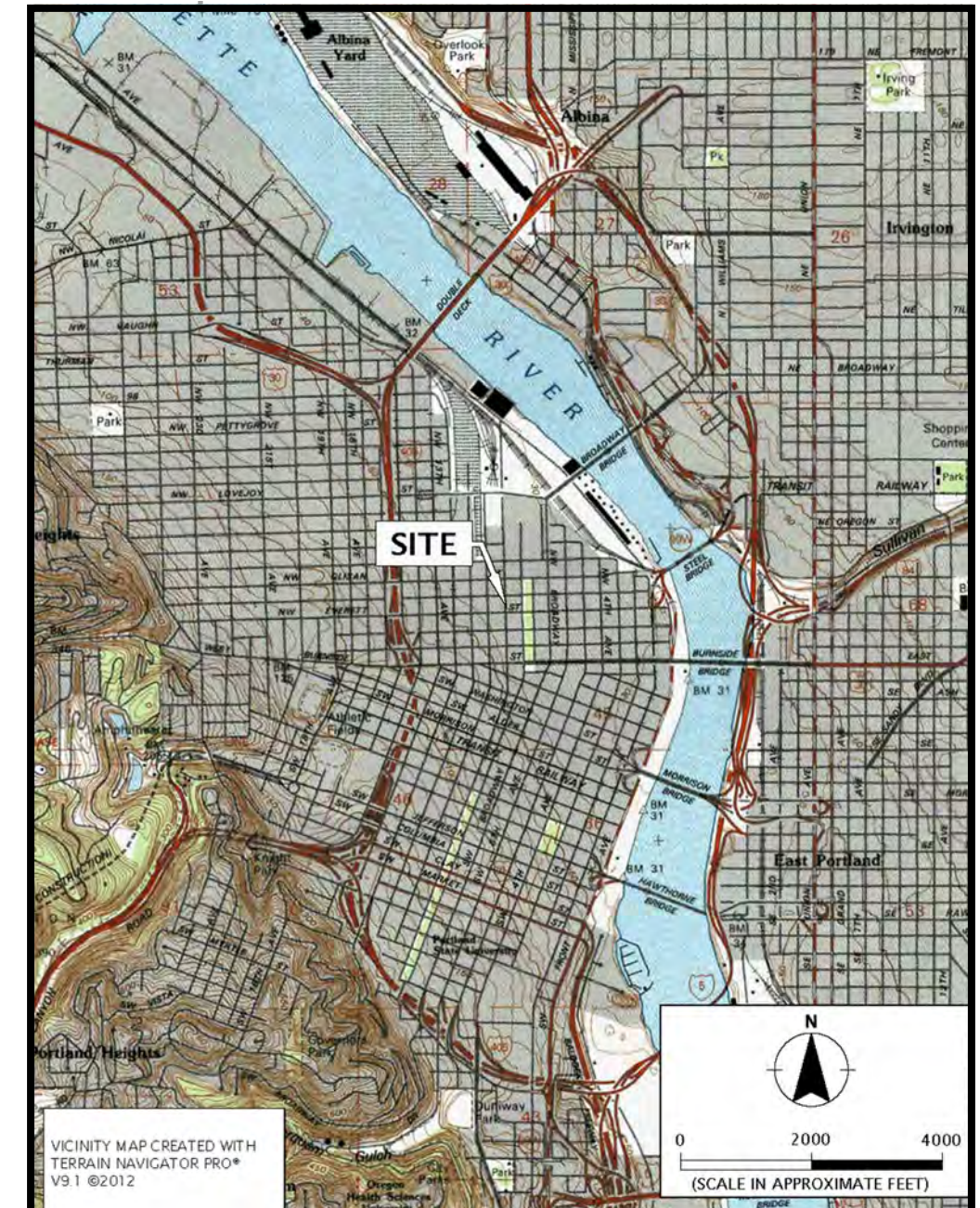
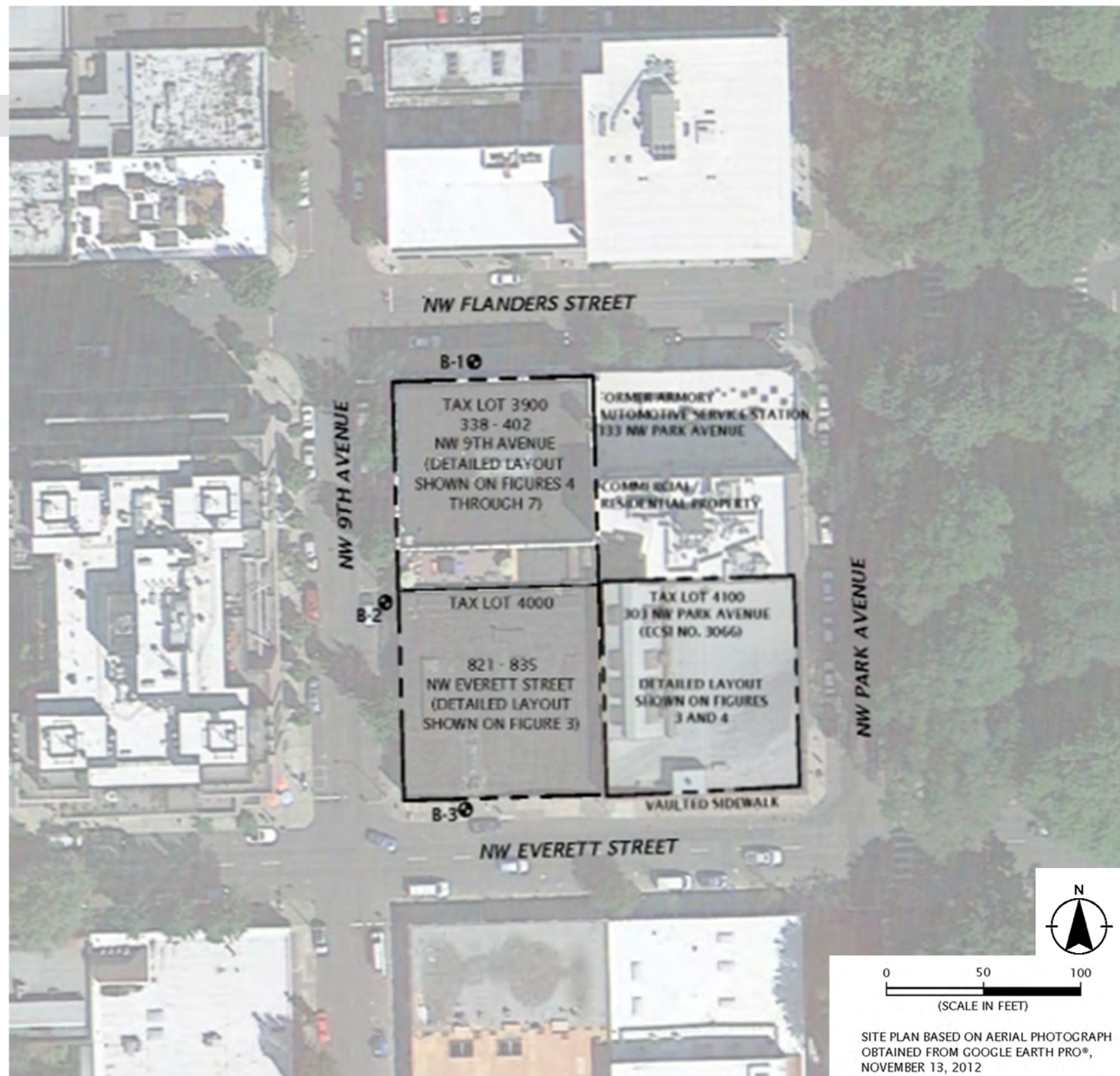
D.2—RENDERINGS

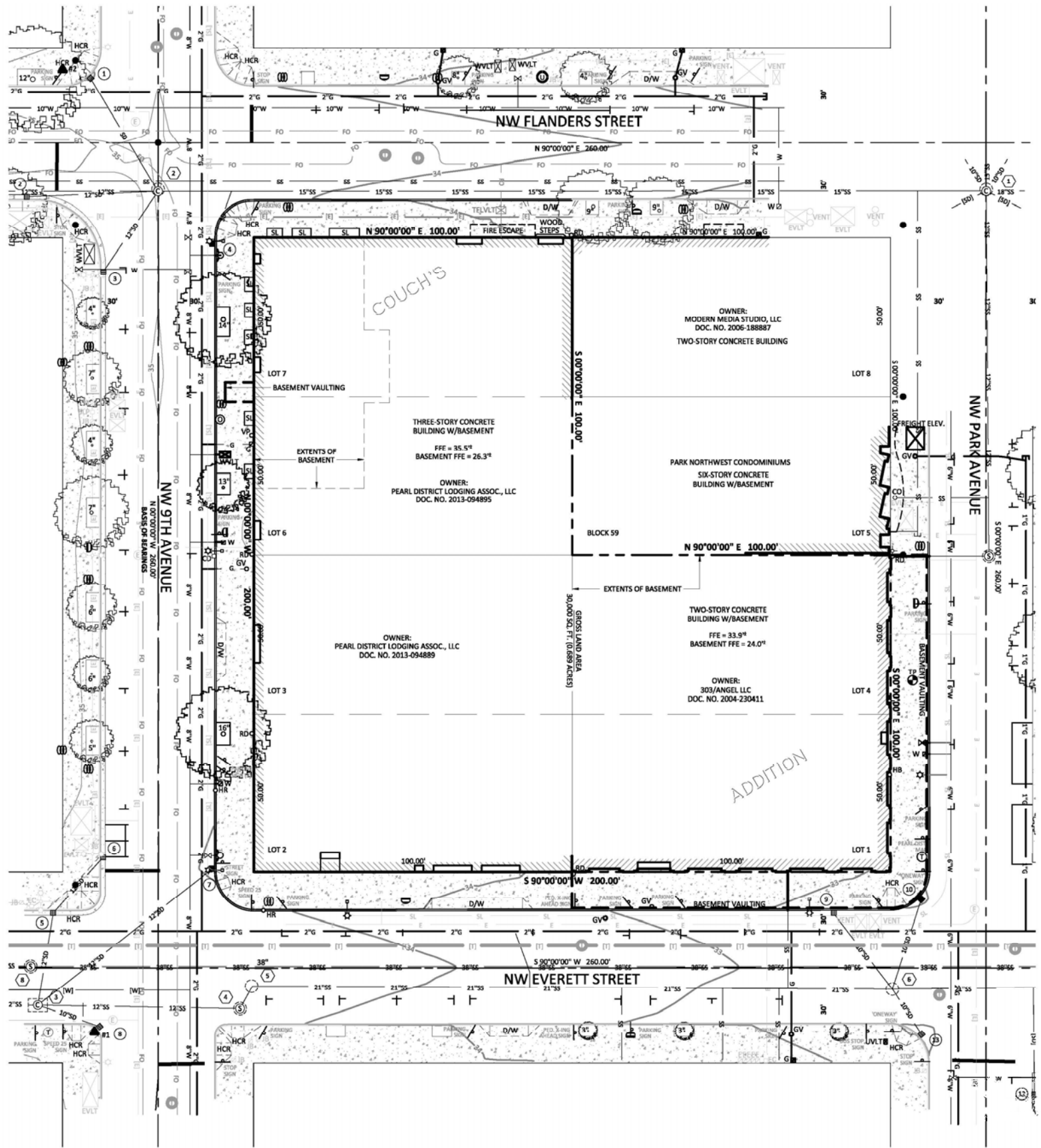
NW 9TH AVE & NW EVERETT ST	D2.01
NW 9TH AVE & NW FLANDERS ST	D2.02
NW PARK AVE & NW EVERETT ST	D2.03
PEDESTRIAN SCALE RENDERINGS	D2.04
BUILDING DETAIL RENDERINGS	D2.05

D.3—ELEVATIONS, SECTIONS & DETAILS

NW 9TH AVE. BUILDING ELEVATION (WEST)	D3.01
WEST HIDDEN ELEVATION	D3.02
NW EVERETT ST BUILDING ELEVATION (SOUTH)	D3.03
SOUTH HIDDEN ELEVATION	D3.04
NW PARK AVE BUILDING ELEVATION (EAST)	D3.05
EAST HIDDEN ELEVATION	D3.06
NW FLANDERS ST BUILDING ELEVATION (NORTH)	D3.07
NORTH HIDDEN ELEVATION	D3.08
BUILDING CROSS SECTIONS	D3.09-D3.12
WALL SECTIONS & DETAILS	D3.13-D3.24

D.1 PLANS





LEGEND:

- BUILDING OUTLINE WITH DOOR
- CONCRETE SURFACE
- ASPHALT SURFACE
- CONCRETE PAVERS
- BUILDING OVERHANG
- CURB LINE
- EDGE OF ASPHALT
- RIGHT-OF-WAY LINE
- INTERIOR FACE OF BASEMENT VAULTING
- LOT LINE
- PROPERTY LINE
- STREET LIGHTING LINE
- FIBER OPTIC LINE
- ELECTRICAL LINE
- TELECOMMUNICATIONS LINE
- STORM LINE
- SANITARY SEWER LINE
- WATER LINE
- GAS LINE
- OVERHEAD UTILITY LINES
- UNDERGROUND LINE AS-BUILT
- SIGN
- DRIVEWAY ENTRY
- HANDICAP ACCESS
- SKYLIGHT
- BIKE RACK
- PARKING PAY STATION
- ROOF DRAIN
- VENT PIPE
- TRASH CAN
- ELECTRICAL MANHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRICAL METER
- ELECTRICAL CABINET
- STREET LIGHT PANEL
- ELECTRICAL VAULT
- LUMINAIRE
- OVERHEAD LIGHT
- GAS METER
- GAS VALVE
- COMBINATION MANHOLE WITH STRUCTURE
- SANITARY MANHOLE WITH STRUCTURE
- PAVED OVER MANHOLE - LOCATION PER AS-BUILT
- CATCH BASIN/AREA DRAIN
- CURB DRAIN
- SANITARY/STORM CLEAN OUT
- SANITARY/STORM STRUCTURE #
- TELECOMMUNICATIONS MANHOLE
- TELECOM VAULT
- WATER VAULT
- FIRE HYDRANT
- WATER METER
- FIRE DEPARTMENT CONNECT
- WATER VAULT
- UNKNOWN MANHOLE
- OIL STORAGE TANK FILLER
- HOSE BIB
- IRRIGATION CONTROL VALVE
- UNKNOWN UTILITY VAULT
- HORSE RING
- TRASH CAN
- DECIDUOUS TREE W/ (TAG NO.) - PERIMETER REPRESENTS DRIP LINE
- MONUMENT
- PROJECT CONTROL POINT
- TEST BORE HOLE/WITH GRI NO. 5

NOTES:

- 1.) VERTICAL DATUM: CITY OF PORTLAND
BENCHMARK: 2-1/2 INCH BRASS DISK AT THE NORTHWEST QUADRANT OF THE INTERSECTION OF NW PARK AVENUE AND NW GLISAN STREET
BENCHMARK NO. 267
ELEVATION = 32.767'
- 2.) BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTER LINE OF NW 9TH STREET AS NORTH 00°00'00" WEST AS ESTABLISHED FROM FOUND MONUMENTS, PER SURVEY NO. 58318.
- 3.) A TITLE REPORT WAS NOT PROVIDED. EASEMENT MAY EXIST AFFECTING SUBJECT PROPERTY.
- 4.) UTILITY LOCATIONS SHOWN ARE PER FIELD LOCATED UTILITY PAINT MARKS & REFERENCE MAPS MADE AVAILABLE BY THE VARIOUS UTILITY PROVIDERS. UNLESS INDICATED, DEPTHS OF UTILITY LINES ARE NOT AVAILABLE. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

STORM TABLE:

- 1 CATCH BASIN
RIM = 33.94'
CONSTRUCTION FABRIC
- 2 CATCH BASIN
RIM = 34.37'
IE 12" OUT (E) = 30.87'
- 3 CATCH BASIN
RIM = 34.14'
IE 12" OUT (NE) = 31.14'
- 4 CATCH BASIN
RIM = 34.09'
FULL OF DEBRIS
- 5 CATCH BASIN
RIM = 34.10'
IE 12" IN (NE) = 30.80'
IE 12" OUT (S) = 29.25'
- 6 CATCH BASIN
RIM = 34.10'
IE 12" OUT (SW) = 31.10'
- 7 CATCH BASIN
RIM = 33.74'
IE 12" OUT (SW) = 32.24'
- 8 CATCH BASIN
RIM = 34.04'
IE OUT (NW) = 31.74'
- 9 CATCH BASIN
RIM = 32.22'
IE 10" OUT (SE) = 29.72'
- 10 CATCH BASIN
RIM = 31.83'
IE 10" OUT (SW) = 29.33'
- 11 CATCH BASIN
RIM = 31.94'
FULL OF DEBRIS
- 12 CATCH BASIN
RIM = 32.01'
FULL OF DEBRIS
- 13 CATCH BASIN
RIM = 31.66'
IE 10" OUT (NW) = 29.26'

SANITARY TABLE:

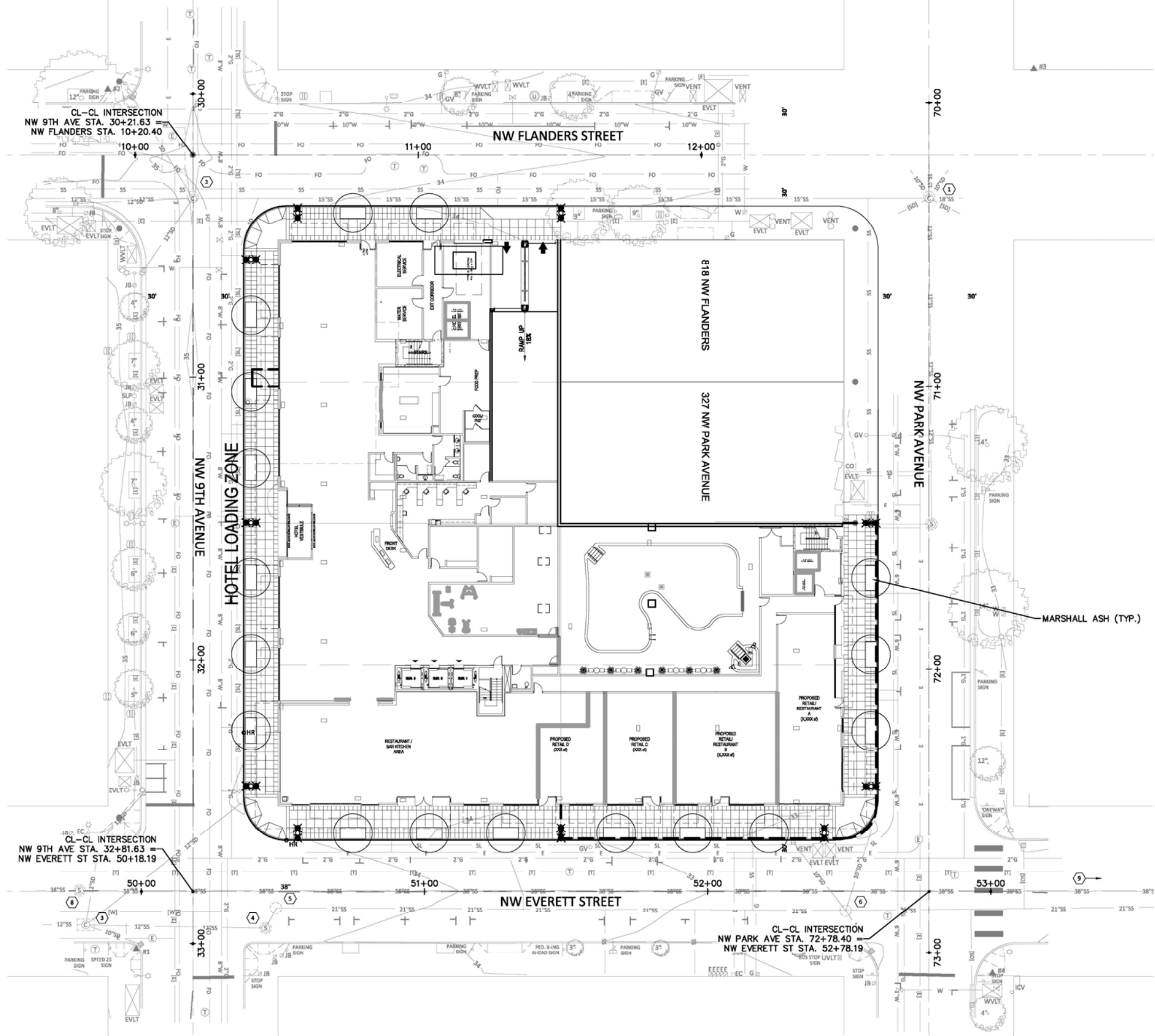
- 1 COMBINATION MANHOLE
RIM = 32.74'
IE 10" IN (NW) = 19.94'
IE 12" IN (S) = 18.04'
IE 15" IN (W) = 16.89'
IE 18" OUT (E) = 16.79'
- 2 COMBINATION MANHOLE
RIM = 35.00'
IE 10" IN (NW) = 22.20'
IE 12" IN (WSW) = 29.40'
IE 12" IN (SW) = 28.80'
IE 12" IN (W) = 18.35'
IE 15" OUT (E) = 18.30'
- 3 COMBINATION MANHOLE (BRICK)
RIM = 34.46'
IE 12" IN (N) = 26.46'
IE 12" IN (NE) = 29.56'
IE 10" IN (SE) = 28.06'
IE 12" IN (W) = 25.56'
IE 12" OUT (E) = 25.46'
- 4 SANITARY MANHOLE
RIM = 34.48'
IE 12" IN (W) = 25.18'
IE 21" OUT (NE) = 23.48'
- 5 COMBINATION MANHOLE
PAVED OVER, NO EVIDENCE
- 6 COMBINATION MANHOLE
PAVED OVER
- 7 COMBINATION MANHOLE
RIM = 31.56'
IE 10" IN (N) = 26.06'
IE 21" IN (W) = 21.56'
IE 24" OUT (SE) = 21.36'
- 8 SANITARY MANHOLE
RIM = 34.70'
IE 38" IN (W) = 10.95'
IE 38" OUT (E) = 10.85'
- 9 SANITARY MANHOLE
RIM = 31.67'
IE 38" IN (W) = 10.73'
IE 38" OUT (E) = 10.68'

PROJECT CONTROL:

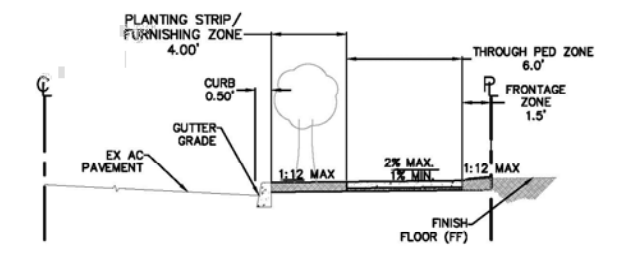
STATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	1-1/8" BRASS CAP "KFFF CONTROL"	4696.55	10010.03	34.70'
2	1-1/8" BRASS CAP "KFFF CONTROL"	5000.00	10000.00	34.84'
3	1-1/8" BRASS CAP "KFFF CONTROL"	5007.15	10327.03	32.90'
4	1-1/8" BRASS CAP "KFFF CONTROL"	4688.01	10312.41	32.62'

SCALE

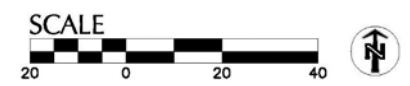


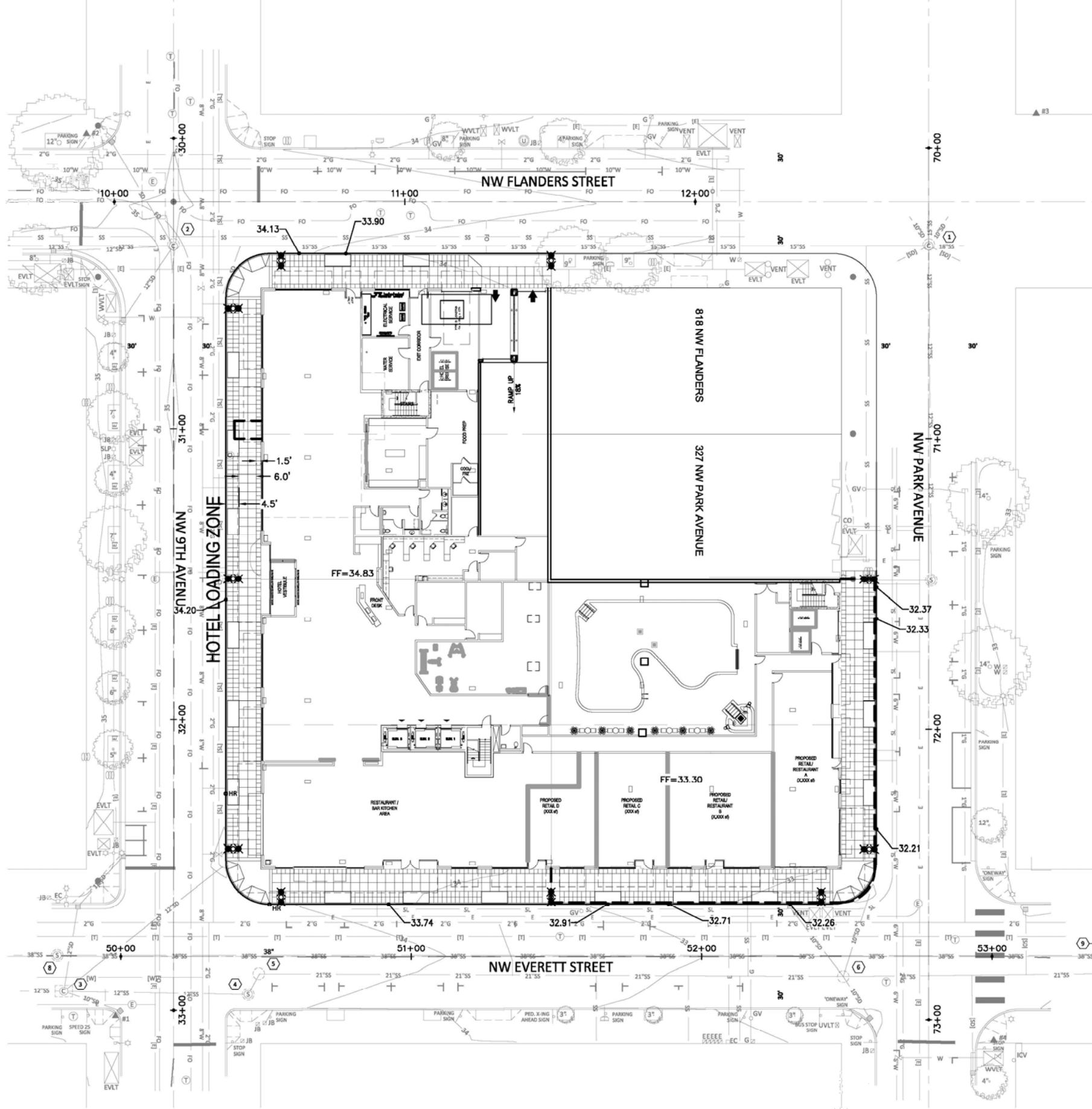


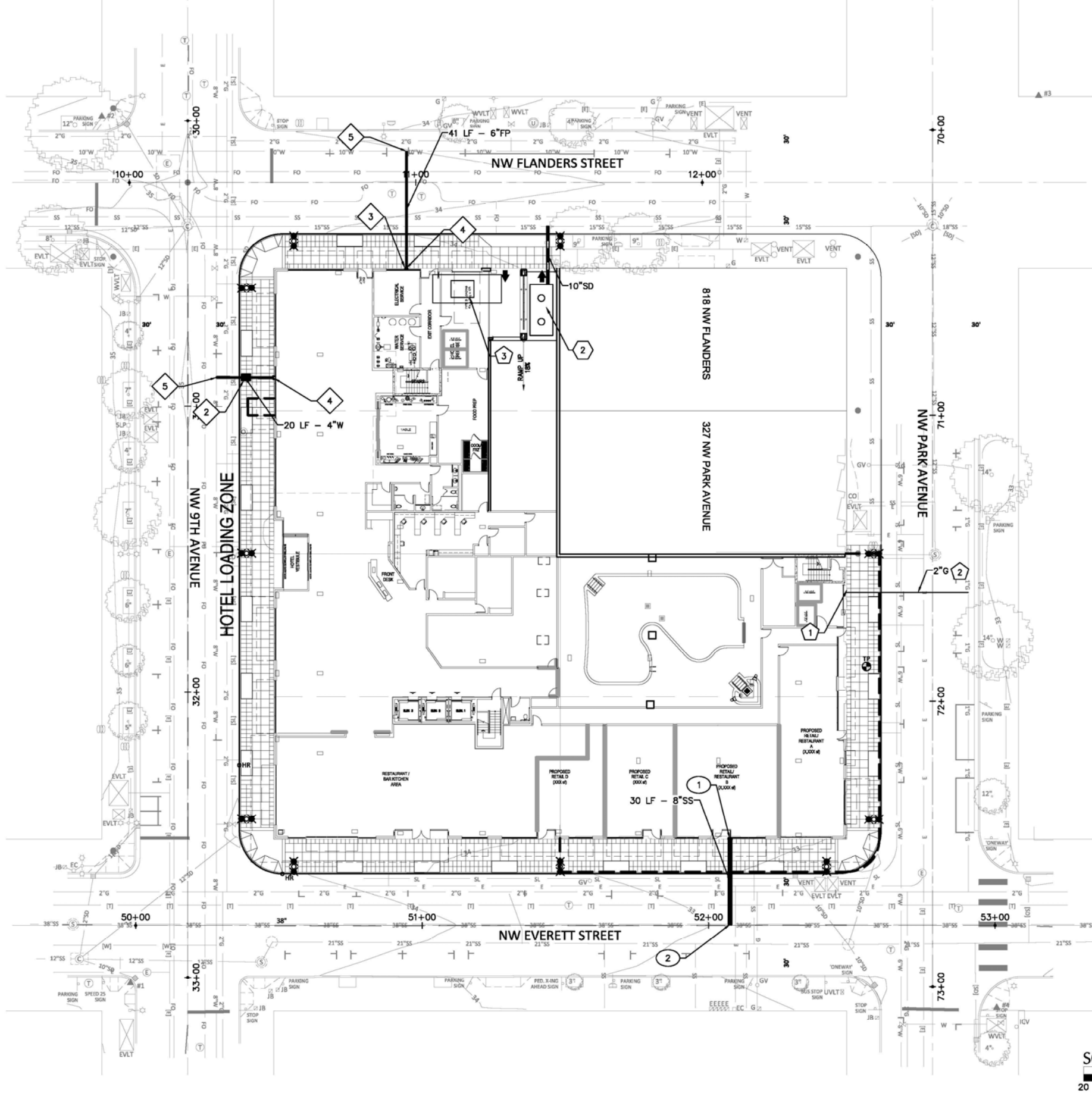
MARSHALL ASH (TYP.)



1 TYPICAL SIDEWALK COORIDOR
SCALE: NTS







SHEET NOTES

1. CONTRACTOR TO COORDINATE WITH THE CITY PRIOR TO CONNECTING TO PUBLIC UTILITIES.
2. ALL WATER PIPES AND FITTINGS SHALL BE DUCTILE IRON.

WATER KEYNOTES

1. INSTALL DOUBLE DETECTOR CHECK VALVE ASSEMBLY IN UTILITY VAULT 676 (OR APPROVED EQUAL).
2. INSTALL WATER METER. COORDINATE WITH PORTLAND WATER BUREAU.
3. INSTALL FDC.
4. CONNECT TO BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
5. COORDINATE WITH PORTLAND WATER BUREAU FOR HOT TAP OF EXISTING MAIN. CITY TO RUN COPPER SERVICE LINE AND SET WATER METER. CITY WILL EXTEND FIRE SERVICE INTO COMBINATION BACKFLOW VAULT SET BY CONTRACTOR. CITY TO DEMOLISH THE TWO EXISTING WATER SERVICES.

SANITARY KEYNOTES

1. CONNECT TO BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
2. CONNECT TO EXISTING STORMWATER LATERAL. CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, DEPTH, TV, AND APPROVE CONDITION BEFORE CONSTRUCTION.

STORM KEYNOTES

1. CONSTRUCT STORMWATER PLANTERS ON FOURTH FLOOR ROOF TOP. SEE ARCHITECTURE PLANS FOR LOCATION.
2. CONSTRUCT 18-FT X 8-FT X 8-FT STORMWATER DETENTION STRUCTURE UNDERNEATH PARKING STRUCTURE RAMP.

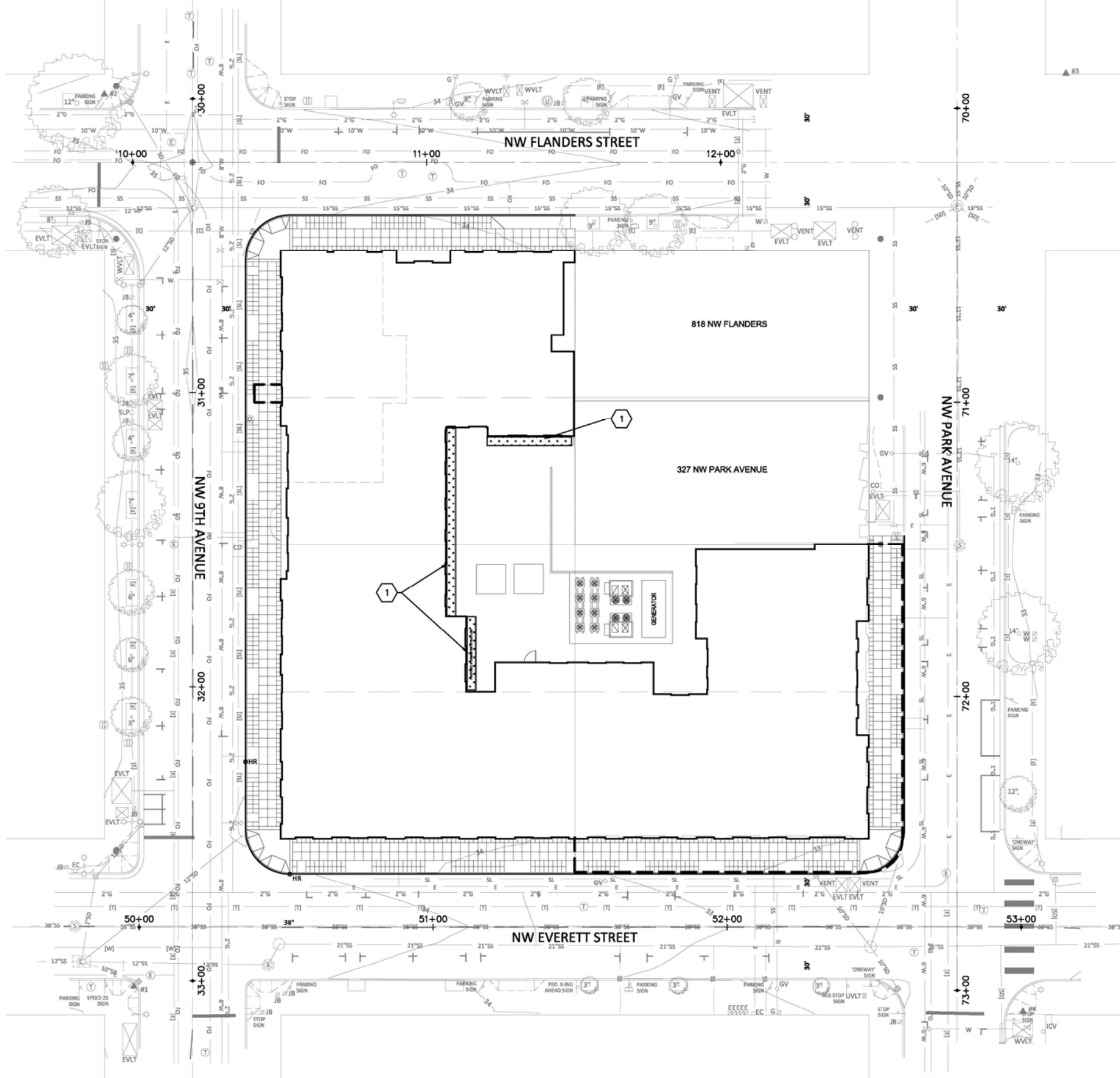
GAS, ELECTRIC, TELECOM KEYNOTES

1. INSTALL GAS METER AND CONNECT TO BUILDING - SEE PLUMBING PLANS FOR CONTINUATION
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH NW NATURAL FOR THE DESIGN AND SCHEDULING OF GAS SERVICE LINE.
3. INSTALL PGE POWER VAULT.

LEGEND

	SANITARY SEWER LINE
	WATER LINE
	FIRE LINE
	WATER METER VAULT
	STORMWATER DETENTION STRUCTURE
	STORMWATER PLANTER





SHEET NOTES

1. CONTRACTOR TO COORDINATE WITH THE CITY PRIOR TO CONNECTING TO PUBLIC UTILITIES.
2. ALL WATER PIPES AND FITTINGS SHALL BE DUCTILE IRON.

(X) WATER KEYNOTES

1. INSTALL DOUBLE DETECTOR CHECK VALVE ASSEMBLY IN UTILITY VAULT 676 (OR APPROVED EQUAL).
2. INSTALL WATER METER. COORDINATE WITH PORTLAND WATER BUREAU.
3. INSTALL FDC.
4. CONNECT TO BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
5. COORDINATE WITH PORTLAND WATER BUREAU FOR HOT TAP OF EXISTING MAIN. CITY TO RUN COPPER SERVICE LINE AND SET WATER METER. CITY WILL EXTEND FIRE SERVICE INTO COMBINATION BACKFLOW VAULT SET BY CONTRACTOR. CITY TO DEMOLISH THE TWO EXISTING WATER SERVICES.

(X) SANITARY KEYNOTES

1. CONNECT TO BUILDING. SEE PLUMBING PLANS FOR CONTINUATION.
2. CONNECT TO EXISTING STORMWATER LATERAL. CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, DEPTH, TV, AND APPROVE CONDITION BEFORE CONSTRUCTION.







(X) STORM KEYNOTES

1. CONSTRUCT STORMWATER PLANTERS ON FOURTH FLOOR ROOF TOP. SEE ARCHITECTURE PLANS FOR LOCATION.
2. CONSTRUCT 18-FT X 8-FT X 8-FT STORMWATER DETENTION STRUCTURE UNDERNEATH PARKING STRUCTURE RAMP.

(X) GAS, ELECTRIC, TELECOM KEYNOTES

1. INSTALL GAS METER AND CONNECT TO BUILDING - SEE PLUMBING PLANS FOR CONTINUATION
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH NW NATURAL FOR THE DESIGN AND SCHEDULING OF GAS SERVICE LINE.
3. INSTALL PGE POWER VAULT.

LEGEND

	SANITARY SEWER LINE
	WATER LINE
	FIRE LINE
	WATER METER VAULT
	STORMWATER DETENTION STRUCTURE
	STORMWATER PLANTER





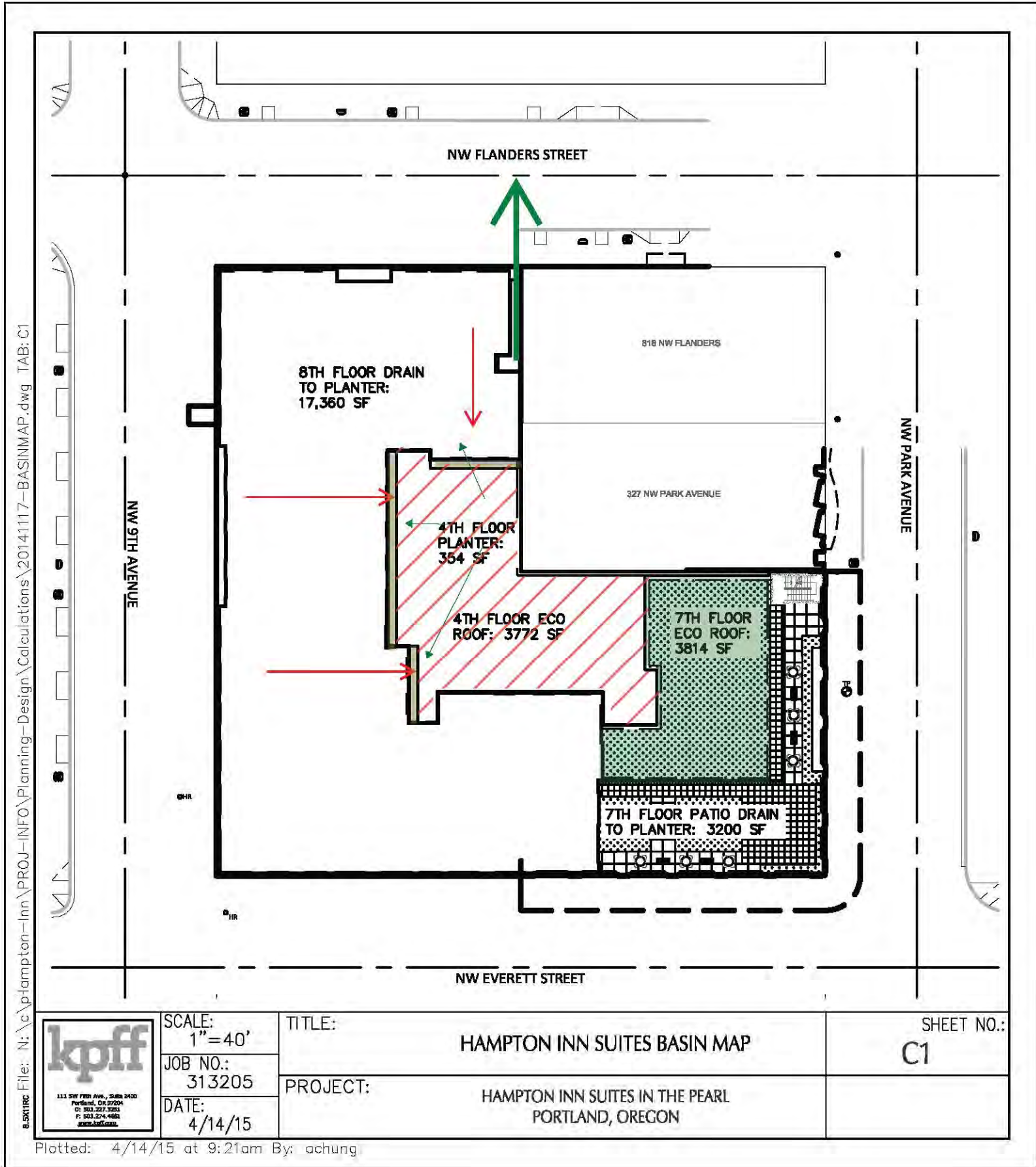
Design Review Stormwater Narrative

The Bureau of Environmental Services (BES) requires all new construction to mitigate run-off from new or redeveloped impervious areas. BES encourages and prefers stormwater to be infiltrated on-site to the maximum extent feasible rather than discharge to an off-site storm or combined sewer. This is accomplished by complying with the stormwater hierarchy described in Section 1.3.1 of the SWMM. However, the soils in northwest Portland are known to have poor infiltration and do not drain adequately. Additionally, stormwater infiltration beneath a zero setback building is not recommended.

The existing site is fully developed with existing one and two story buildings. There are no visible water quality measures, so it is assumed that all the existing roof drains are connected directly to the combined sewer.

The geotechnical engineer has assessed the existing soils and has concluded that there is little to no infiltration potential for the site. Their findings can be found on page 3 of the GeoDesign report, December 2014. Additionally, the online resource, Portland Maps, designates the soil type as Type D of the Hydrologic Soil Groups. On-site infiltration will not be feasible. There is no public storm only sewer pipe available for connection, so this project falls under Category 4 of the SWMM Hierarchy.

The proposed building will provide stormwater treatment with a combination of eco-roof and stormwater planters on the 4th floor roof. A portion of the 7th floor roof is also anticipated to have eco-roof. BES has confirmed that the eco-roof approach will satisfy the water quality and flow control requirements of the SWMM. Runoff from the eco-roof will be directed to roof drains that will be connected to the 15-inch combined sewer in NW Flanders. The traditional ballasted roof area will be collected with roof drains and directed to a fourth floor flow through planters for treatment. The overflow from these planters will be directed to a 7000 gallon detention tank for flow control. A 2-inch orifice will control the 25yr Post developed flow to match that of the 10-yr Predeveloped runoff rate. The tank outlet and overflow will be connected to the 15-inch combined sewer in NW Flanders.

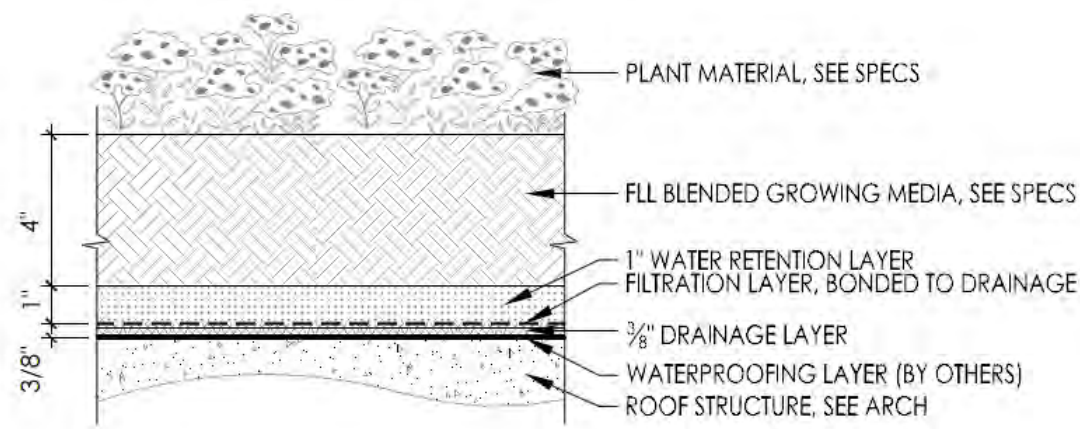


B:\KTRC File: N:\c:\p-lampton-inn\PROJ-INFO\Planning-Design-Calculations\20141117-BASINMAP.dwg TAB: C1

 113 SW 7TH AVE., Suite 3400 Portland, OR 97204 P: 503.227.5281 F: 503.224-4482 www.kpff.com	SCALE: 1"=40'	TITLE: HAMPTON INN SUITES BASIN MAP	SHEET NO.: C1
	JOB NO.: 313205	PROJECT: HAMPTON INN SUITES IN THE PEARL PORTLAND, OREGON	
	DATE: 4/14/15		

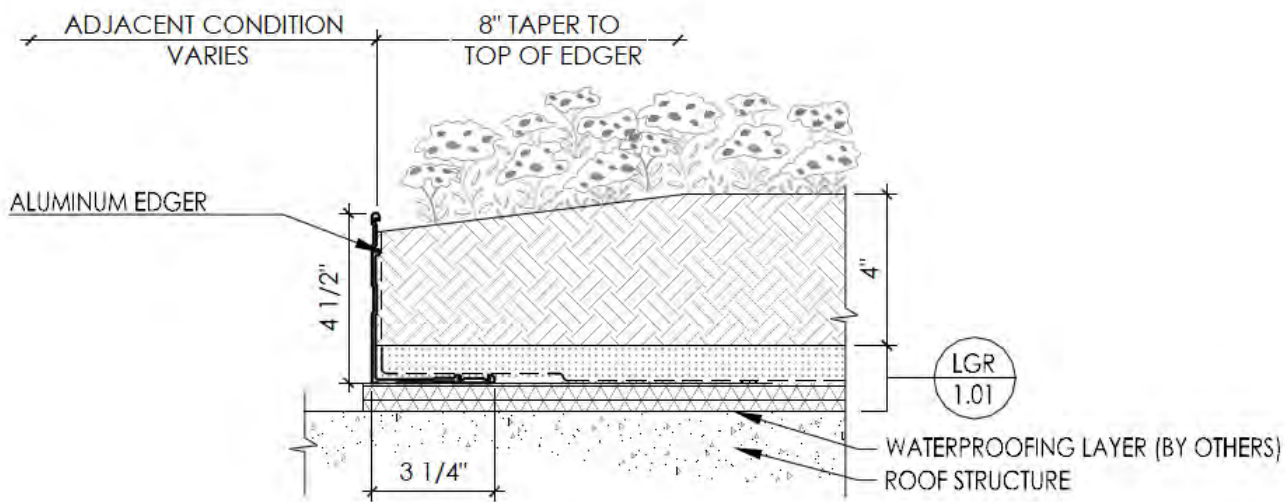
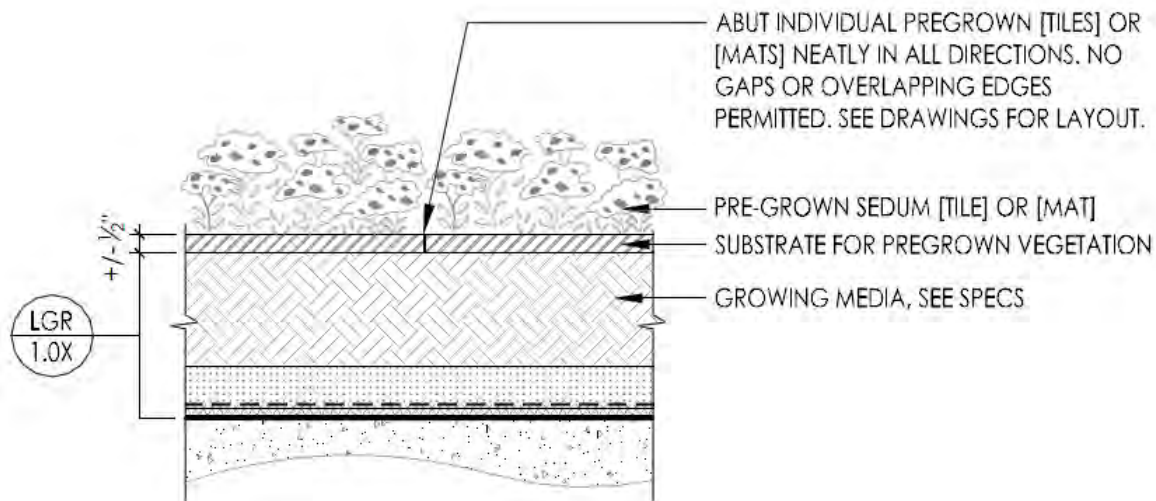
Plotted: 4/14/15 at 9:21am By: chung





NOTE:

1. SYSTEM COMPONENTS ARE SHOWN AT NOMINAL SIZE, COMPRESSION WILL OCCUR AT RETENTION LAYER BASED ON AMOUNT (HEIGHT/VOLUME) OF GROWING MEDIA PLACED ON SYSTEM. MAXIMUM COMPRESSION $\frac{1}{8}$ " ±.



GREEN ROOF PLANTING MIX

All Seasons (50%)

Primary Species 10 - 15% ea

- Sedum sexangulare
- Sedum album 'Coral Carpet'
- Sedum floriferum 'Weihenstephaner Gold'
- Sedum takimensiense 'Golden Carpet' *
- Sedum album 'Green Ice'
- Sedum reflexum 'Green Spruce' *
- Sedum tetractinum 'Summer Glory' *
- Sedum spurium
- Sedum spurium 'Coccineum'

Color Max (50%)

Primary Species 10 - 15% ea

- Sedum acre 'Aurea'
- Sedum album 'Coral Carpet'
- Sedum floriferum 'Weihenstephaner Gold'
- Sedum kamtschaticum 'Variegatum'
- Sedum reflexum 'Blue Spruce' *
- Sedum rupestre 'Angelina' *
- Sedum spurium 'John Creech'
- Sedum spurium 'Red Carpet'

STORMWATER PLANTER MIX

Primary Species

- Junctus patens (Spreading Rush) 50%
- Iris douglasiana (Douglas Iris) 50%



STORMWATER MANAGEMENT DETAILS



ALL SEASONS

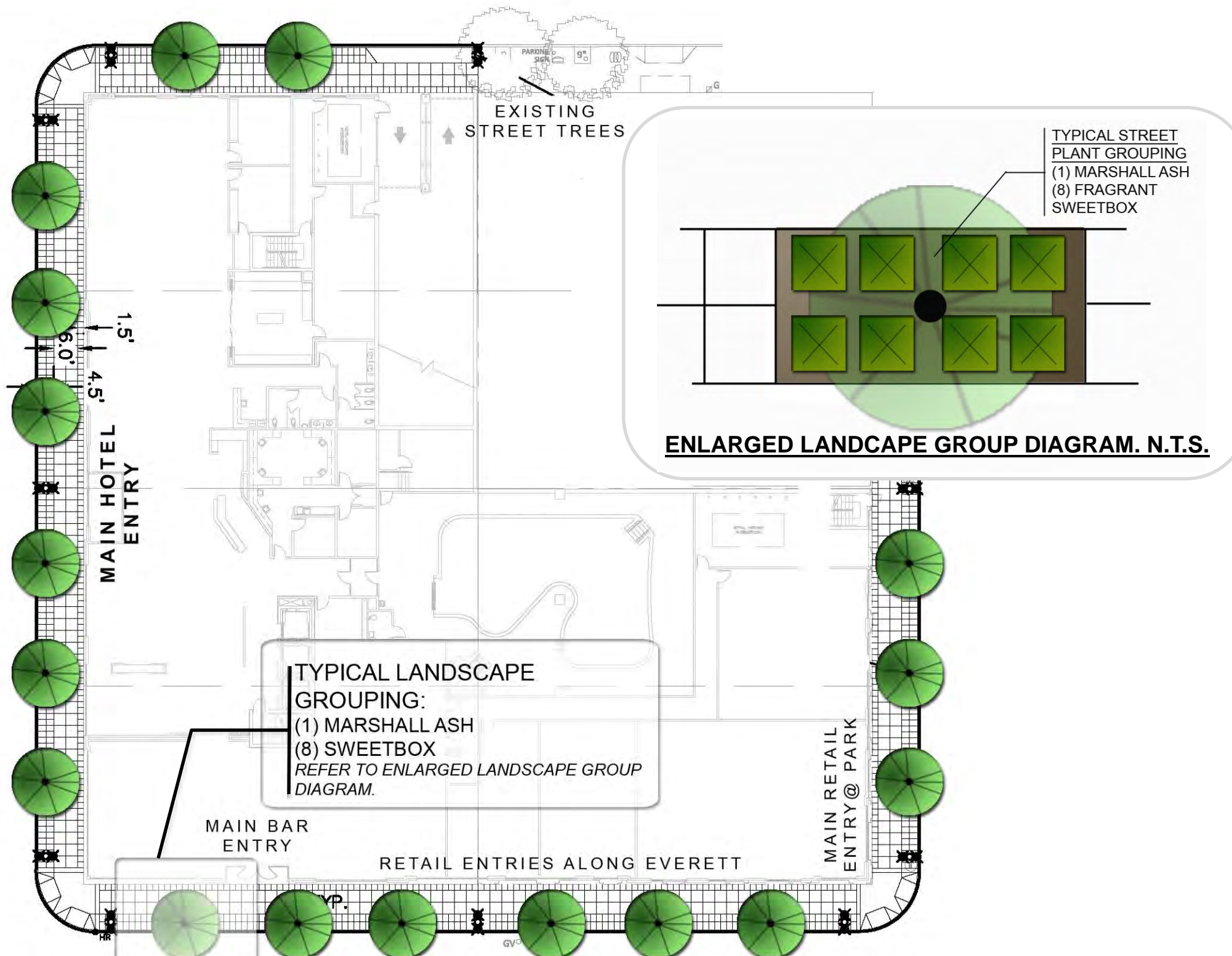


COLORMAX



SPREADING RUSH

DOUGLAS IRIS



LANDSCAPE PLAN & PLANT SPECIES



Street Trees: Marshall Seedless Green Ash



Street Shrubs: Fragrant Sweetbox

NOTE: Trees will be required to be planted in tree-vaults.

LANDSCAPE PLAN

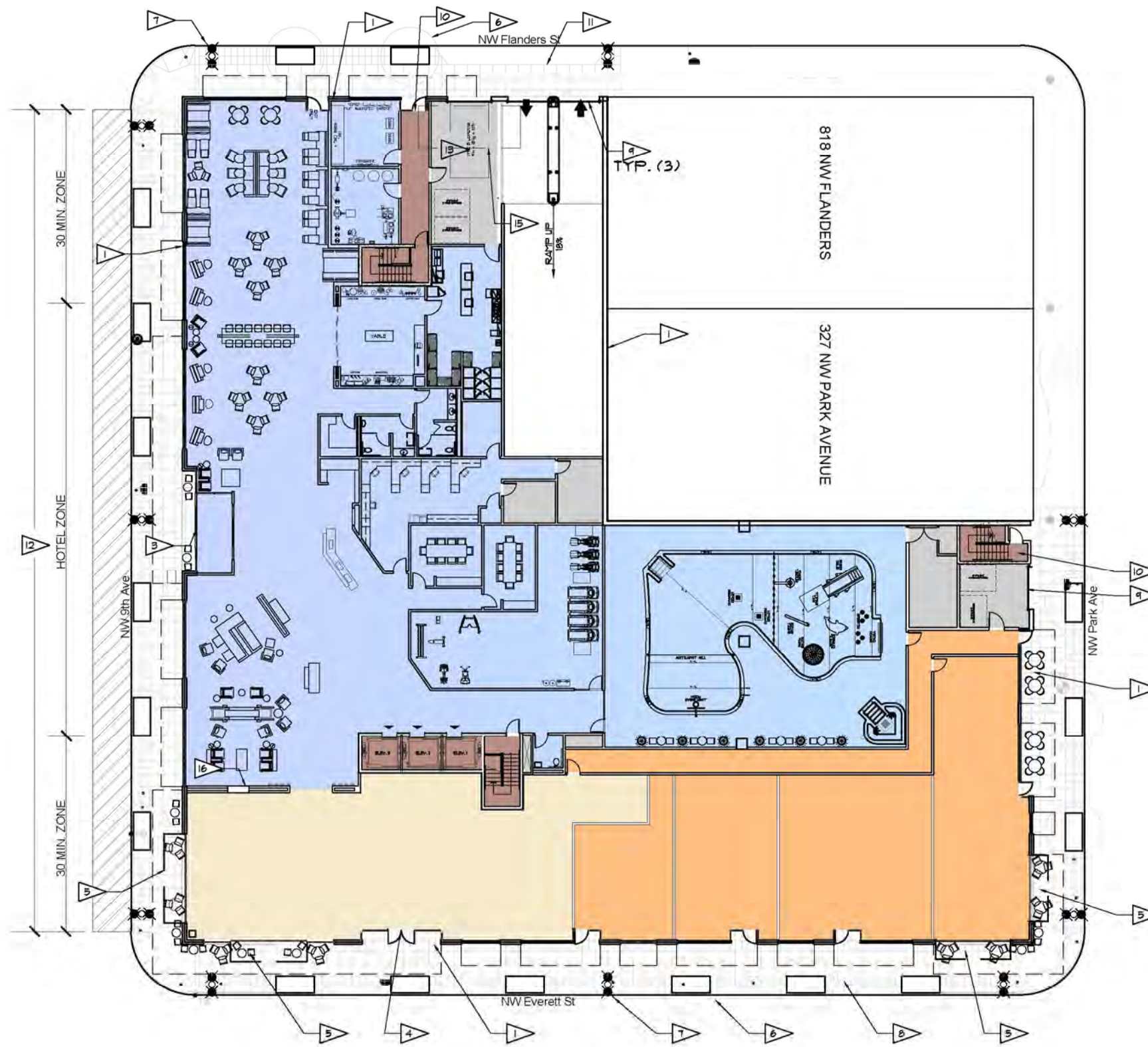


PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	<i>FRAXINUS PENNSYLVANICA</i> 'MARSHALL'S SEEDLESS'	MARSHALL SEEDLESS GREEN ASH	10-12' B&B	AS SHOWN
	<i>SARCOCOCCA RUSCIFOLIA</i>	FRAGRANT SWEETBOX	7 GAL CON.	36" O.C.
PLANTING MEDIUM	BLENDED SOIL PER APPX F.3 OF STORMWATER MGMNT MANUAL			

LANDSCAPE PLAN & SPECIES

LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST



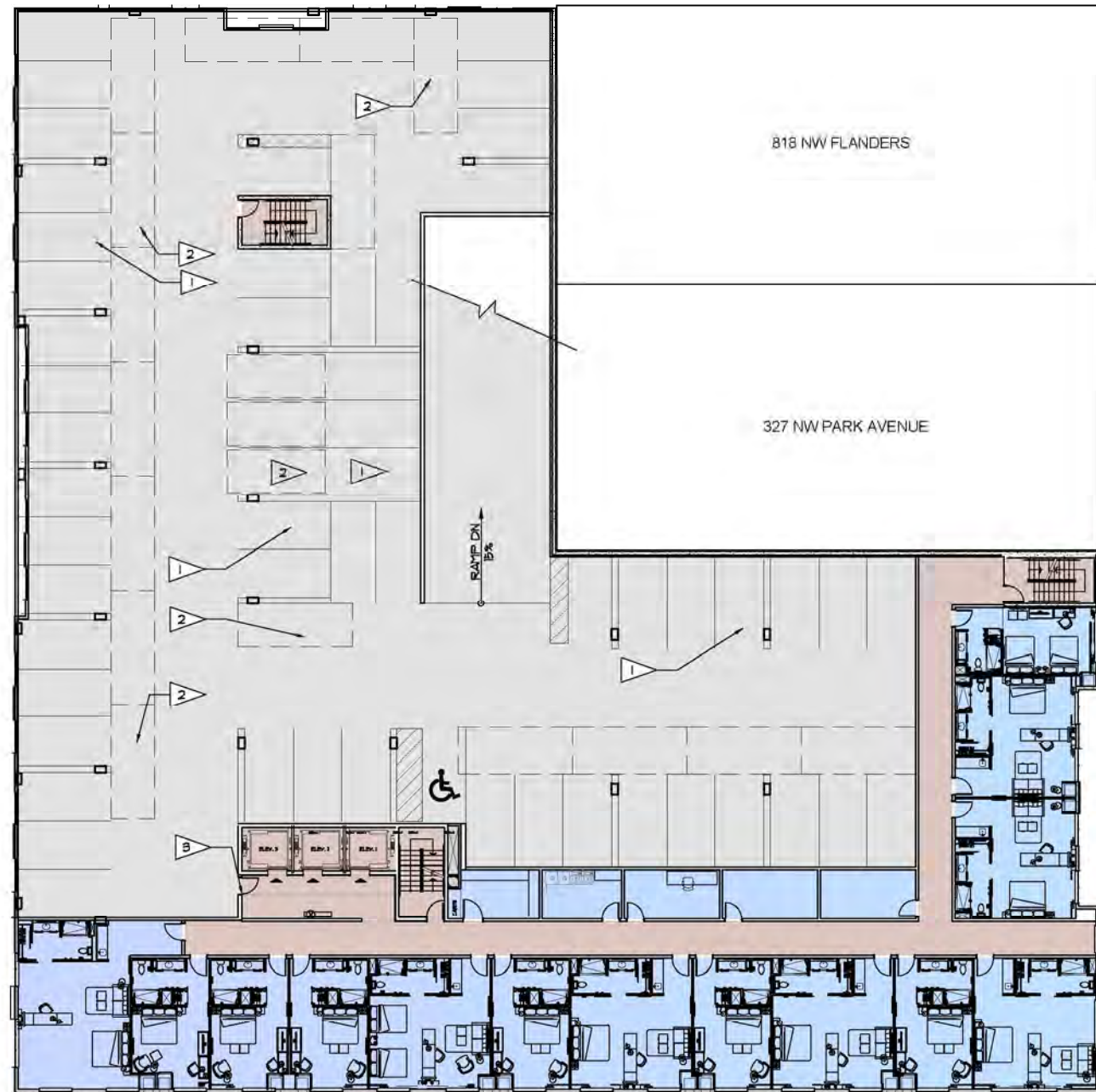
- 1 Property Line
 - 2 Not Used
 - 3 Main Hotel Entry
 - 4 Main Bar / Restaurant Entry
 - 5 Bar / Restaurant Flip-up Door
 - 6 New Street Tree, typ
 - 7 Street Light, typ.
 - 8 Scored Conc. Sidewalk (per River Design Guidelines)
 - 9 Sectional Overhead Door
 - 10 Exit Only Stair
 - 11 Above Ground Parking Access
 - 12 Hotel / Valet Drop-off & Short Term Parking
 - 13 Standard Type B Loading Zone
 - 14 Not used
 - 15 10'W x 24'L PGE Vault
 - 16 Two-sided fireplace
- Hotel Functions
 - Proposed Retail
 - Proposed Restaurant / Bar
 - Vertical / Horizontal Circulation
 - Mechanical Services / Spaces
 - Parking
 - 'Eco' Roof
 - Roof Top Terrace
 - Ballasted Roof Membrane

FIRST FLOOR PLAN
SCALE: 1" = 30'-0"



- | | |
|--|---|
| | Parking stalls |
| | Additional Parking |
| | Canopy below (Metal Canopies with Wood Soffits) |
| | Covered, Long-Term Bicycle Parking |
| | Secured Hotel Entry |
| | Hotel Functions |
| | Proposed Retail |
| | Proposed Restaurant / Bar |
| | Vertical / Horizontal Circulation |
| | Mechanical Services / Spaces |
| | Parking |
| | 'Eco' Roof |
| | Roof Top Terrace |
| | Ballasted Roof Membrane |

SECOND FLOOR PLAN
SCALE: 1" = 30'-0"




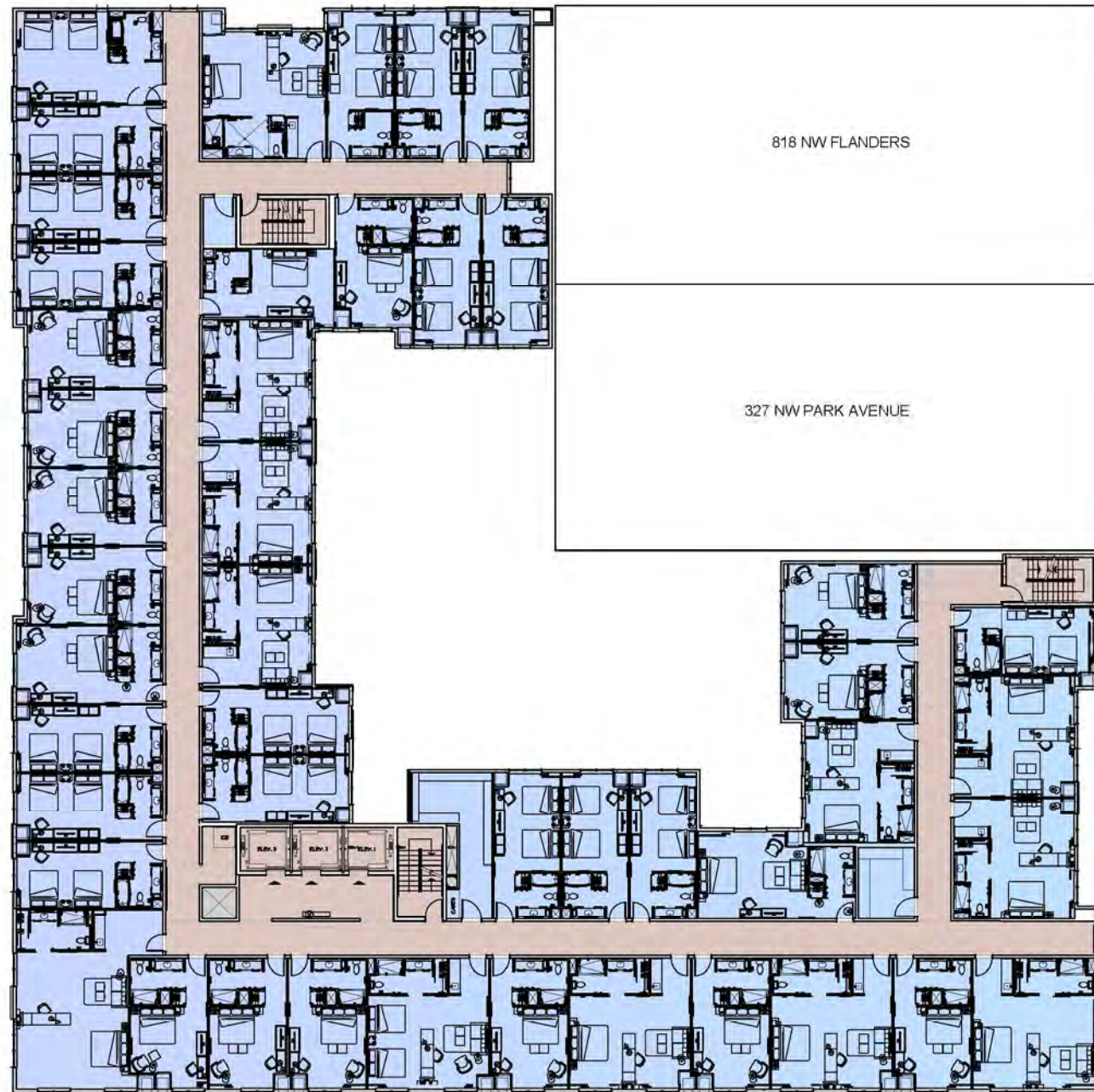
	Parking stalls
	Additional Parking
	Secured Hotel Entrance
	Hotel Functions
	Proposed Retail
	Proposed Restaurant / Bar
	Vertical / Horizontal Circulation
	Mechanical Services / Spaces
	Parking
	'Eco' Roof
	Roof Top Terrace
	Ballasted Roof Membrane

THIRD FLOOR PLAN
 SCALE: 1" = 30'-0"



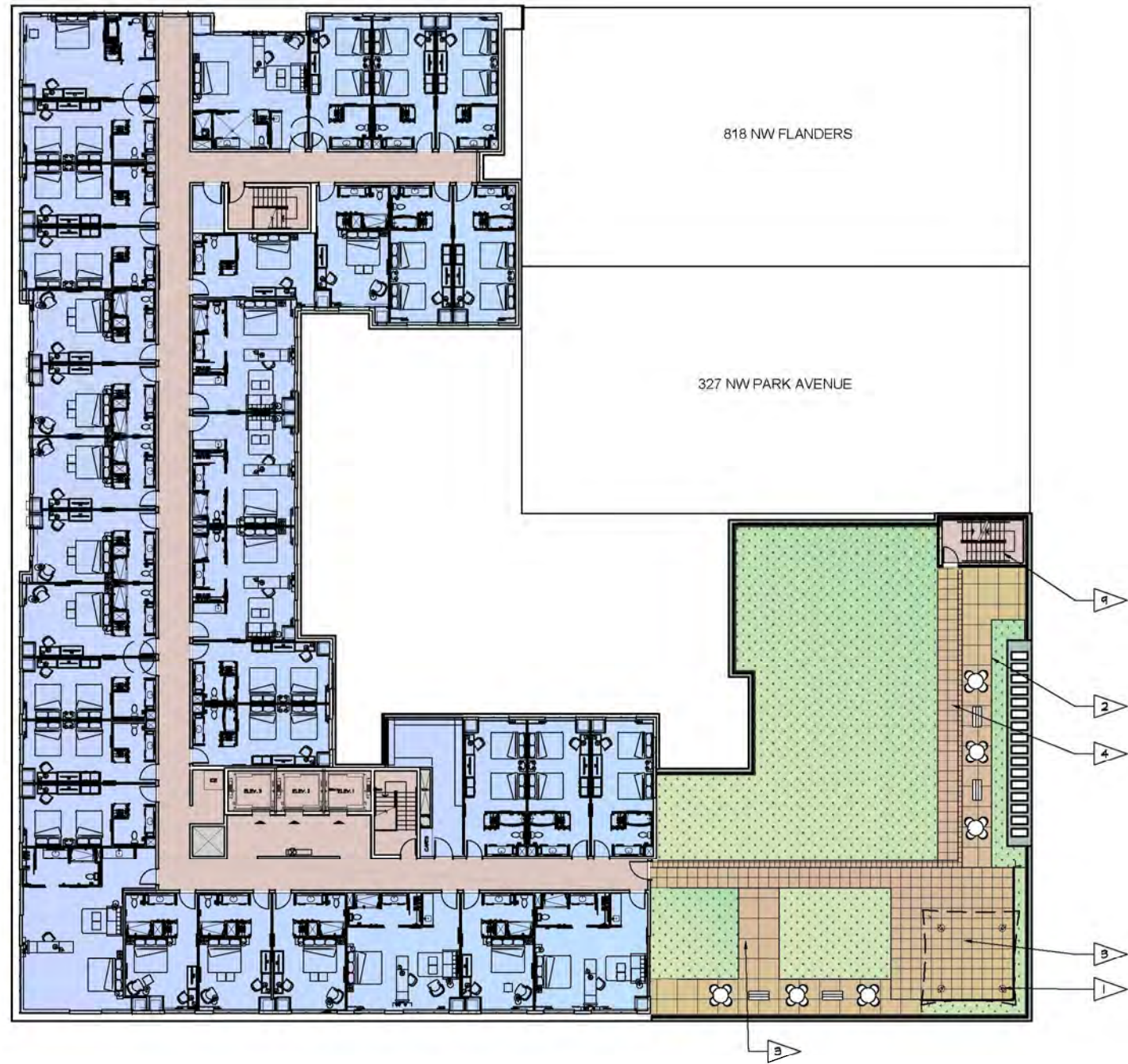
- | | |
|---|---|
| 1 | Mechanical Equipment Screen |
| 2 | Roof Below |
| 3 | 4th Floor Roof Access |
| 4 | Stormwater Management Structure (at 4th Floor Roof) |
-
- | | |
|----------------|-----------------------------------|
| [Blue] | Hotel Functions |
| [Orange] | Proposed Retail |
| [Yellow] | Proposed Restaurant / Bar |
| [Brown] | Vertical / Horizontal Circulation |
| [Grey] | Mechanical Services / Spaces |
| [Light Grey] | Parking |
| [Green Dotted] | 'Eco' Roof |
| [Brown Grid] | Roof Top Terrace |
| [Teal] | Ballasted Roof Membrane |

 **FOURTH FLOOR PLAN**
 SCALE: 1" = 30'-0"




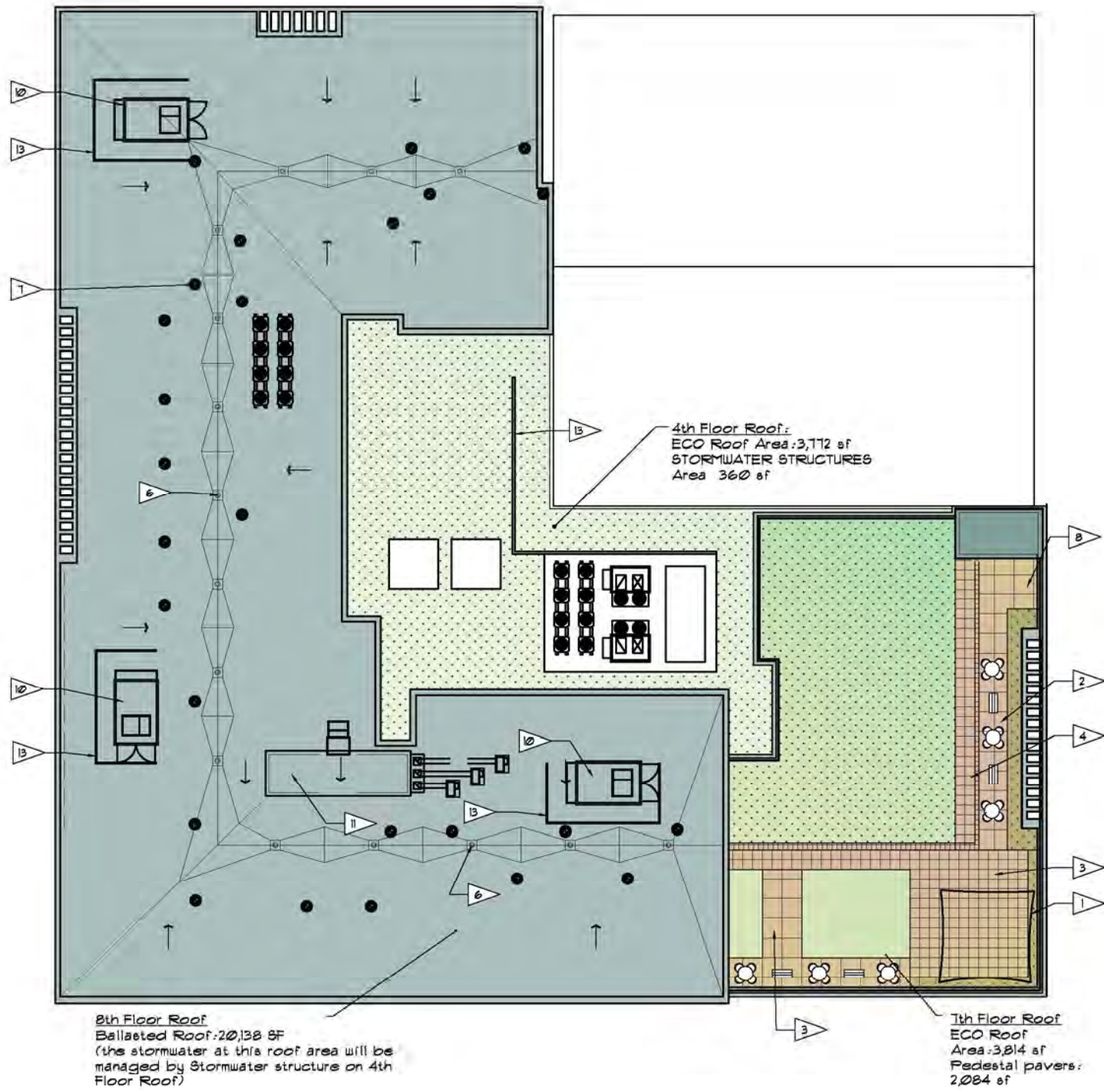
- Hotel Functions
- Proposed Retail
- Proposed Restaurant / Bar
- Vertical / Horizontal Circulation
- Mechanical Services / Spaces
- Parking
- 'Eco' Roof
- Roof Top Terrace
- Ballasted Roof Membrane

5th-7th FLOOR PLAN
 SCALE: 1" = 30'-0"



- | | |
|---|----------------------------|
| 1 | Tensile Structure |
| 2 | Pedestal Paver system |
| 3 | Outdoor Gathering Space |
| 4 | Walkway Pavers |
| 5 | Not used |
| 6 | Roof Drain, typ. |
| 7 | Plumbing Vent Stacks, typ. |
| 8 | Not Used |
| 9 | FD Access to Upper Roof |
-
- | | |
|----------------|-----------------------------------|
| [Blue] | Hotel Functions |
| [Orange] | Proposed Retail |
| [Yellow] | Proposed Restaurant / Bar |
| [Brown] | Vertical / Horizontal Circulation |
| [Grey] | Mechanical Services / Spaces |
| [Light Grey] | Parking |
| [Green Dotted] | 'Eco' Roof |
| [Brown Grid] | Roof Top Terrace |
| [Teal] | Ballasted Roof Membrane |

 **EIGHTH FLOOR PLAN**
SCALE: 1" = 30'-0"



- 1 Tensile Structure
- 2 Pedestal Paver system
- 3 Outdoor Gathering Space
- 4 Walkway Pavers
- 5 Guestroom Exhaust Fan Hood, typ.
- 6 Roof Drain, typ.
- 7 Plumbing Vent Stacks, typ.
- 8 Outdoor Storage Shed
- 9 FD Access to Upper Roof
- 10 RTU (G.R. Makeup Air Unit)
- 11 Elevator Overrun
- 12 Stormwater Structure (below)
- 13 Mechanical Equipment Screen

- Hotel Functions
- Proposed Retail
- Proposed Restaurant / Bar
- Vertical / Horizontal Circulation
- Mechanical Services / Spaces
- Parking
- 'Eco' Roof
- Roof Top Terrace
- Ballasted Roof Membrane

ROOF FLOOR PLAN
SCALE: 1/8" = 3'-0"

D.2 RENDERINGS



Raymond

GARY BRINK
& ASSOCIATES
ARCHITECTS

Hennebery Eddy
Architects

RENDERING—NW 9TH AVE & NW EVERETT ST

LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

*Hampton
Inn & Suites*[®]

DESIGN REVIEW APPLICATION / D2.01



Raymond & ASSOCIATES
ARCHITECTS

Hennebery Eddy
Architects

RENDERING—NW 9TH AVE & NW FLANDERS ST
LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

*Hampton
Inn & Suites*[®]

DESIGN REVIEW APPLICATION / D2.02



Raymond & Associates
ARCHITECTS

Hennebery Eddy
Architects

RENDERING—NW PARK AVE & NW EVERETT ST
LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

*Hampton
Inn & Suites*[®]

DESIGN REVIEW APPLICATION / D2.03



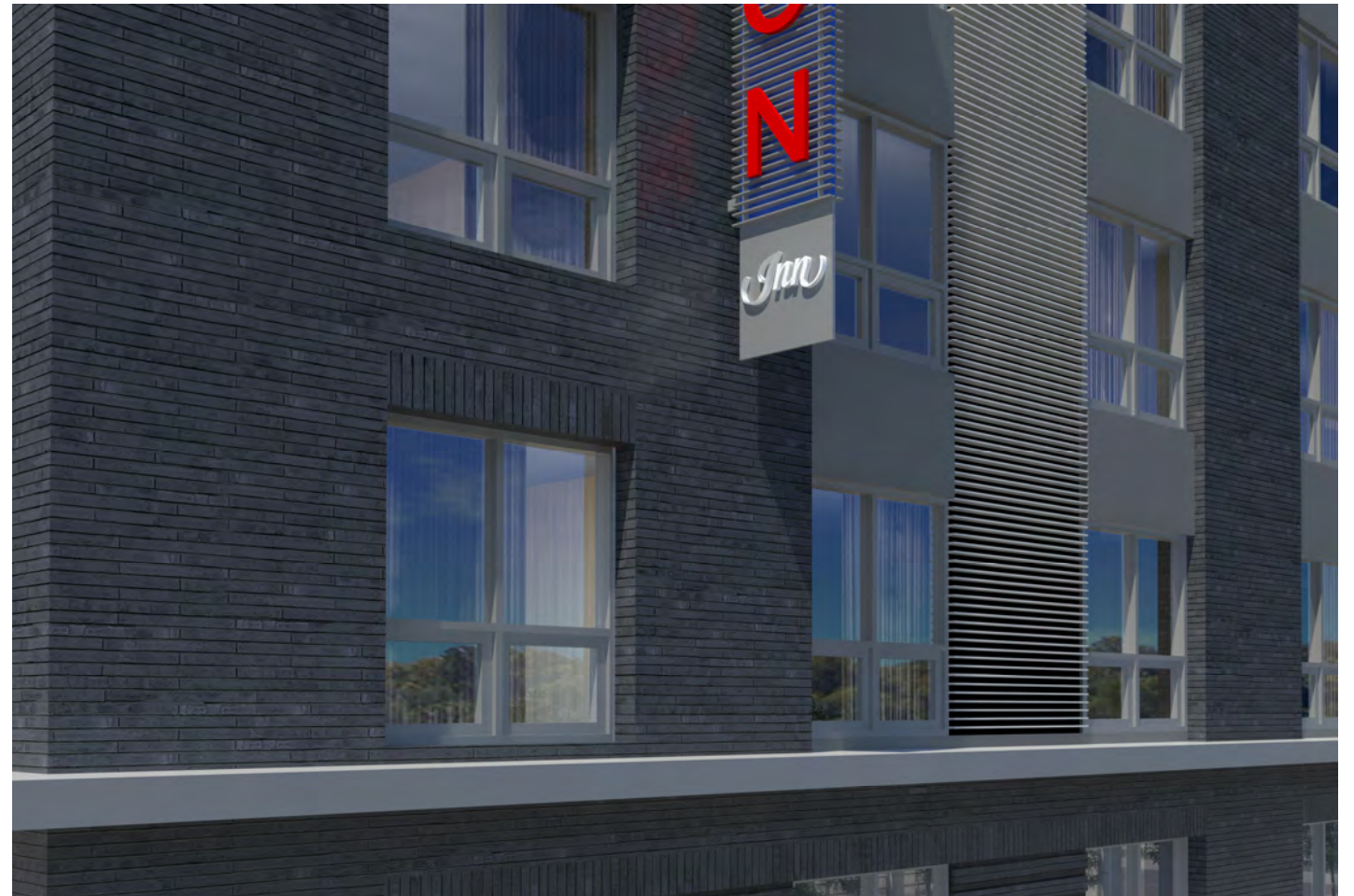
NW 9TH AVE & NW FLANDERS ST



NW 9TH AVE & NW EVERETT ST



NW PARK AVE & NW EVERETT ST



D.3

ELEVATIONS, SECTIONS & DETAILS



NW 9TH AVENUE BUILDING ELEVATION (WEST)





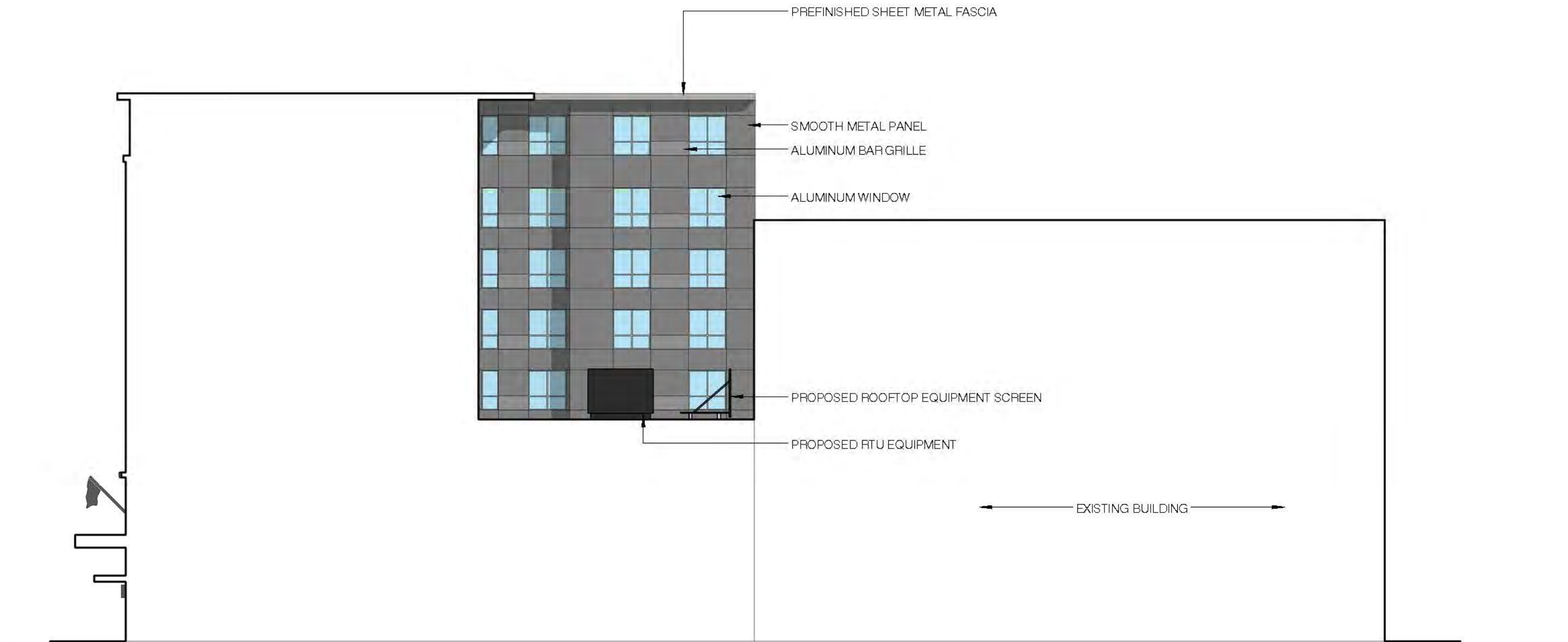
WEST HIDDEN ELEVATION





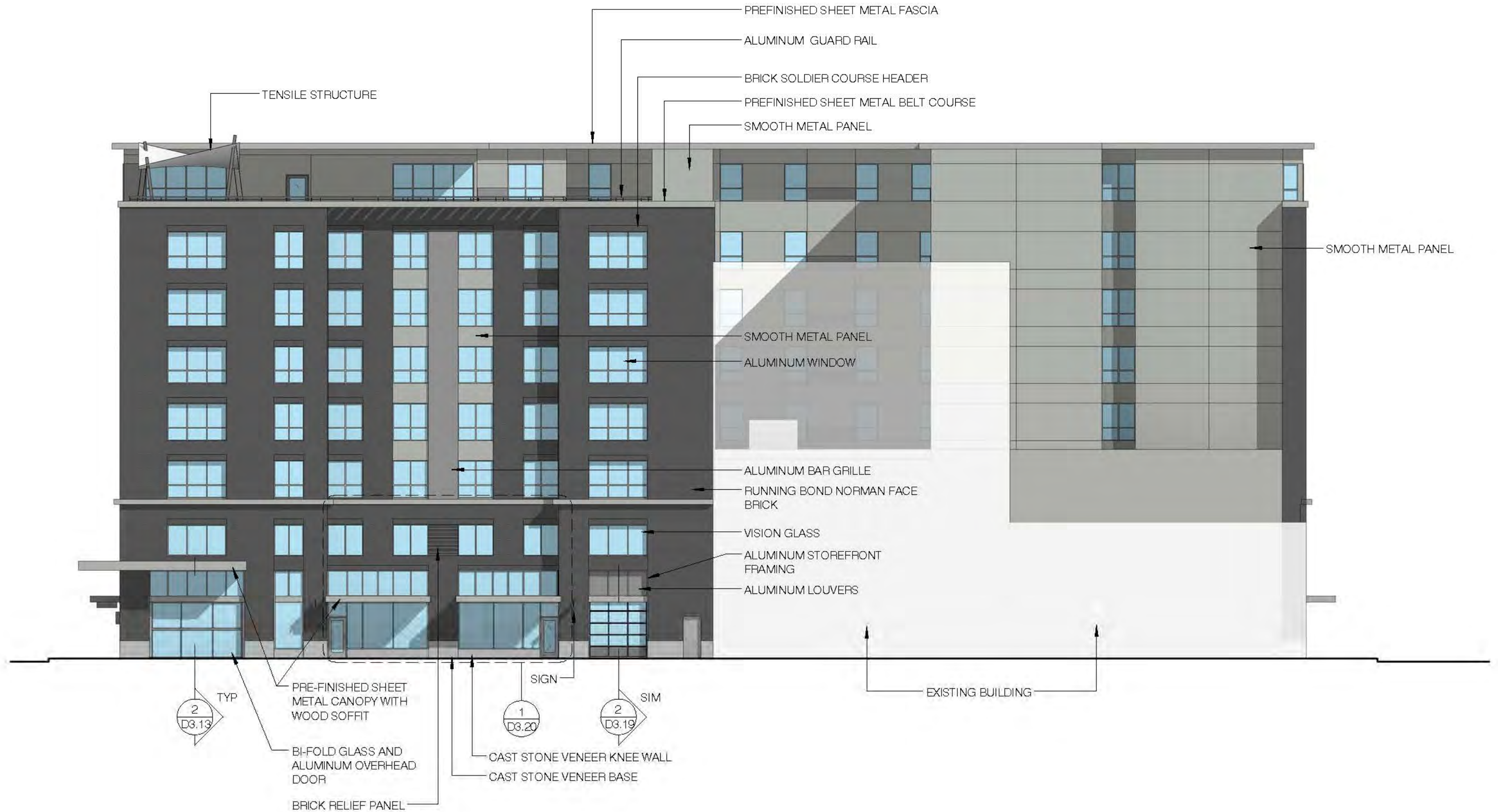
NW EVERETT STREET BUILDING ELEVATION (SOUTH)





SOUTH HIDDEN ELEVATION





NW PARK AVENUE BUILDING ELEVATION (EAST)





EAST HIDDEN ELEVATION





NW FLANDERS STREET BUILDING ELEVATION (NORTH)





NORTH HIDDEN ELEVATION

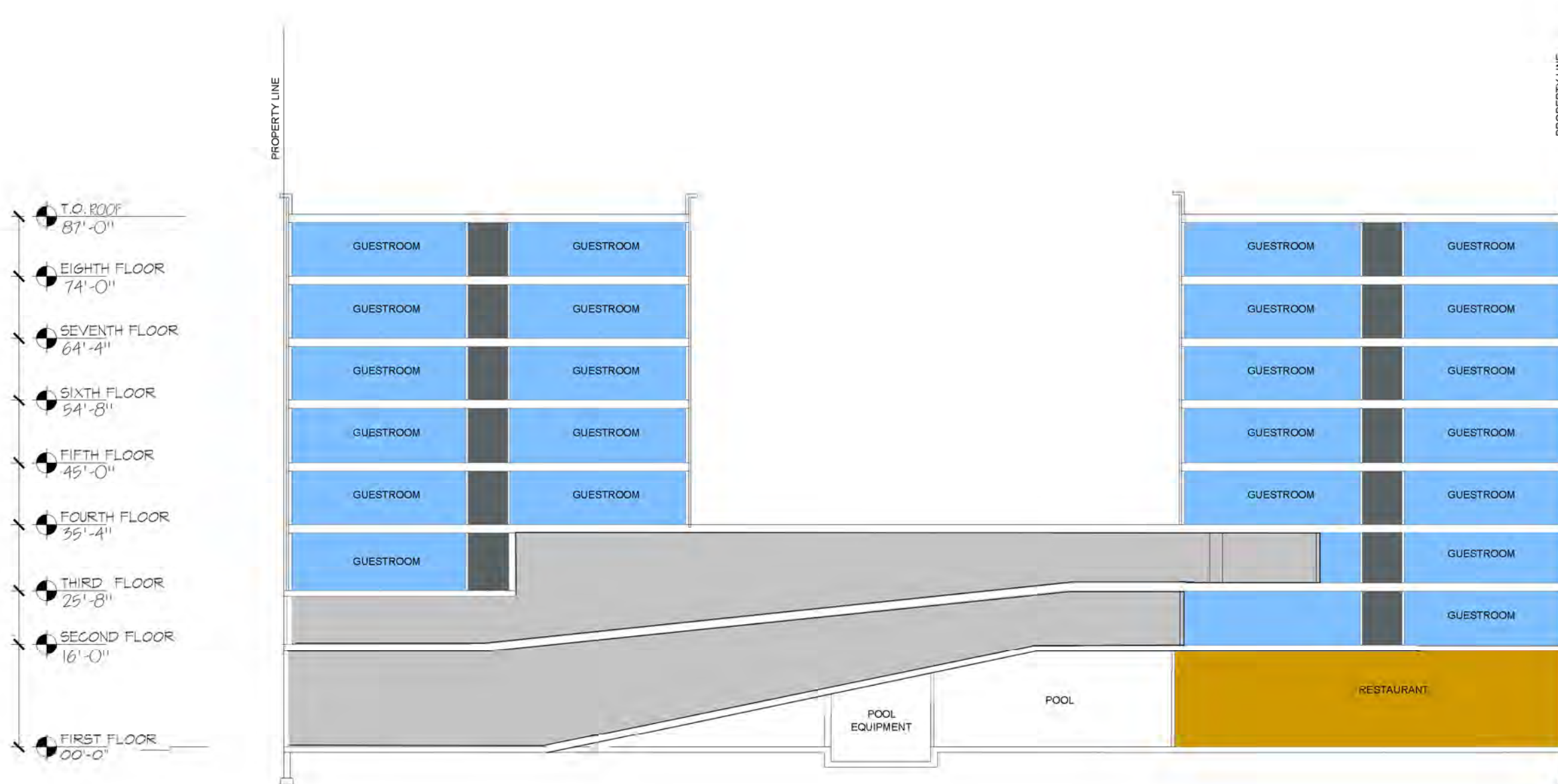


- Hotel Functions
- Proposed Retail
- Proposed Restaurant / Bar
- Vertical / Horizontal Circulation
- Mechanical Services / Spaces
- Parking
- 'Eco' Roof
- Roof Top Terrace
- Roof Membrane



BUILDING CROSS SECTIONS

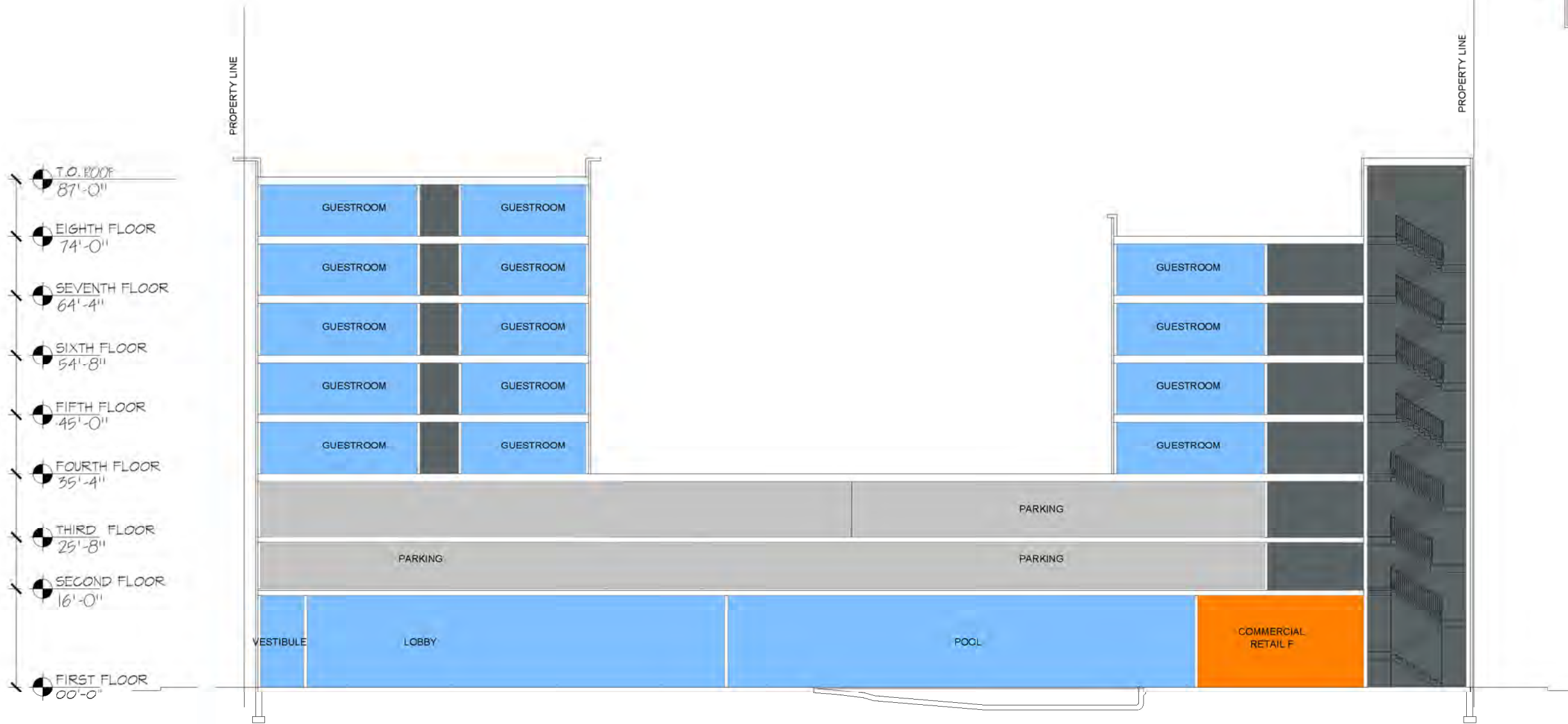
- Hotel Functions
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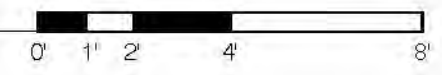


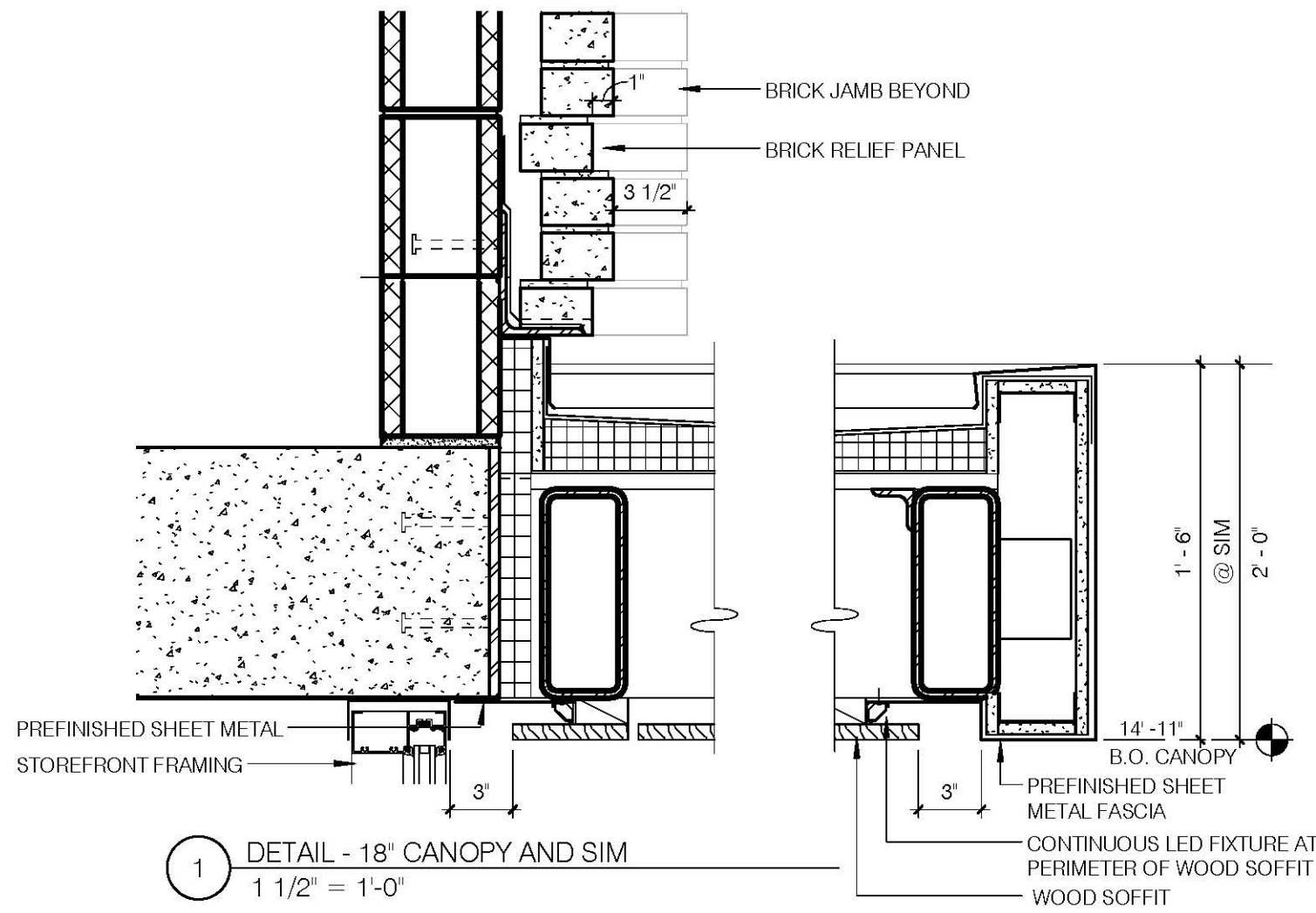
BUILDING CROSS SECTIONS



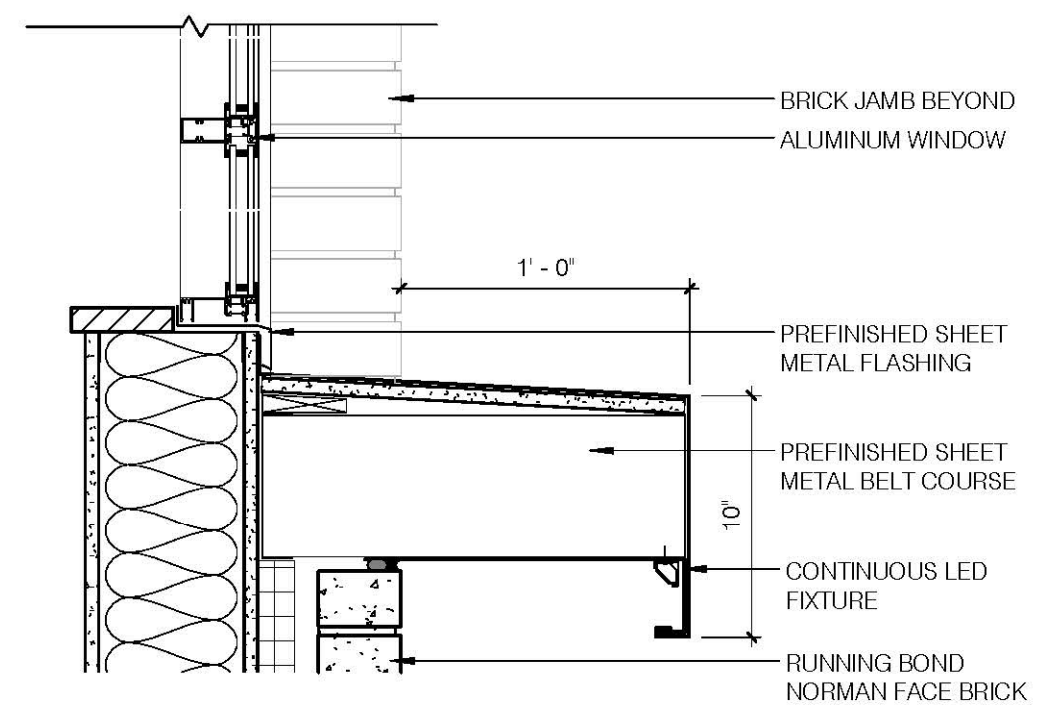
2 WALL SECTION @ BI-FOLD OVERHEAD DOOR
1/4" = 1'-0"

1 ENLARGED ELEVATION - BI-FOLDING OVERHEAD DOOR
1/4" = 1'-0"

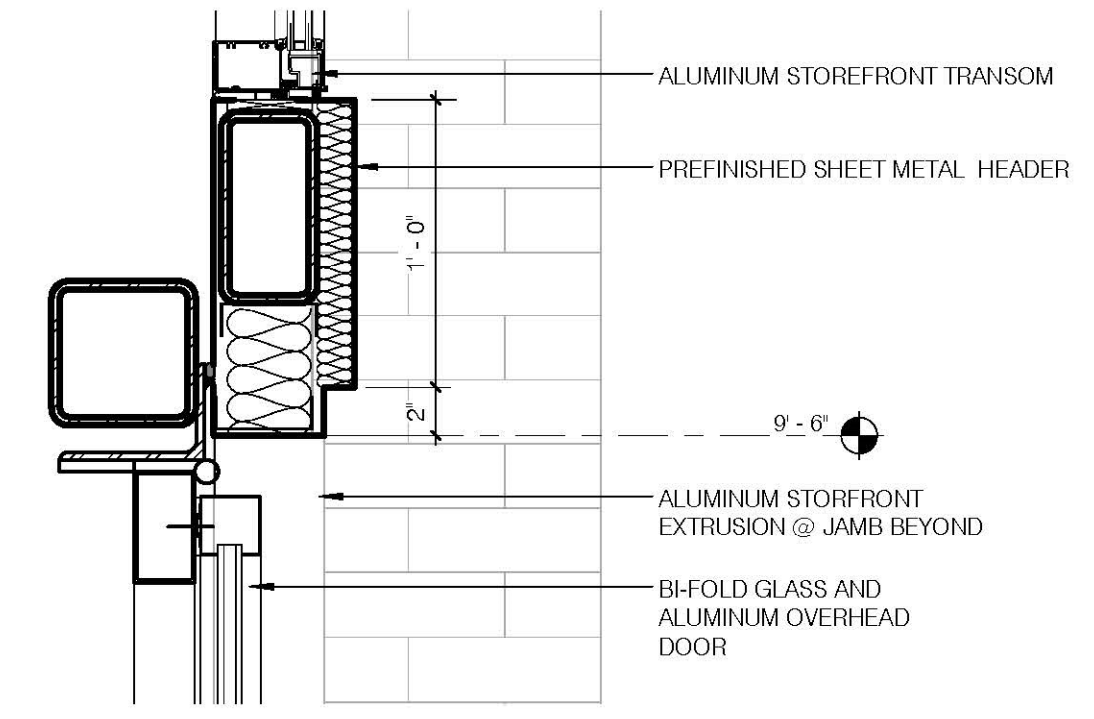




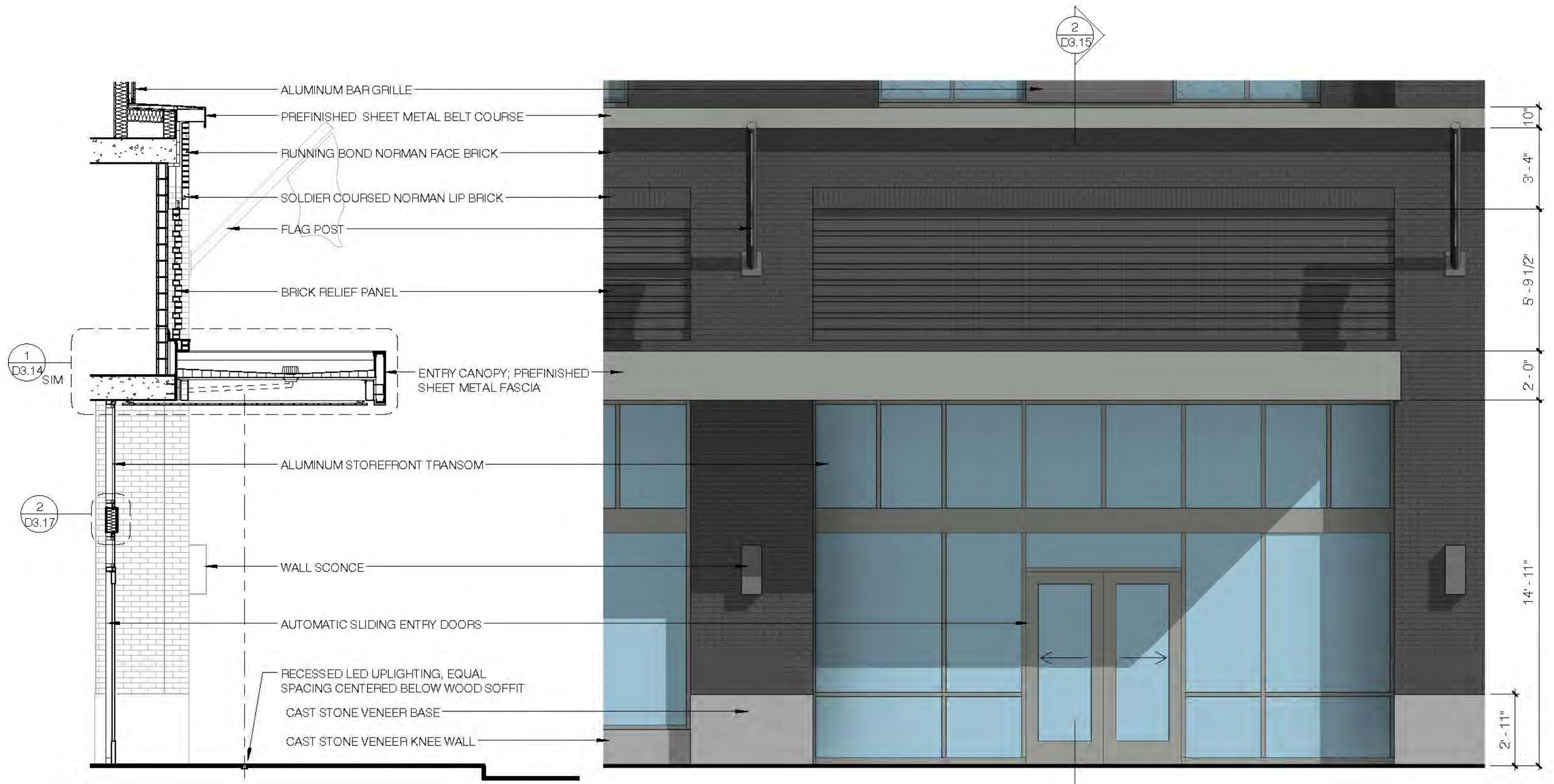
1 DETAIL - 18" CANOPY AND SIM
1 1/2" = 1'-0"



3 DETAIL - METAL BELT COURSE @ WINDOW SILL
1 1/2" = 1'-0"

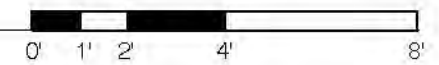


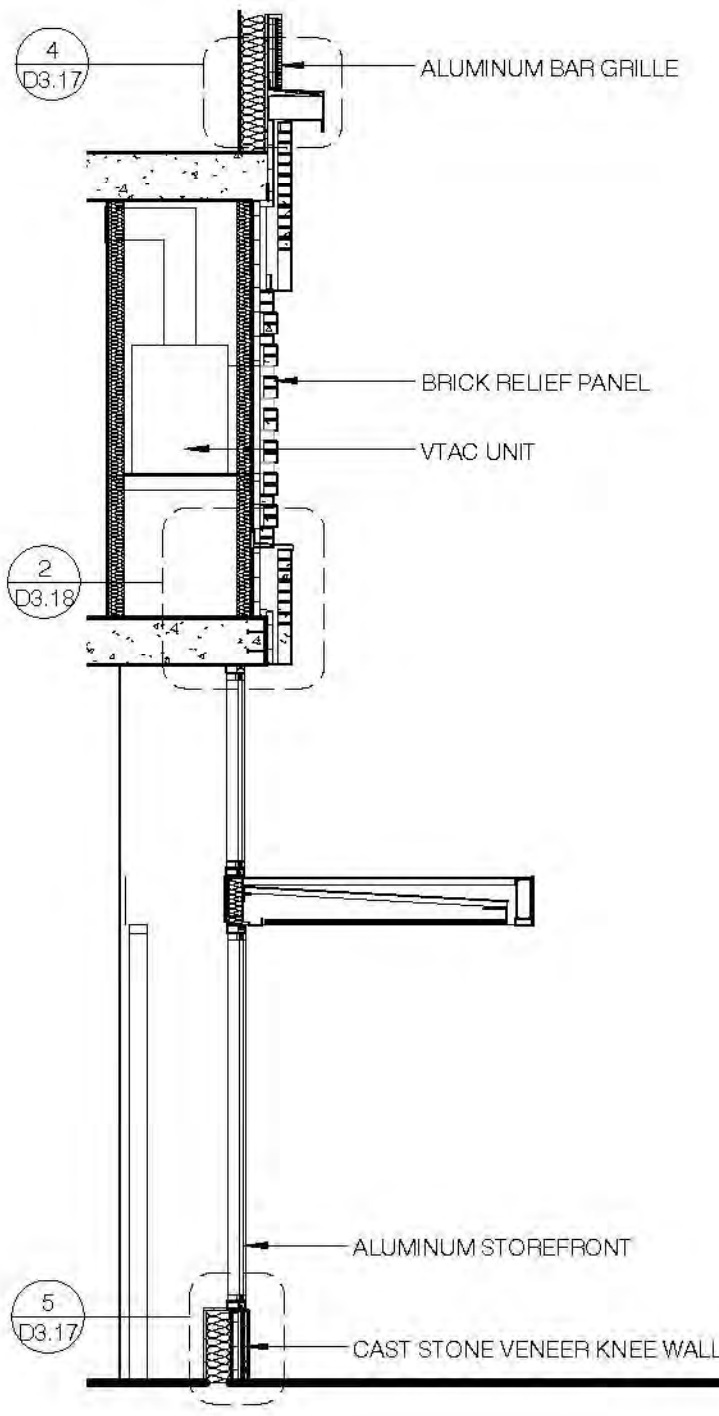
2 DETAIL - FOLDING DOOR HEAD
1 1/2" = 1'-0"



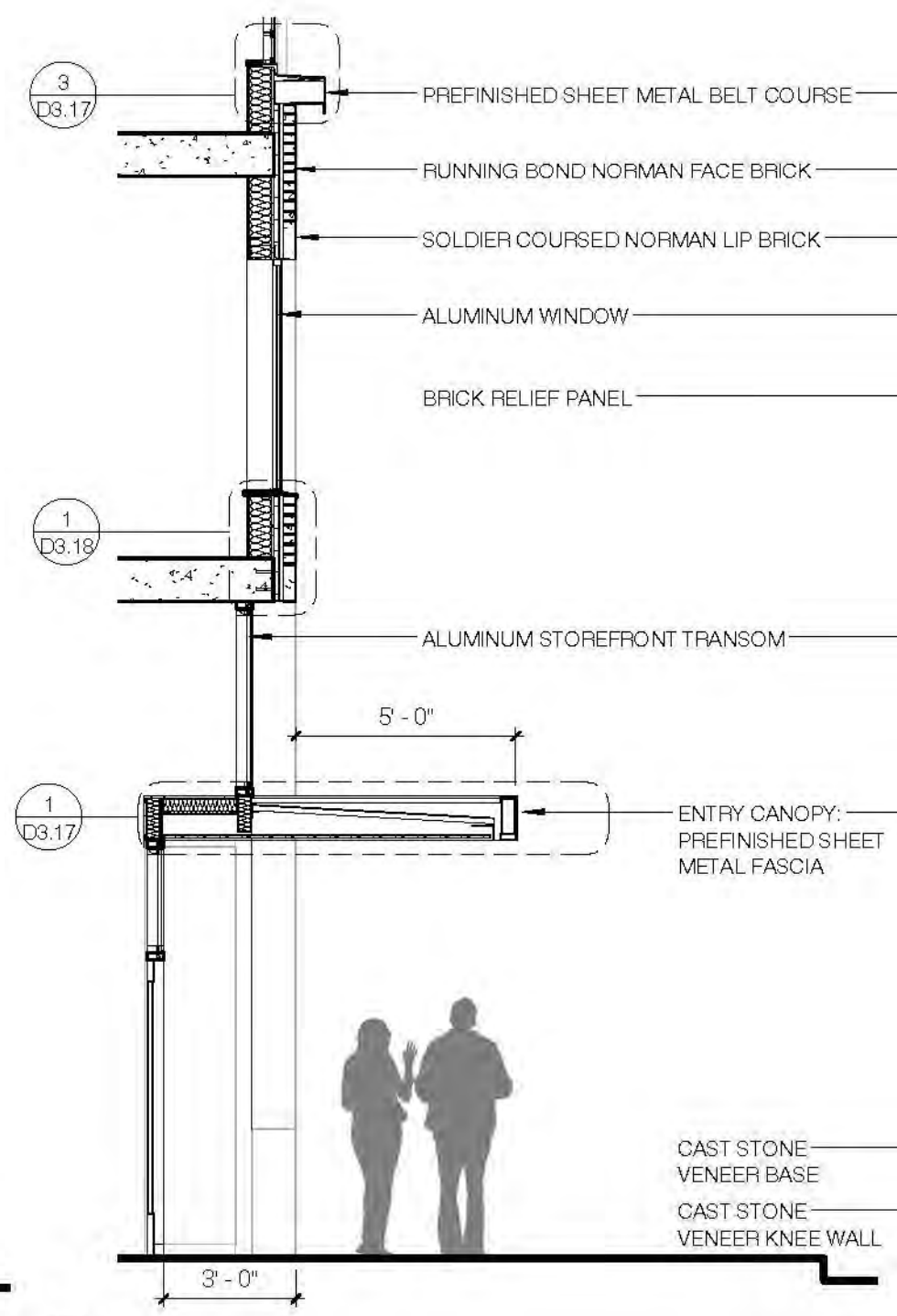
2 WALL SECTION-2 @ HOTEL ENTRY
1/4" = 1'-0"

1 ENLARGED ELEVATION - HOTEL MAIN ENTRY
1/4" = 1'-0"

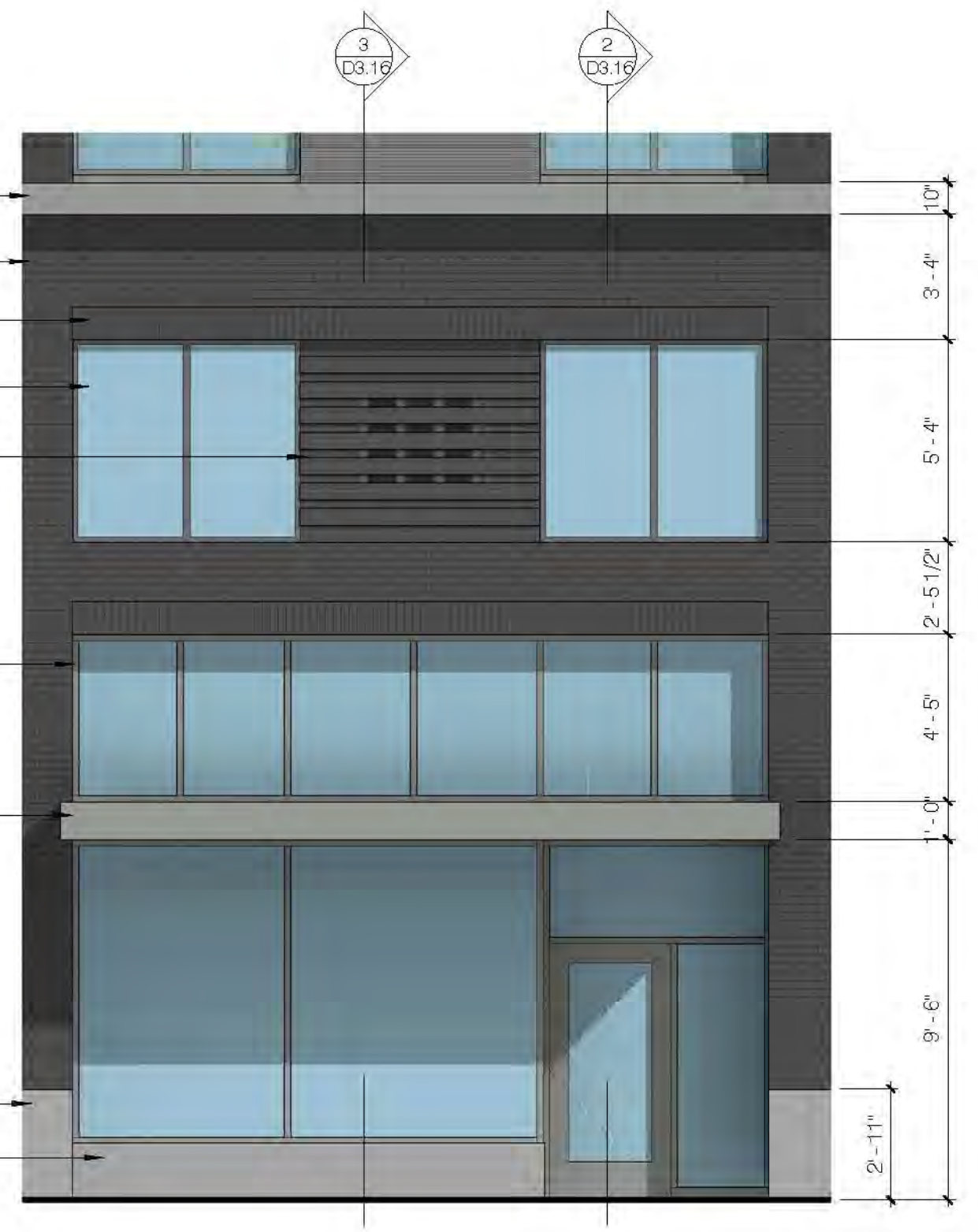




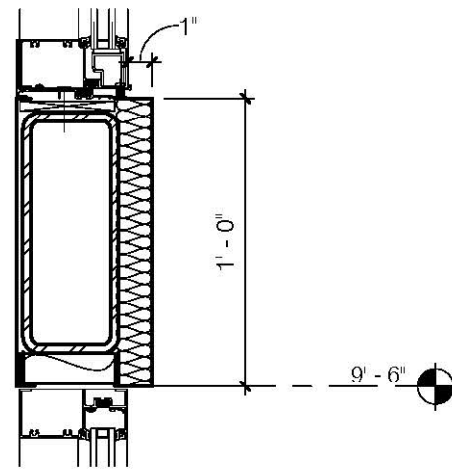
3 WALL SECTION @ TYPICAL STOREFRONT
1/4" = 1'-0"



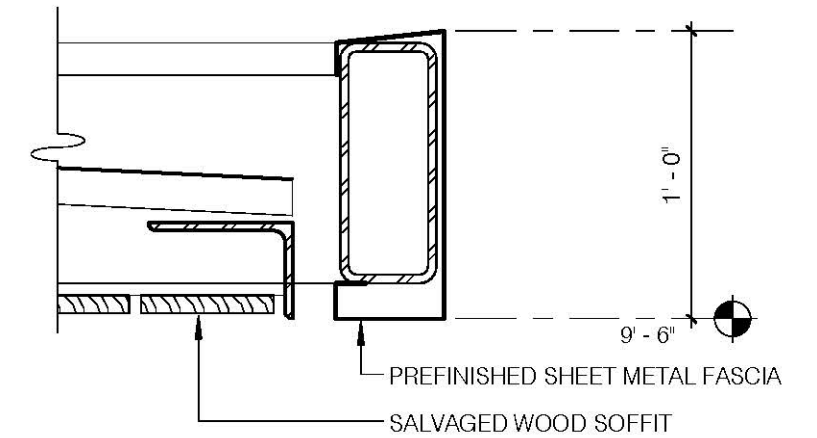
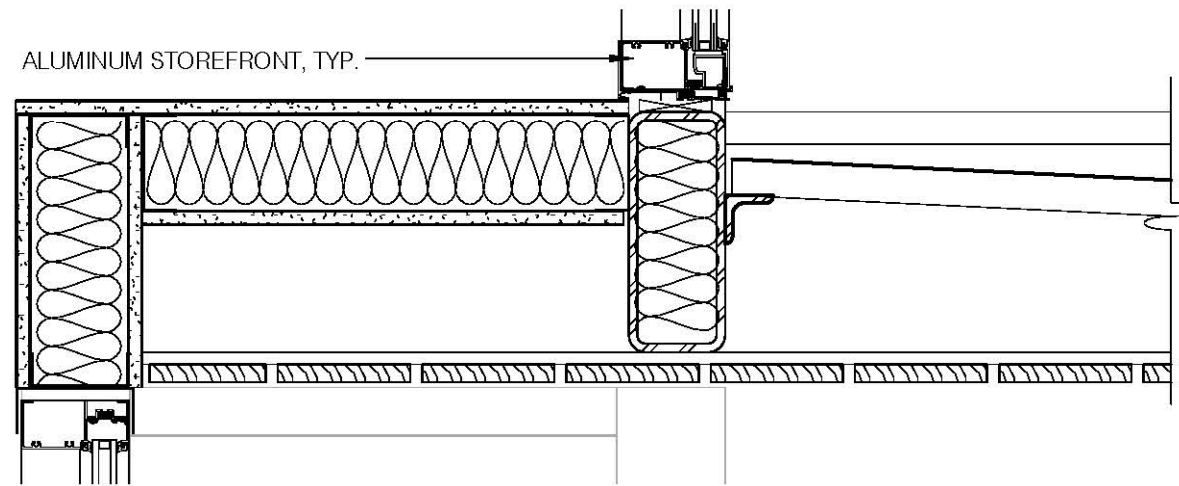
2 WALL SECTION @ TYPICAL STOREFRONT ENTRY
1/4" = 1'-0"



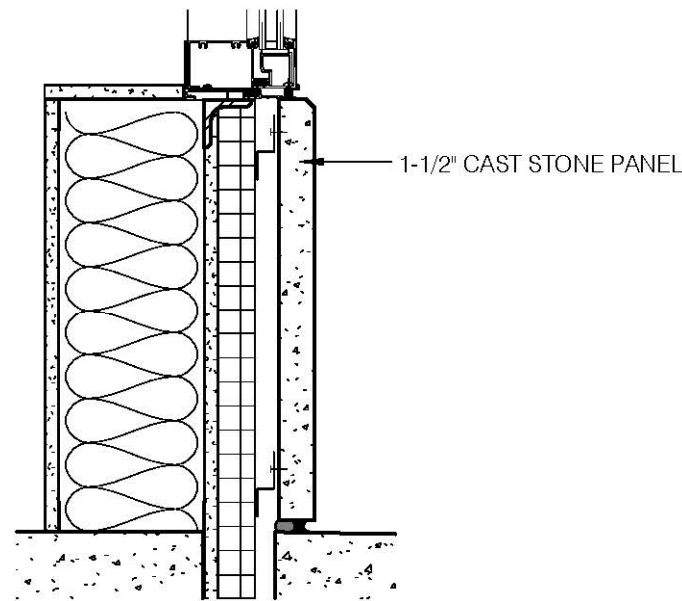
1 ENLARGED ELEVATION - TYP. STOREFRONT ENTRY
1/4" = 1'-0"



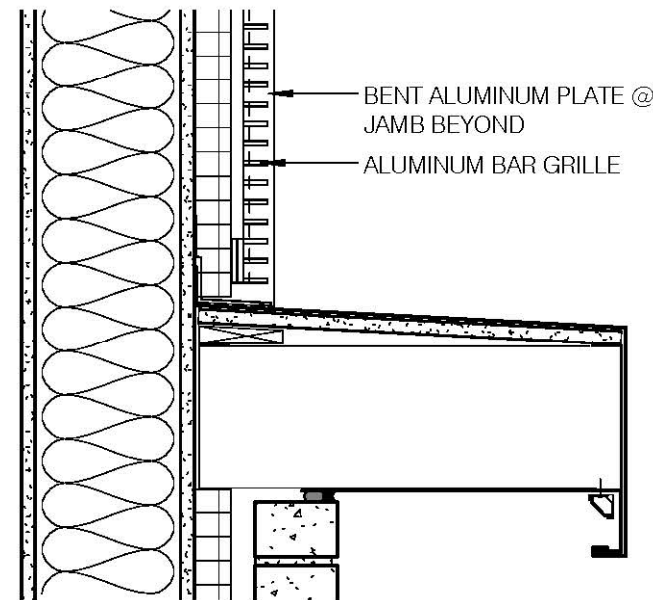
2 DETAIL - TRANSOM HEADER
1 1/2" = 1'-0"



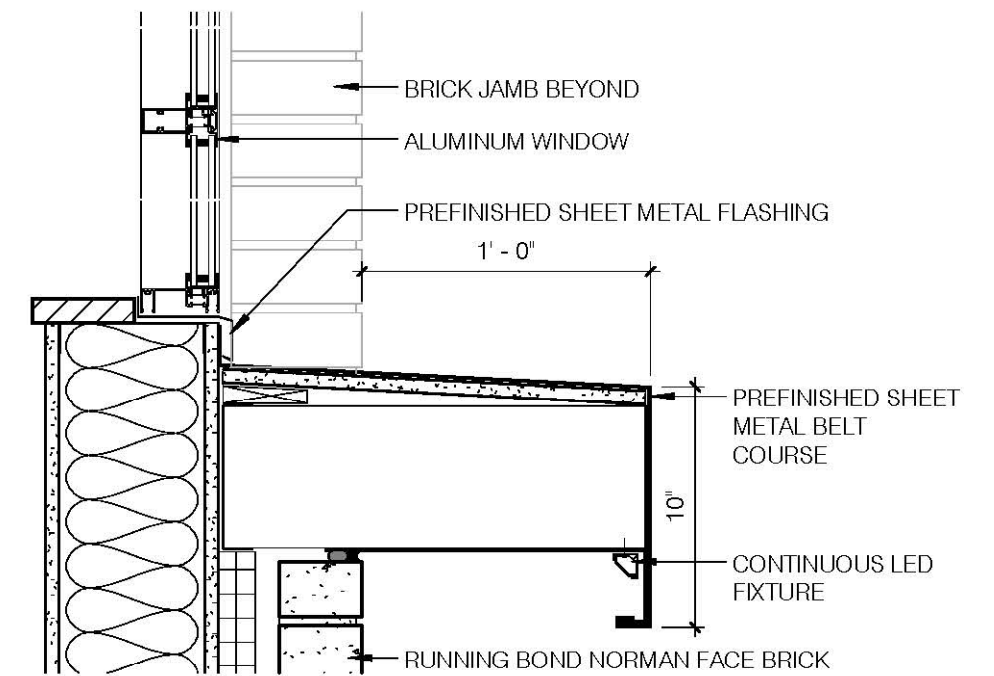
1 DETAIL - 12" CANOPY
1 1/2" = 1'-0"



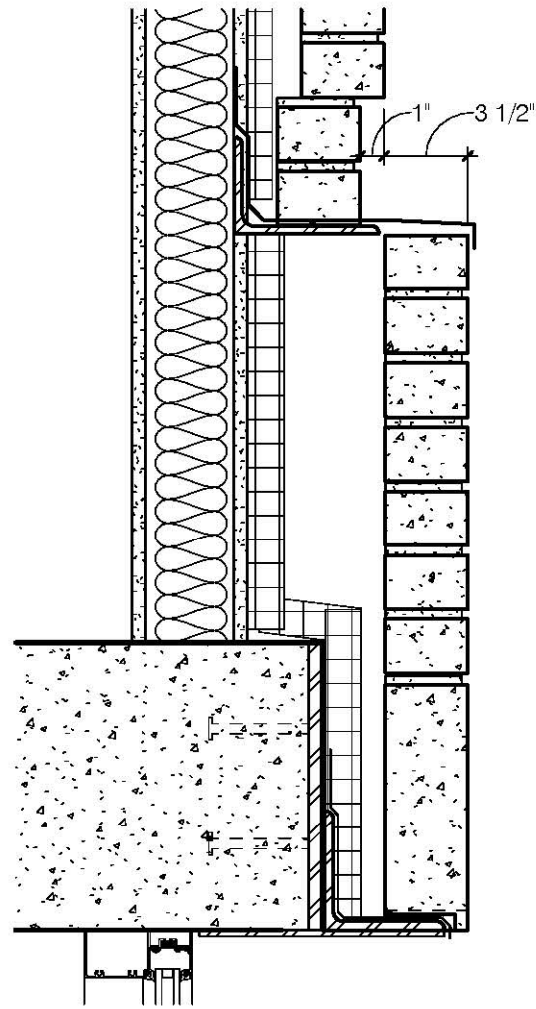
5 DETAIL - STONE BASE
1 1/2" = 1'-0"



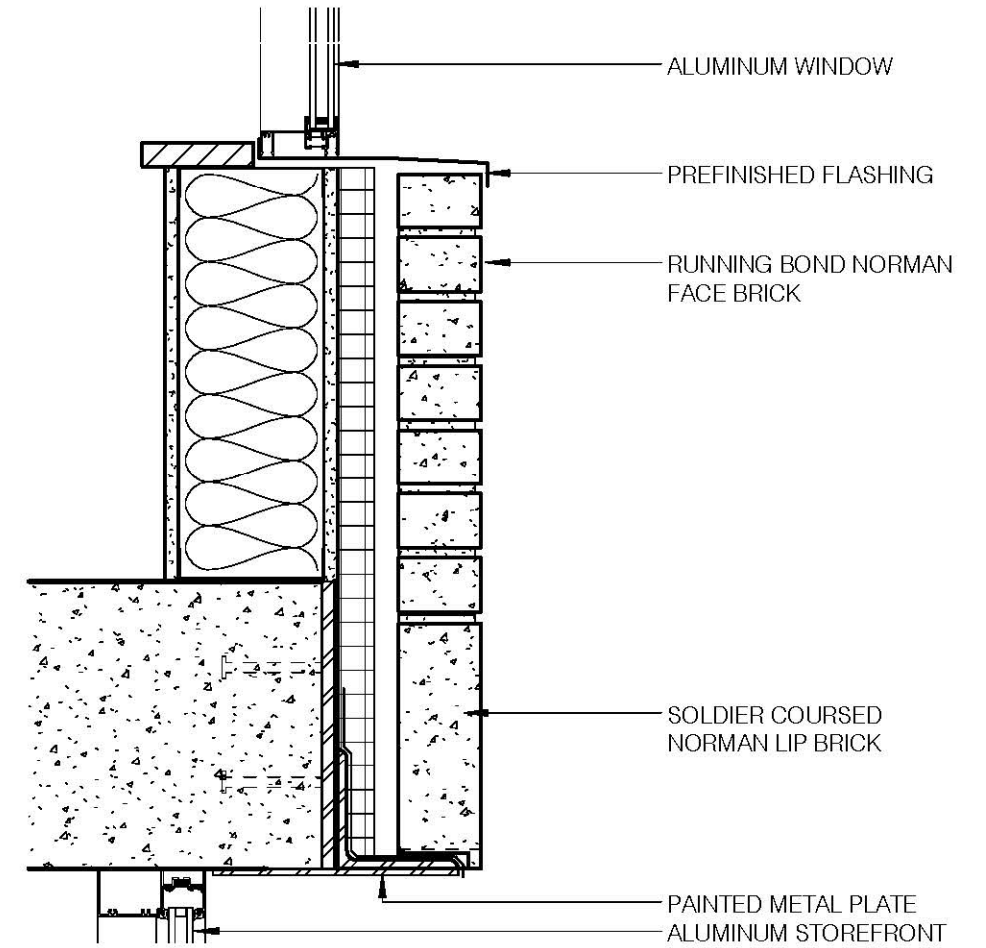
4 DETAIL - BELT COURSE @ BAR GRILLE
1 1/2" = 1'-0"



3 DETAIL - BELT COURSE @ WINDOW SILL
1 1/2" = 1'-0"



2 DETAIL- BRICK SPANDREL/ RELIEF SILL
1 1/2" = 1'-0"



1 DETAIL- BRICK SPANDREL @ WINDOW SILL
1 1/2" = 1'-0"



2 WALL SECTION@ PARKING ENTRY
1/4" = 1'-0"

1 ENLARGED ELEVATION - PARKING ENTRY
1/4" = 1'-0"

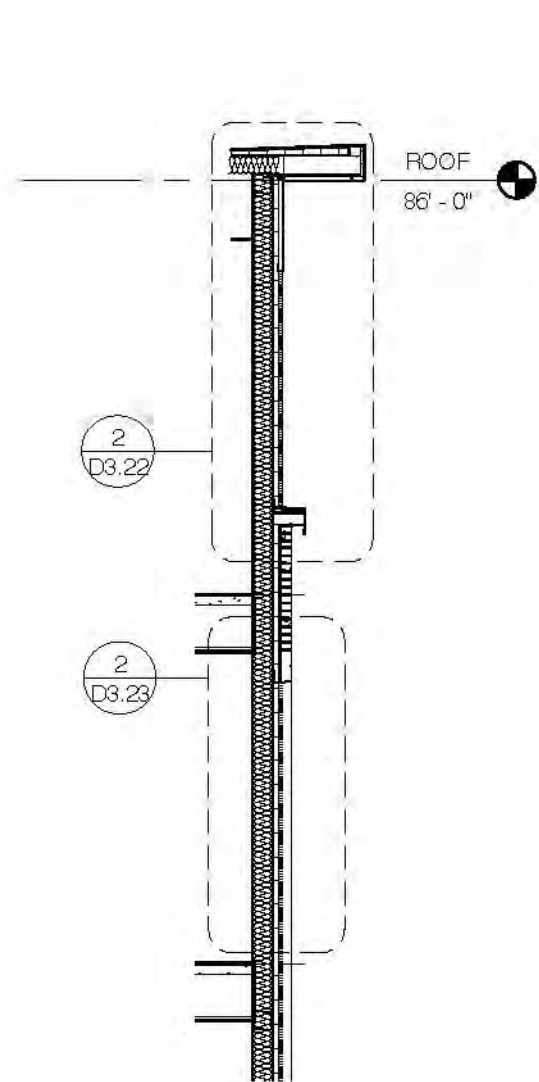
2
D3.20



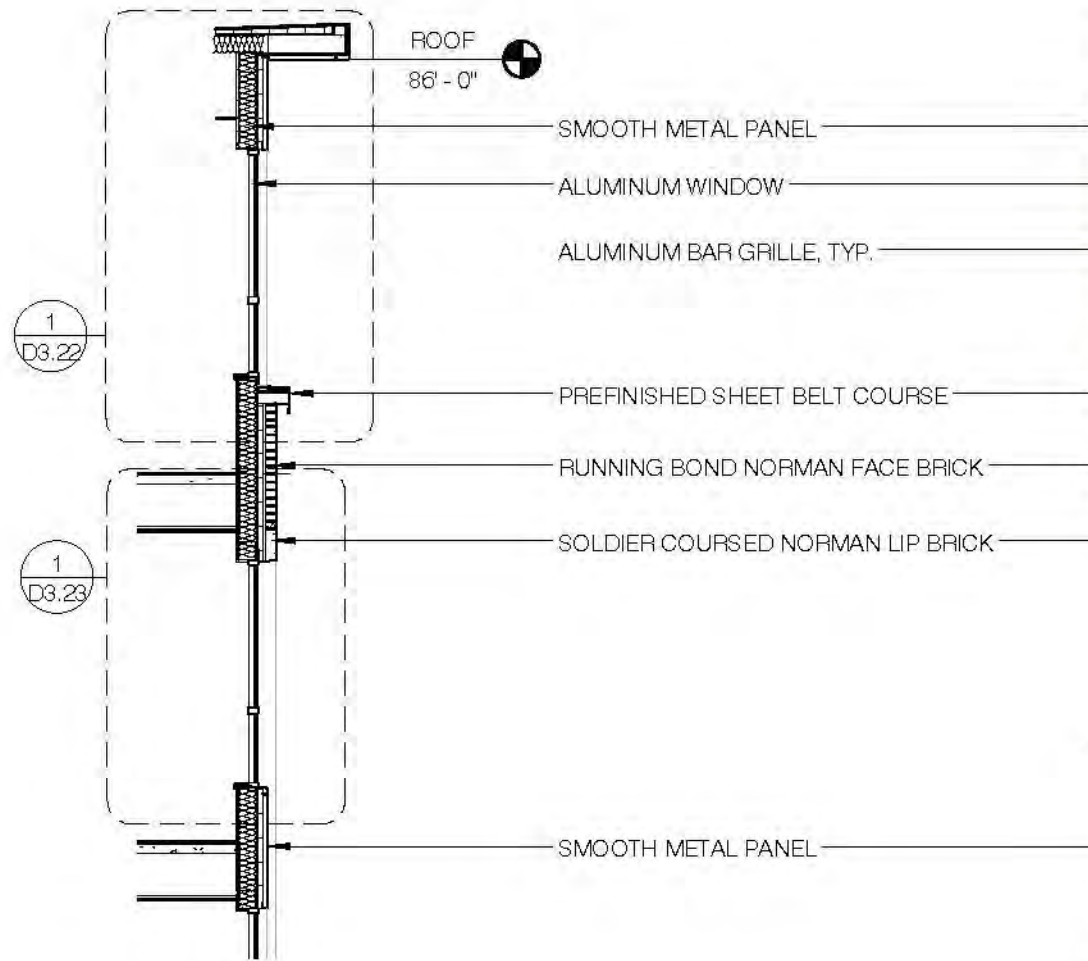
1
D3.17
SIM

2 SECTION @ STOREFRONT PARK SIDE
1/4" = 1'-0"

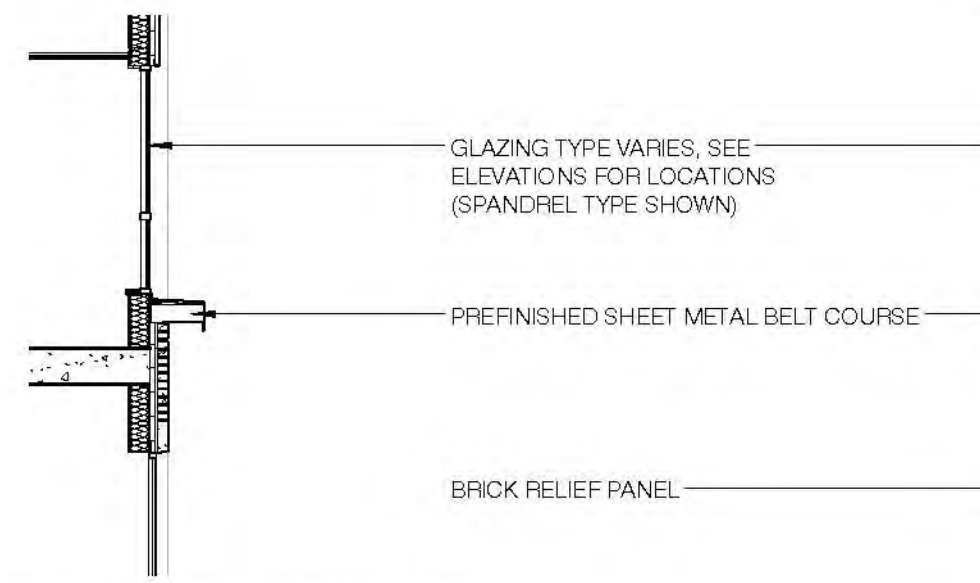
1 ENLARGED ELEVATION - PARK AVE
1/4" = 1'-0"



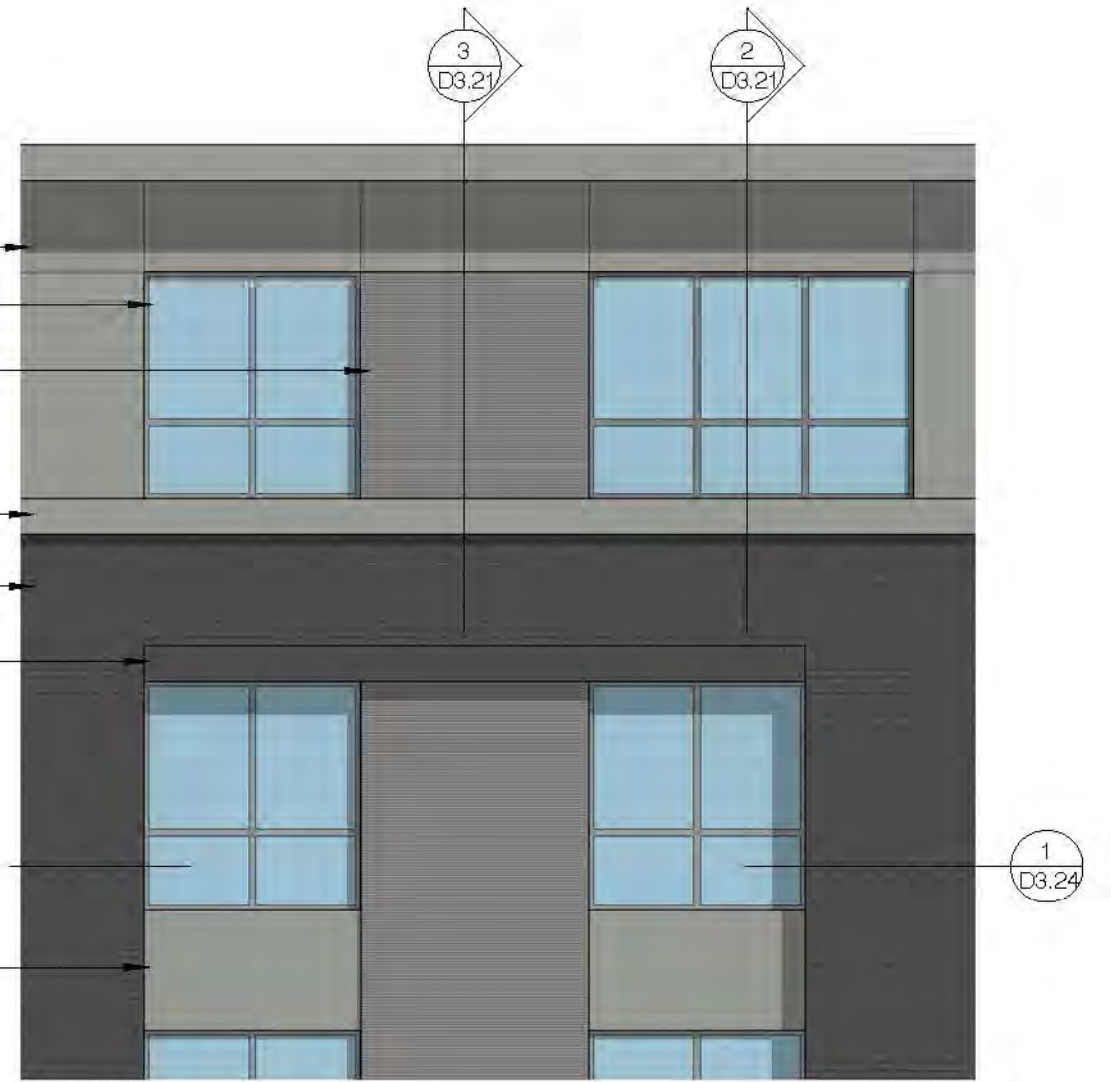
3 WALL SECTION - AT BAR GRILLE
3/16" = 1'-0"

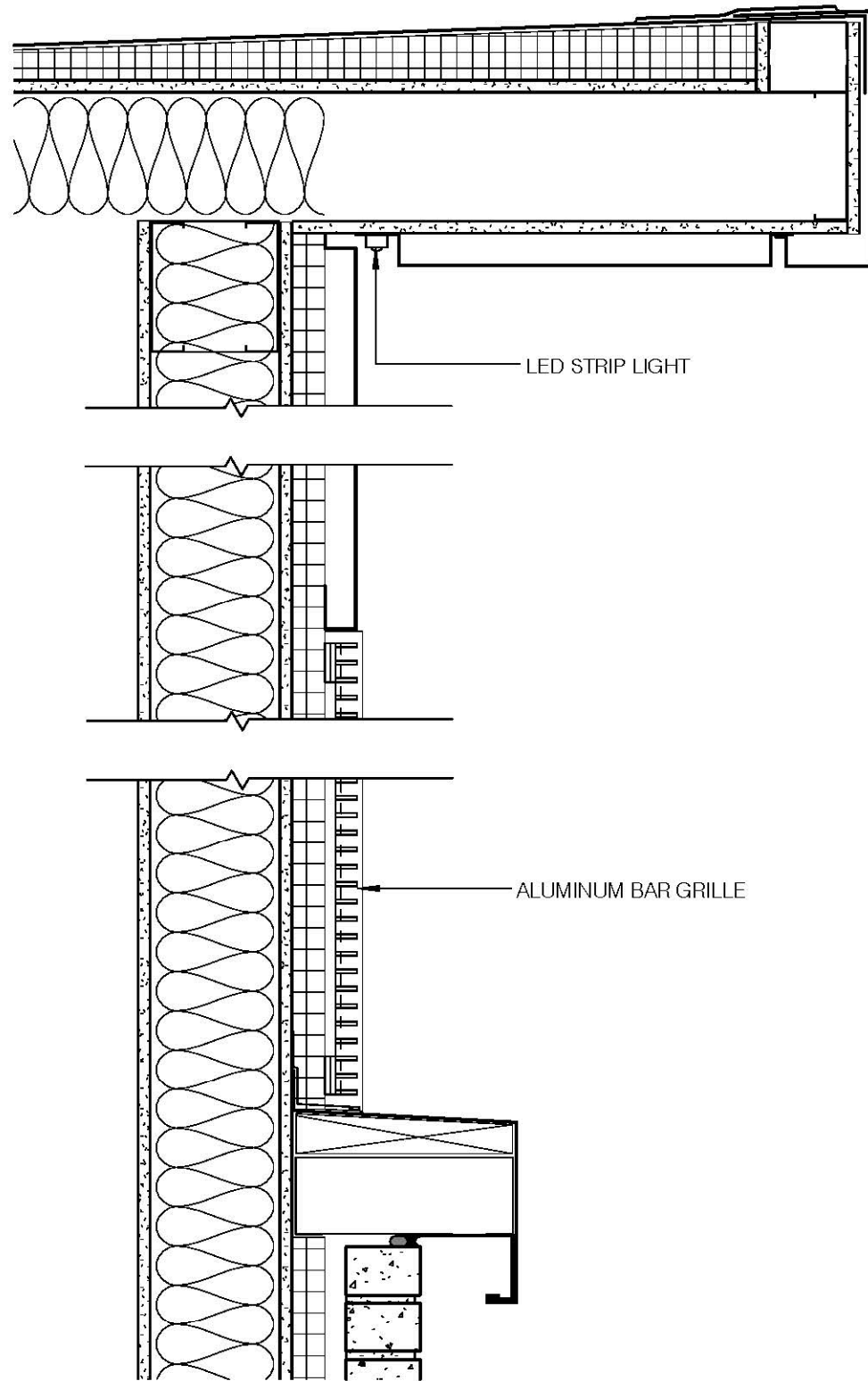


2 WALL SECTION - AT WINDOWS
3/16" = 1'-0"

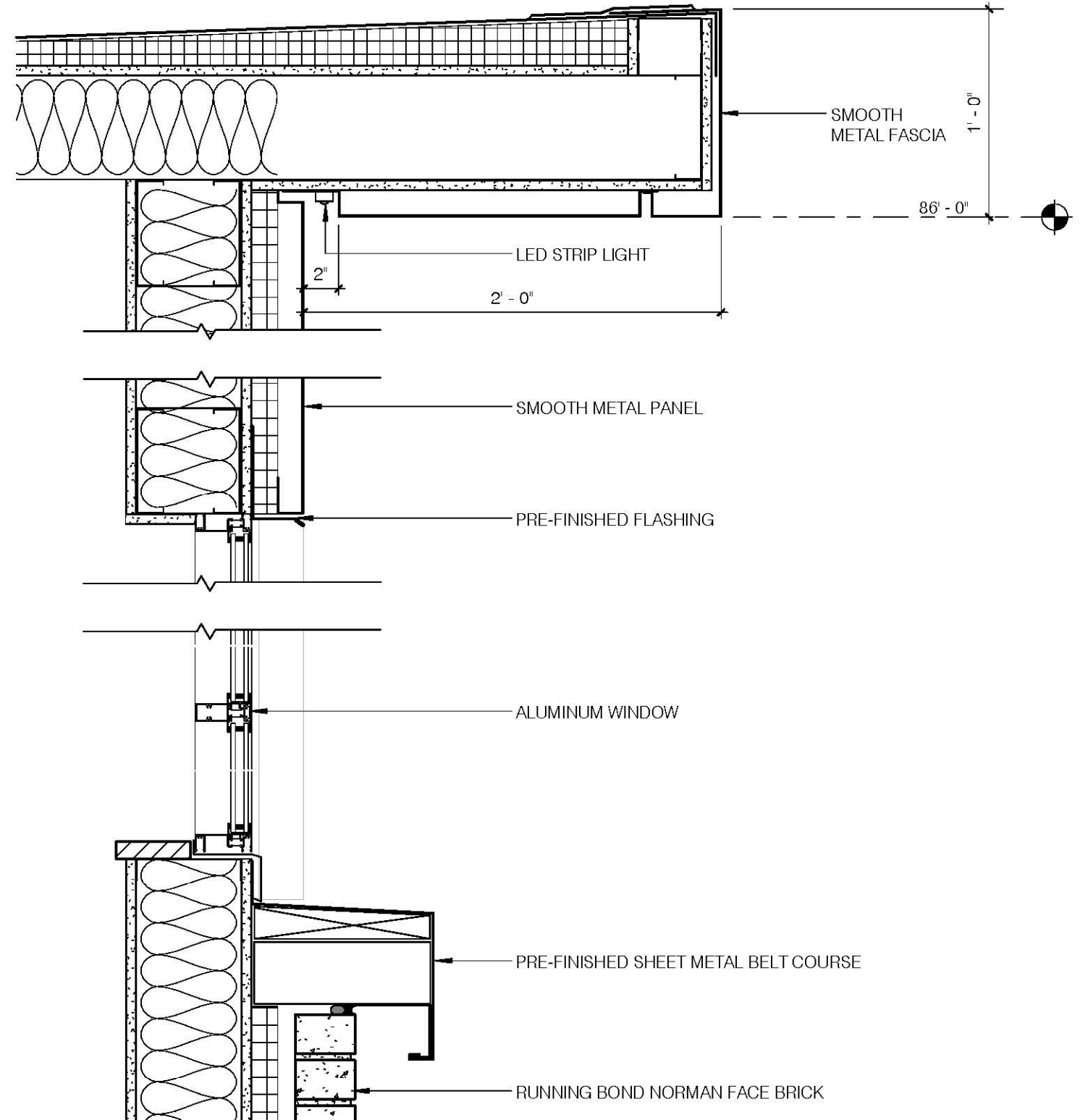


1 ENLARGED ELEVATION - TYPICAL BAY
3/16" = 1'-0"

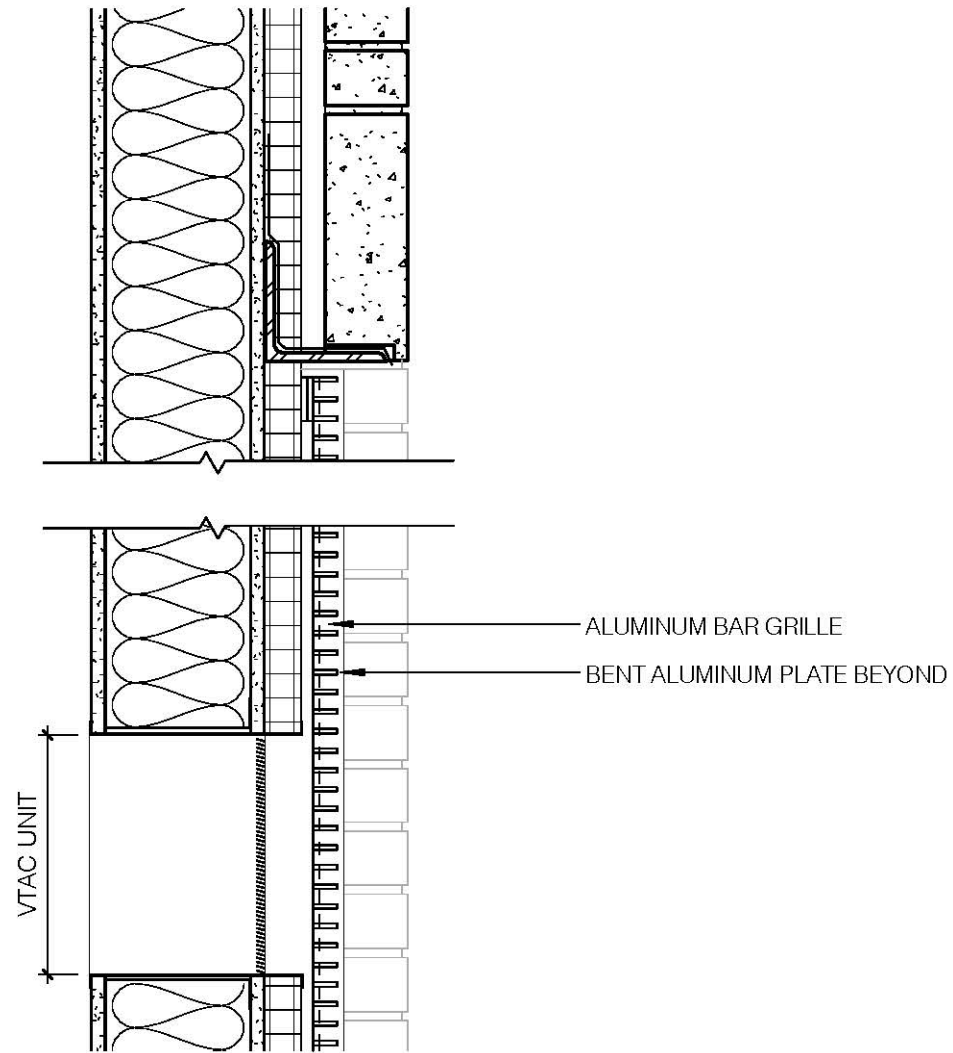




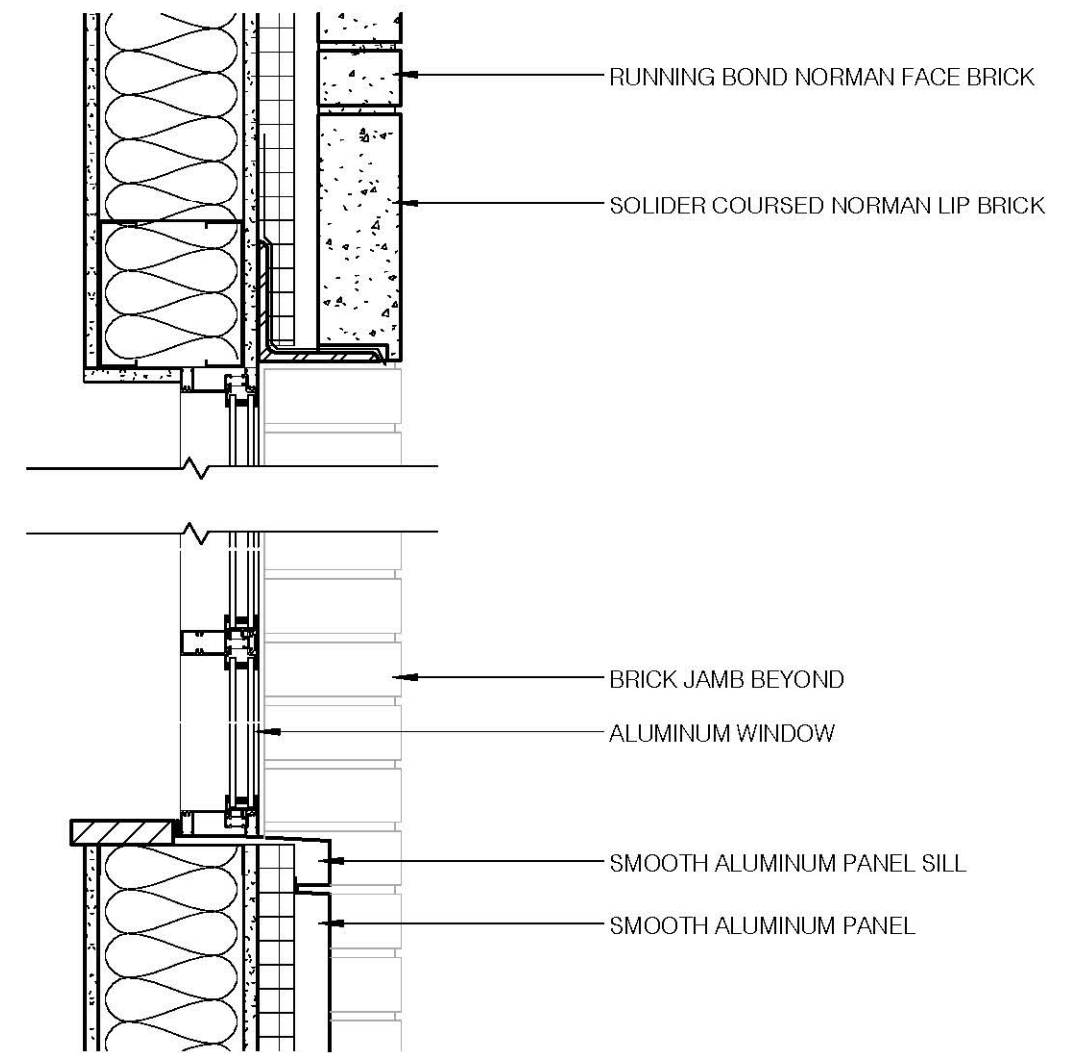
2 DETAIL - BAR GRILLE @ 8TH FLOOR
 1 1/2" = 1'-0"



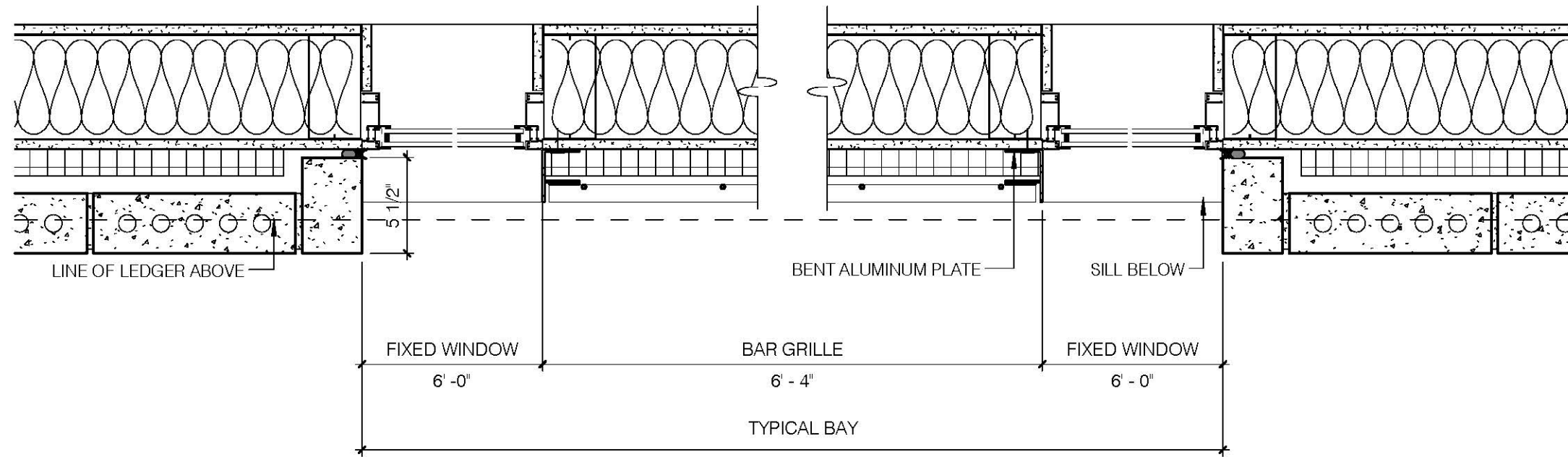
1 DETAIL - WINDOW HEAD & SILL @ 8TH FLOOR
 1 1/2" = 1'-0"



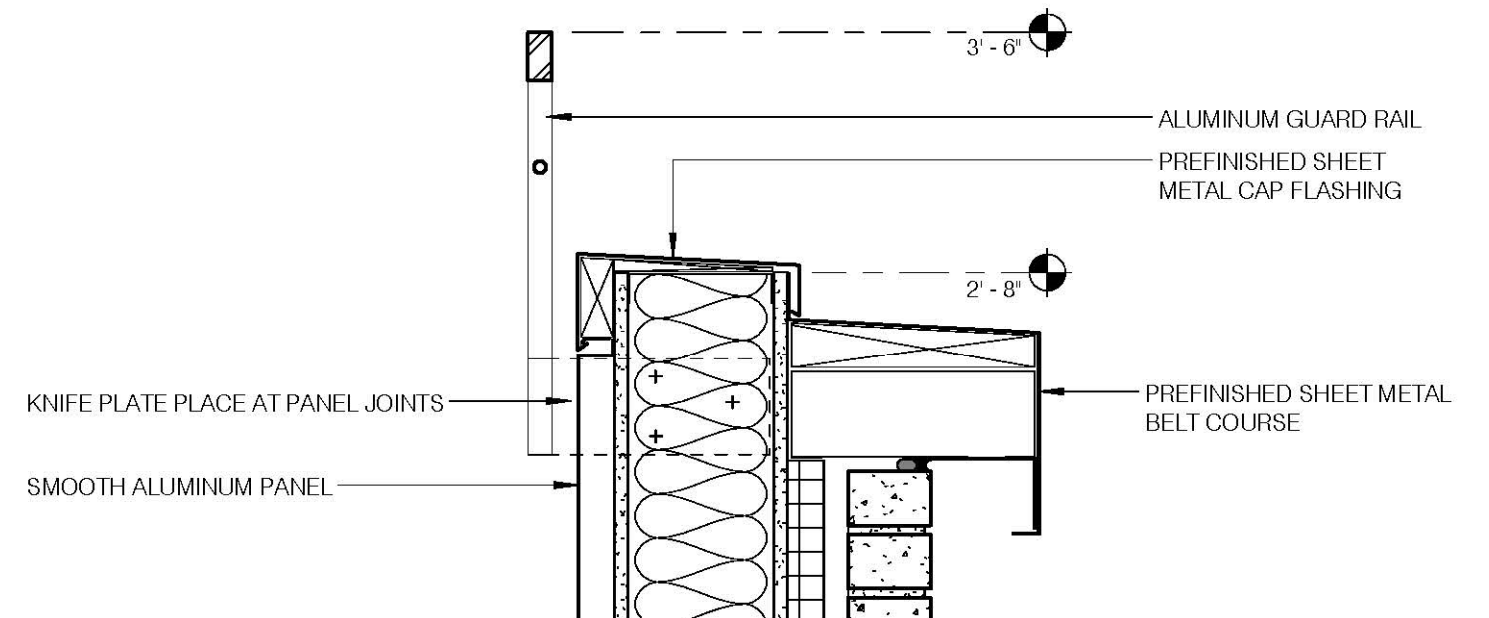
2 DETAIL - BAR GRILLE HEAD - TYP.
1 1/2" = 1'-0"



1 DETAIL - ALUMINUM WINDOW HEAD AND SILL - TYP.
1 1/2" = 1'-0"



1 TYPICAL BAY PLAN VIEW
1 1/2" = 1'-0"



2 DETAIL - GUARD RAIL @ PARAPET
1 1/2" = 1'-0"

ADDITIONAL PROJECT INFORMATION

ROOM MIX

Floor / Level	King		Studio / Suite					Double Queen			TOTAL
	King	Acc. King	King Studio	Acc. King Studio (Roll-In)	Acc. King Studio	Double Queen Studio	Acc. Double Queen Studio	Double Queen	Acc. Double Queen	Acc. Double Queen (Roll-In)	
1st											0
2nd	3		5			1		1			10
3rd	6		6			1		1			14
4th	16	1	10	1		1		17			46
5th	16		10		1	1		17	1		46
6th	16		10		1	1		17	1		46
7th	16		10		1	1		17	1		46
8th	11	1	6		1			16			35
	84	2	57	1	4	6	0	86	3	0	243
RATIO		35%					28%			37%	100%

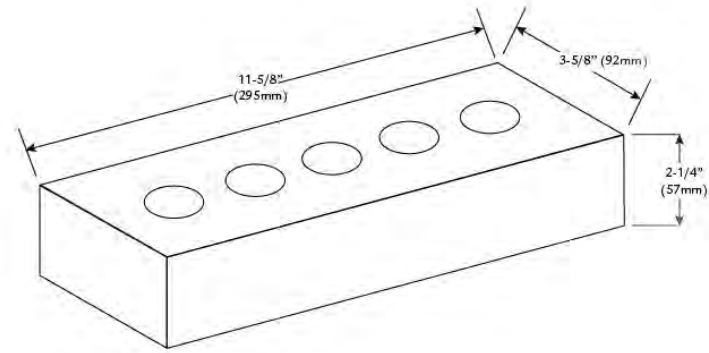
BRAND INFORMATION

Hampton Inn & Suites is a Limited Service Hilton brand serving many facets of the population including business, leisure, and family travelers. The core of the brand is a focus on a friendly, authentic, caring, and thoughtful experience for the guest and the locale. The entire experience of the hotel should be approachable with a strong local influence all within the accommodation of a comfortable and affordable stay.

The brand allows for great flexibility and customization in spirited destinations such as The Pearl in Portland. The design of the hotel will focus on the personality and history of the neighborhood surrounding all the value-included elements that a Hampton Inn & Suites has to offer to its guests. Connection to the city, neighborhood, and local businesses is paramount as the uniqueness of the locale is celebrated to define a distinct, authentic experience of being in Portland.



Brick:
Mutual Materials Coal Creek



Brick Shape:
Norman Stretcher



Precast Sills/Base Color:
Arriscraft/Renaissance - Graphite, smooth

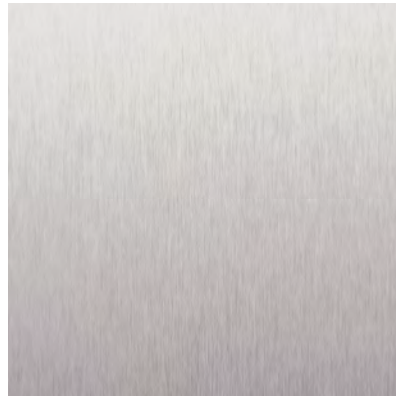


Mutual Materials Coal Creek installation photo.



SIZES

Code	Height	Length	Bed
RS115 CLIP	11-5/8"	23-5/8"	1-3/8"
RS115 CLIP Return	11-5/8"	22-7/8" Max	1-3/8"
RS358 CLIP	3-5/8"	23-5/8"	1-3/8"
RS358 CLIP Return	3-5/8"	22-7/8" Max	1-3/8"
RS758 CLIP	7-5/8"	23-5/8"	1-3/8"
RS758 CLIP Return	7-5/8"	22-7/8" Max	1-3/8"



Metal Panel, Coping, Fascia; Clear Anodized

General data, facts & figures



Clear Anodized Metal Panel Installation Images

Reynobond® ACM Technical Overview

Property	Units	RB120PE-3 mm	RB160PE-4 mm	RB240PE-6 mm	RB160FR-4 mm	Reynobond with KEVLAR®
Thickness	Inches mm	0.118 3.0	0.157 4.0	0.236 6.0	0.157 4.0	0.157 4.0
Weight	lb/ft² Kg/m²	0.94 4.59	1.12 5.47	1.51 7.37	1.53 7.48	1.10 5.37
Min. Bond Strength ASTM D1781	in-lb/in Nm/m	40 178	40 178	40 178	22.5 100	40 178
Flatwise Shear ASTM D1002	lb/in² Mpa	1,297 8.94	1,221 8.42	2,065 14.17	928 6.4	735 5.07
Allowable Bending Stress (1)	lb/in² Mpa	11,500 79.3	11,500 79.3	11,500 79.3	11,500 79.3	11,500 79.3
Coefficient of Expansion ASTM E228	in/in/F mm/mm/C	1.31x10 ⁻⁶ 2.36x10 ⁻⁶	1.31x10 ⁻⁶ 2.36x10 ⁻⁶	1.31x10 ⁻⁶ 2.36x10 ⁻⁶	1.31x10 ⁻⁶ 2.36x10 ⁻⁶	1.31x10 ⁻⁶ 2.36x10 ⁻⁶
Stiffness (EI)	lb in²/in Mpa cm³/m	807 9.1x10 ⁸	1,140 12.8x10 ⁸	1,896 21.4x10 ⁸	1,262 14.3x10 ⁸	776 8.7x10 ⁸
Flexural Modulus Aged per ASTM C393 (2)	lb/in² Mpa	8.3x10 ⁶ 57.2x10 ³	6.0x10 ⁶ 41.4x10 ³	4.0x10 ⁶ 27.6x10 ³	6.7x10 ⁶ 46.2x10 ³	4.08x10 ⁶ 28.2x10 ³
Moment of Inertia	in⁴/in cm⁴/m	0.97x10 ⁻⁴ 0.159	1.89x10 ⁻⁴ 0.310	4.58x10 ⁻⁴ 0.751	1.89x10 ⁻⁴ 0.310	1.89x10 ⁻⁴ 0.310
Section Modulus	in³/in cm³/m	1.65x10 ⁻⁸ 1.065	2.41x10 ⁻⁸ 1.555	3.88x10 ⁻⁸ 2.503	2.41x10 ⁻⁸ 1.555	2.41x10 ⁻⁸ 1.555
Tensile Yield ASTM D638	lb/in² Mpa	8,300 57.23	6,405 44.16	5,314 36.64	6,367 43.90	15,700 109.25
Flatwise Tensile ASTM C297	lb/in² Mpa	1,483 10.22	1,371 9.45	1,099 7.58	961 6.82	513 3.53

(1) Allowable stress may be increased by 33% for wind load.
(2) Reynobond with KEVLAR® flex modulus fabric side up.

Information contained herein or related hereto is intended only for evaluation by technically skilled persons, with any use thereof to be at their independent discretion and risk. Such information is believed to be reliable, but Alcoa Architectural Products ("Alcoa") shall have no responsibility or liability for results obtained or damages resulting from such use. Alcoa grants no license under, and shall have no responsibility or liability for infringement of, any patent or other proprietary right. Nothing in this document should be construed as a warranty or guarantee by Alcoa, and the only applicable warranties will be those set forth in Alcoa acknowledgement or in any printed warranty documents issued by Alcoa. The foregoing may be waived or modified only in writing by an Alcoa officer.

For a complete technical overview of all Reynobond products, visit reynobond.com.

Paint Finish Quick Specification Reference

	CW 500/CW 500XL	DURAGLOSS® 5000	DURAGLOSS® 3000	CORAFLO®	FLUOROBRITE™	COLORWELD® 100
Warranty	30 yrs.	15 yrs.	10 yrs.	20 yrs.	5 yrs.	5 yrs.
Resin Type	70% PVDF	Modified Polyester	Modified Polyester	FEVE	FEVE	Polyester
UV Performance	*****	****	***	***	**	*
Gloss Range	20% - 35%	25% - 35%	20% - 80%	20% - 35%	20% - 80%	20% - 80%
Colors	Opagues Metallics	Opagues Metallics	Opagues Metallics Bright Colors	Opagues Metallics	Bright Colors	Opagues Metallics Bright Colors
Economics	\$\$\$\$	\$\$\$	\$\$	\$\$\$\$	\$\$\$\$	\$

Safety/Class A Rating Per ASTM E84

	Flame Spread	Smoke Developed
Reynobond PE w/o Joint	PASS* CLASS A	PASS* CLASS A
Reynobond PE w/ Joint	PASS* CLASS A	PASS* CLASS A
Reynobond FR w/ Joint	PASS* CLASS A	PASS* CLASS A
Reynobond with KEVLAR®	PASS* CLASS A	PASS* CLASS A

*Flame spread ≤ 25, smoke developed ≤ 450.

Building Code Recognition

Intertek Design Listing	No. AAP/CWP-30-01
New York City M.E.A.	MEA 75-91-M, MEA 390-99-M
Los Angeles Research Report	Pending
State of Wisconsin Approval	No. 990033-1
Miami-Dade N.O.A.	No. 06-1025.03 and No. 09-0625.01
Florida Product Approval	FL10220 Validated
Canadian Fire Test	CAN S101
Canadian Fire Test	CAN S102
Canadian Fire Test	CAN S134 Pending

Chicago • Canada • United Kingdom • Singapore
Australia • New Zealand • Malaysia • France
Germany • China • Hong Kong • Poland • Israel

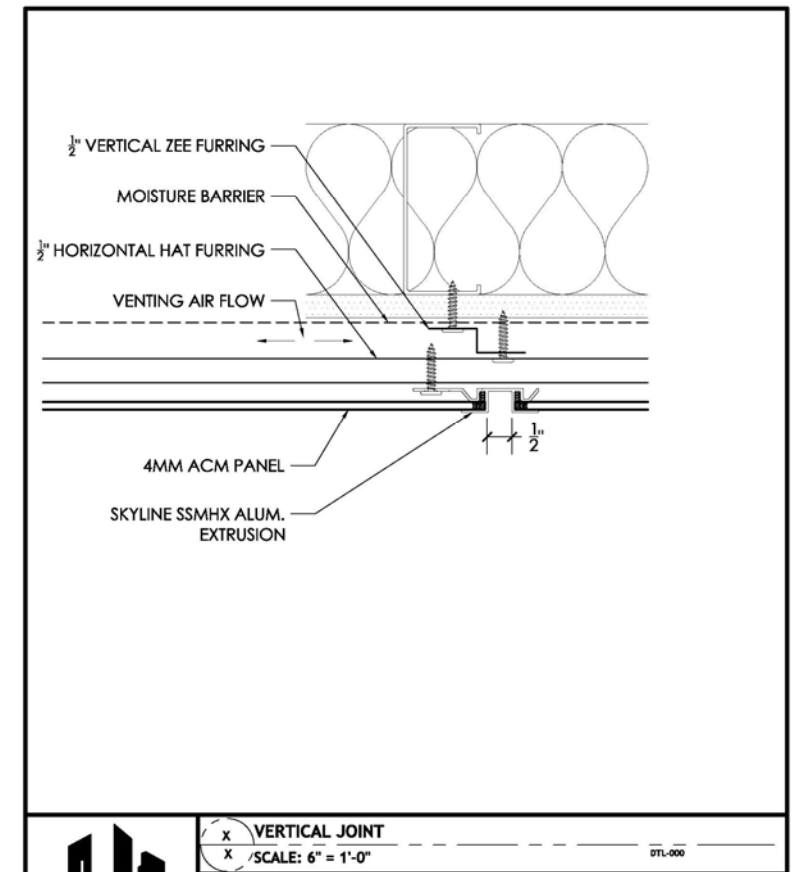
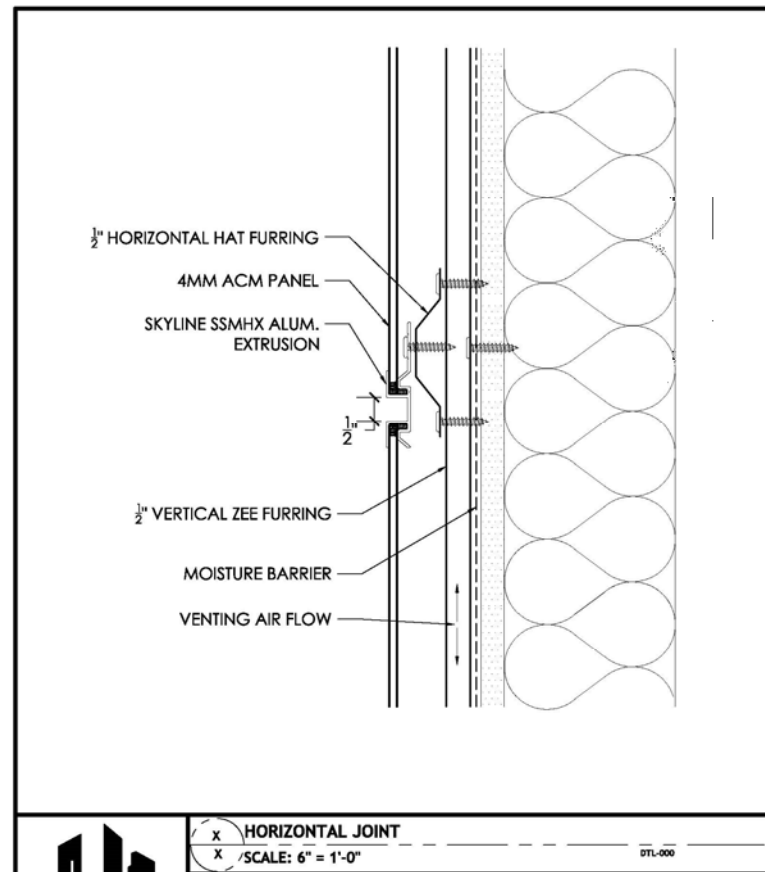
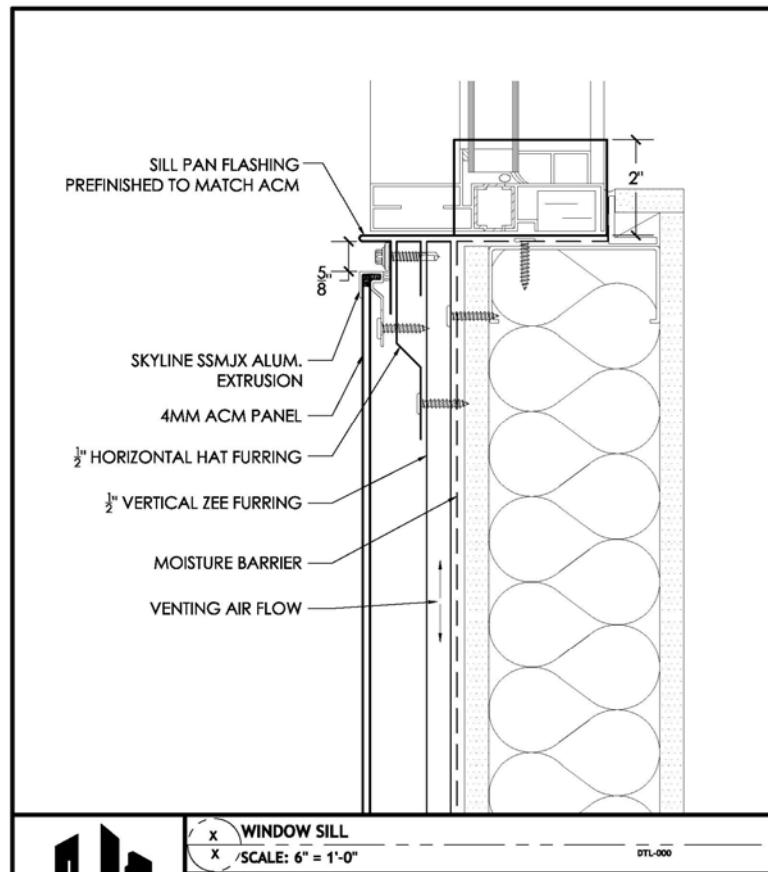
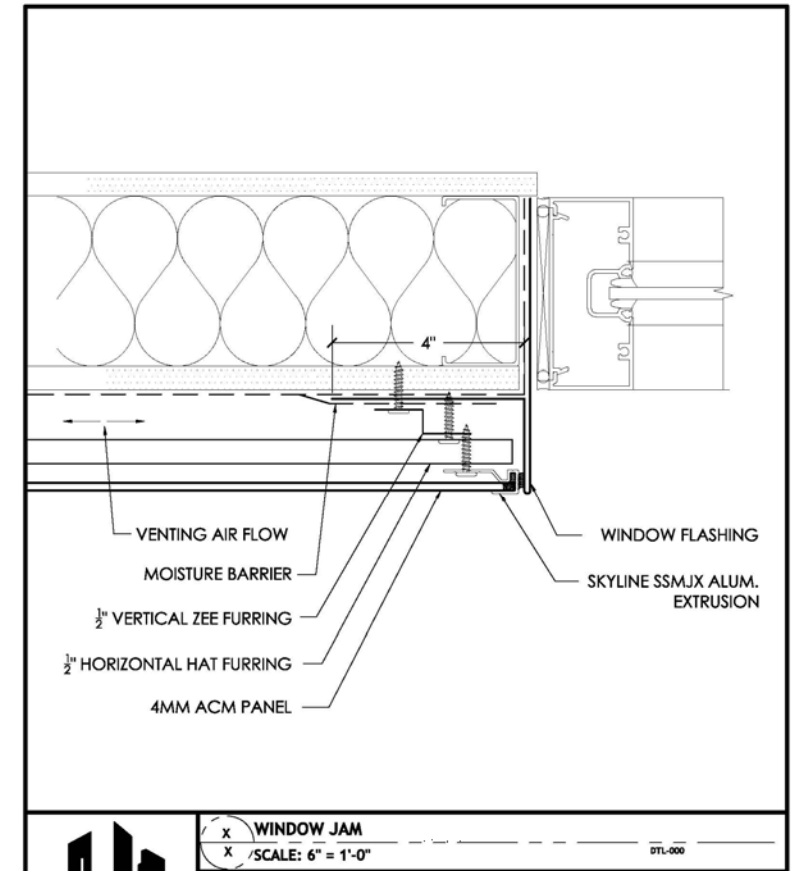
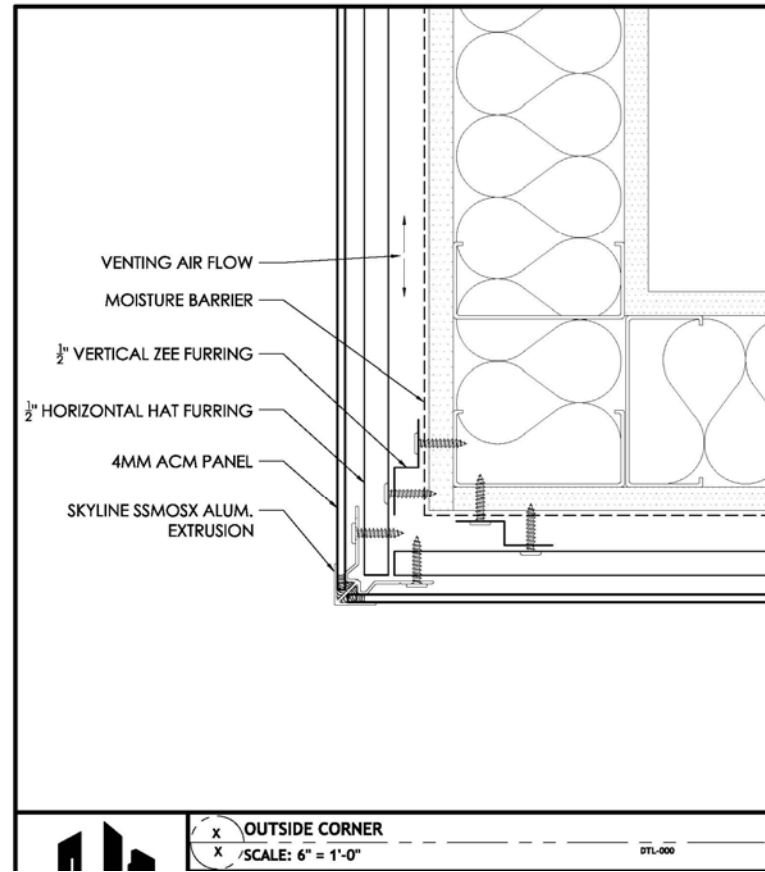
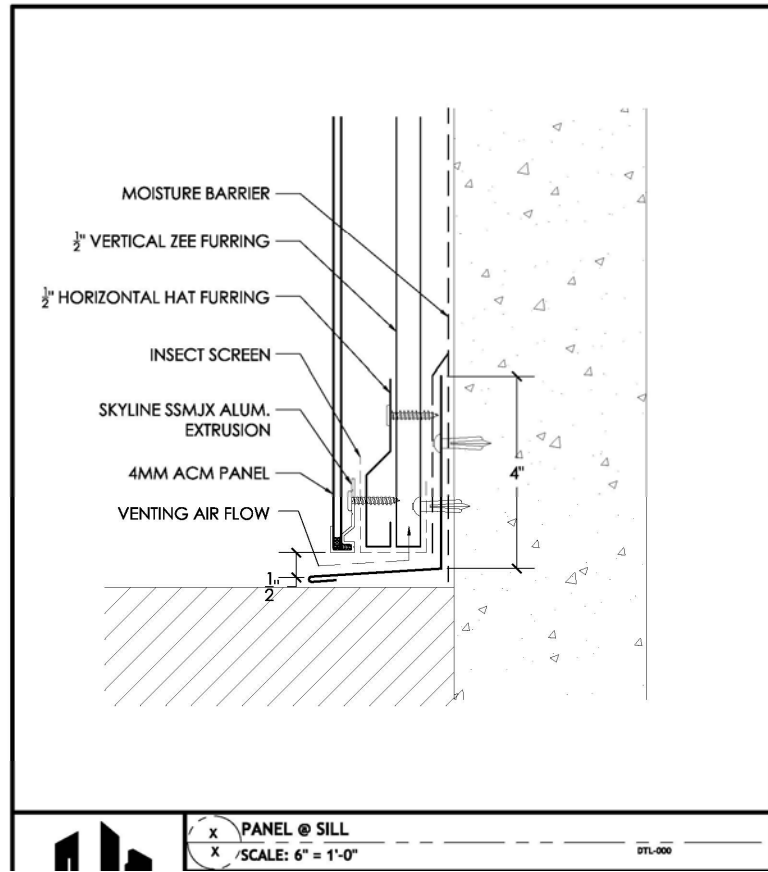
Product Availability

	Thickness	Standard Widths**	Standard Lengths*
RB120PE-3 mm	3 mm (0.118")	Consult for program widths including: 1000 mm (39.37") 1220 mm (48") 1270 mm (50") 1295 mm (51") 1524 mm (60") 1575 mm (62")	1220 mm (48") to 6172 mm (20' 3")
RB160PE-4 mm	4 mm (0.157")	1270 mm (50") 1575 mm (62")	1220 mm (48") to 6172 mm (20' 3")
RB240PE-6 mm	6 mm (0.236")	1270 mm (50") 1575 mm (62")	1220 mm (48") to 6172 mm (20' 3")
RB160FR-4 mm	4 mm (0.157")	1270 mm (50") 1575 mm (62")	1220 mm (48") to 6172 mm (20' 3")
Reynobond with KEVLAR®	4 mm (0.157")	1270 mm (50") 1575 mm (62")	1220 mm (48") to 6172 mm (20' 3")

*Consult for standard lengths. **Consult for color & finish availability.



Metal Panel, Coping, Fascia;
Clear Anodized





Aluminum Bar Grille



Finish:
Clear Anodized



Type SGF



Bar Grille Installation Photo



Aluminum Bar Grating

Aluminum Grating Table of Spacings

Part No.	Spacing	Open Area*	
19-SG-4 19-SGI-4 19-SGF-4 19-ADT-4	4" 1-3/16"	78%	Bearing bars spaced at 1-3/16" on center and cross bars at 4" on center. The workhorse of industrial flooring, popular for platforms, catwalks, mezzanines, and stairways.
19-SG-2 19-SGI-2 19-SGF-2 19-ADT-2	2" 2" 1-3/16"	73%	Bearing bars spaced at 1-3/16" on center and cross bars at 2" on center. Excellent for short spans and applications where additional lateral stability is desired.
15-SG-4 15-SGI-4 15-SGF-4 15-ADT-4	4" 15/16"	75%	Bearing bars spaced at 15/16" on center and cross bars at 4" on center. The closer spaced bearing bars increase load capacity by more than 26% when compared to similar gratings produced with bearing bars at 1-3/16" on center.
15-SG-2 15-SGI-2 15-SGF-2 15-ADT-2	2" 2" 15/16"	69%	Bearing bars spaced at 15/16" on center and cross bars at 2" on center. The closer spaced bearing bars and cross bars provide additional flooring surface to support pedestrian and wheeled traffic.
11-SG-4 11-SGI-4 11-SGF-4 11-ADT-4	4" 11/16"	68%	Bearing bars spaced at 11/16" on center and cross bars at either 4" or 2" on center. Types 11-4 and 11-2 with 3/16" thick bearing bars comply with the spacing requirements of the Americans with Disabilities Act. For ADA installations, specify that the bearing bars span perpendicular to the normal flow of traffic.
11-SG-2 11-SGI-2 11-SGF-2 11-ADT-2	2" 2" 11/16"	63%	
8-SG-4 8-SGI-4 8-SGF-4 8-ADT-4	4" 1/2"	58%	Bearing bars spaced at 1/2" on center and cross bars at 4" or 2" on center. Types 8-4 and 8-2 comply with ADA spacing requirements. These products are popular for material handling platforms and mezzanines subject to continuous cart and dolly traffic.
8-SG-2 8-SGI-2 8-SGF-2 8-ADT-2	2" 2" 1/2"	54%	
7-SG-4 7-SGI-4 7-SGF-4 7-ADT-4	4" 7/16"	53%	Bearing bars spaced at 7/16" on center and cross bars at 4" or 2" on center. Types 7-4 and 7-2 comply with ADA spacing requirements and are popular for applications in the public way. When specified with 3/16" thick bearing bars, 7-4 and 7-2 gratings have a net 1/4" clear opening between the bearing bars and commonly reject intrusion by high heeled shoes.
7-SG-2 7-SGI-2 7-SGF-2 7-ADT-2	2" 2" 7/16"	49%	

* Percentage of open area is based upon 3/16" thick bearing bars and .275" cross bars. Contact Grating Pacific if exact open area calculation is required for alternative bearing bar thicknesses or cross bar sizes.

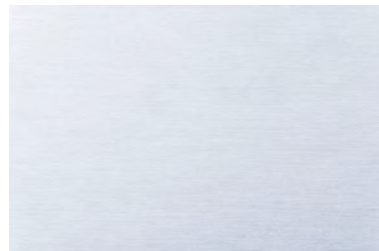
How to Specify Aluminum Bar Grating

- Select type of grating
 - "SG" for swaged rectangular bar grating
 - "SGI" for swaged "I"-bar grating
 - "SGF" for swaged Flush-Top grating
 - "ADT" for aluminum dovetail pressure locked grating
- Select bar spacing from table above
- Select bearing bar size (consult load tables considering service loads and clear spans)
- Specify plain, serrated, or Algrip surface
- Specify banding or additional trim required
- Specify finish
 - Mill finish (no finish)
 - Anodized (clear, bronze, other)
 - Powder coating
 - Other
- Specify fasteners (if required)

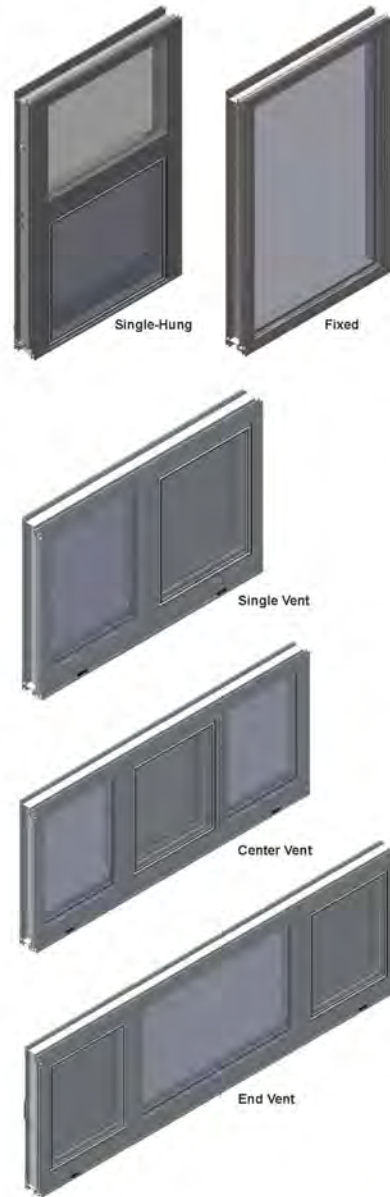
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Windows:
Wojan Aluminum,



Finish:
Clear Anodized



M-950 Series Windows

Commercial Aluminum Single-Hung, Slider & Fixed
3 1/4" Frame Depth



Quality Windows & Doors for All Seasons

**AW50 Single-Hung (side-load), AW80 Fixed
AW40 and CW50 Horizontal Slider**

Structural Thermal Break: Wider pour and debridge polyurethane thermal break for better performance, utilizing Azo-Brader™ Technology with a 10-year warranty against failure of the polymer

1" Sealed Insulated Glass: 10-year limited warranty. Numerous glass options available including Low-E, tinted, obscure, tempered, laminated, argon-filled and spandrel

- Interior glazed design for ease of glass replacement
- 1-year limited warranty on window materials and workmanship
- Numerous available installation systems, mulling and stacking options
- Screen frame of extruded aluminum with fiberglass cloth standard - aluminum cloth optional
- Standard finishes include white or bronze (AAMA 2603); white or bronze 2-coat Kynar® (AAMA 2605); and clear or bronze anodized (AAMA 611)

Non-standard colors with minimum order

(Kynar® is a registered trademark of Arkema Inc.)
(Azo-Brader™ is a trademark of Azon USA Inc.)



Made in the U.S.A.



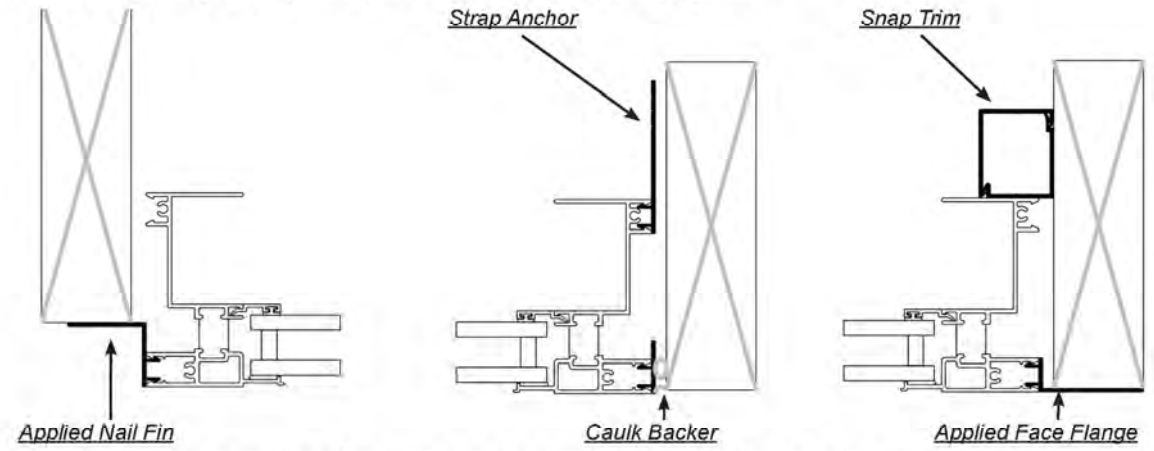
IGU & Structural
Certifications



Proud Member

Installation Systems, Mulling & Stacking Options

Numerous installation systems are available: receptor, strap anchor, applied nailfin, applied face flange, snap-trim, caulk backer and panning systems.



Also offered are a variety of mulling and stacking options: 3-piece mullion, zero clearance mullion and integral stack mullion. Continuous head & sill mulled single hungs are available in limited widths.

Azo-Brader™ Thermal Break Technology



Azo-Brader™ Technology: Abrasion "hooks" displace metal along the lugs to improve adhesion in the thermal barrier pocket.
Azo-Brader™ is a trademark of Azon USA, Inc.



University of Mississippi Minor Hall, Ridge South, and Ridge West Oxford, MS
M-950 Fixed & Single-Hung Windows



Landmark Apartments - Ann Arbor, MI
M-950 Fixed & Single-Hung Windows



GARY BRINK
& ASSOCIATES
ARCHITECTS

Hennebery Eddy
Architects

MATERIAL CUT-SHEETS—ALUMINUM WINDOWS

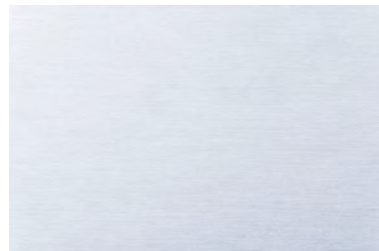
LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

Hampton
Inn & Suites®

DESIGN REVIEW APPLICATION / E.06



Windows:
Wojan Aluminum,



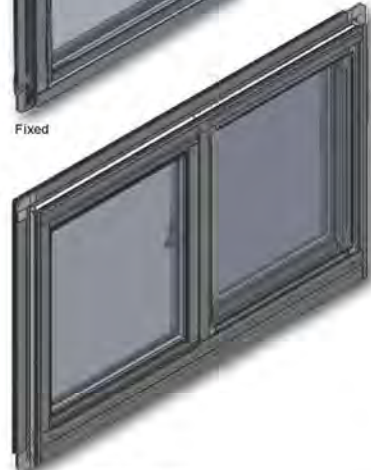
Finish:
Clear Anodized



Single-Hung



Fixed



Horizontal Slider Single Vent

M-85 Series

Single-Hung (side load), Horizontal Slider & Fixed
2³/₄" Nominal Frame Depth



Performance and efficiency in a cost-effective choice for new construction and renovation

Structural Thermal Break: Pour and debridge thermal break, utilizing Azo-Brader™ Technology with a 10-year warranty against failure of the polymer

3/4" Sealed Insulated Glass (1" on Fixed): 10-year limited warranty. Numerous glass options available including Low-E, tinted, obscure, tempered, laminated, argon-filled and spandrel

- Commercial-grade aluminum extrusions offer strength with a solid, attractive appearance
- Custom installation accessories including receptors and subsills, face flange, nail fins, panning, snap trim and mullions
- Aluminum screen frame with fiberglass cloth standard - optional aluminum cloth
- Self-lock feature is standard, minimum Grade 10 forced entry resistance. Sweep lock available as an option
- Ergonomically designed lift and pull rails on operable sash
- Standard finishes include white or bronze (AAMA 2603); and clear or dark bronze anodized (AAMA 611). White or bronze 2-coat Kynar® (AAMA 2605) available with minimum order
Other non-standard colors with minimum order

(Kynar® is a registered trademark of Arkema Inc.)
(Azo-Brader™ is a trademark of Azon USA Inc.)



All Wojan products carry warranties of 1 year on window materials and workmanship, 10 years on the IGU and 10 years on the thermal break.
Ask about extended warranty bundles.

Product Performance Details

Type	Product Designation* [†]	Structural/Water/Air Test Size (W x H)	Air Infiltration (cfm/sq ft)	Water Resistance (psf)	Deflection (psf)	Structural (psf)
Single-Hung	CW30	56"W x 91"H	0.01 @ 1.6 psf	4.60	30	45
	optional: CW50	52"W x 81"H		7.52	50	75
Horizontal Slider Single Vent (XO)	LC25	71"W x 80"H	0.18 @ 1.6 psf	3.76	25	37.5
	optional: CW30			4.60	30	45
Horizontal Slider with subsill Single Vent (XO)	CW35	72"W x 60"H	0.12 @ 1.6 psf	5.43	35	52.5
	optional: C50			7.52	50	75
Fixed <i>Hurricane-Impact Also Available!</i>	CW30	60"W x 72"H	< .01 @ 1.57 psf	4.60	30	45
	optional: CW50		< .01 @ 1.6 psf	7.52	50	75
	optional: CW85		< .01 @ 1.57 psf	9.82	65	97.5

* The '05 fenestration standard utilized five performance classes: R, LC, C, HC and AW. NAFS-08 and -11 utilize four such classes: R, LC, CW and AW.

† Many window ratings can be increased by downsizing the window and determining maximum performance through testing. Contact your local Wojan sales representative or our office for details.

Factory Stacked Integrated Louver

All M-85 over louver configurations are factory stacked with an integral nailing fin for easy installation, and available with the same features and options as the standard models.



Fixed over Louver configuration is factory stacked with an integral nailing fin in one master frame

Contact our office or your Wojan Sales Representative for more details.



HQ/Sales/Manufacturing
217 Stover Road
Charlevoix, MI 49720
(800) 632-9827 | fax (231) 547-4237

December 2014

Manufacturing
340 Jay Street
Coldwater, MI 49038
(866) 378-2202 | fax (517) 279-9832

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GARY BRINK & ASSOCIATES ARCHITECTS

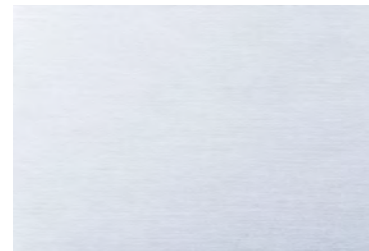
Hennebery Eddy Architects

MATERIAL CUT-SHEETS—ALUMINUM WINDOWS

LU 14-243698-DZM / APRIL 17, 2015 / CORNER OF NW 9TH AVE & NW EVERETT ST

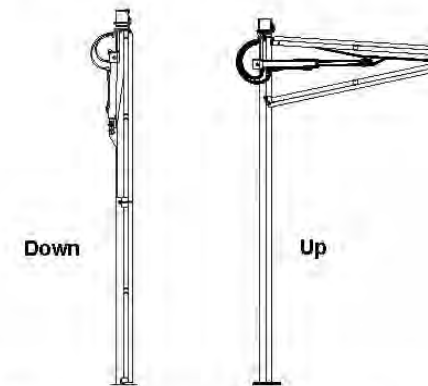
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DESIGN REVIEW APPLICATION / E.07



Finish:
Clear Anodized

BF2 Vertical Folding Bi-Fold Door



PRODUCT OVERVIEW:

Standard Features: The Hydrau-Lift door comes standard with a welded steel frame that is primed in rust resistant red oxide paint ready for field finishing, a patented SST hydraulic lift system and controls, factory applied gasketing for superior weather tight perimeter seals, all NEMA electric controls and a door mounting frame.

Hufcor's Hydrau-Lift™ steel bi-fold door may be clad with just about any material. The door is designed and prepped to accept the materials.

How to Obtain: Hufcor Hydrau-Lift doors are sold, installed, and serviced by factory-trained authorized distributors in the United States and by Licensees and Distributors outside the U.S.A.

Delivery: Hydrau-Lift doors are built for your specific clear opening size. Lead times vary due to seasonal fluctuations (average 6 - 8 weeks from receipt of final dimensions and approved shop drawings and payment.) Check with your local distributor for the current schedule.

Standard Sizes: (rough opening size) *

Maximum Opening:
Heights to 20' [6096] *
Widths to 24' [7315]

Minimum Opening: 8' x 8' [2438 x 2438]

*Maximum door sizes are determined by calculations of width, height and weight of cladding. Contact your Hufcor Distributor for assistance for doors exceeding these dimensions.

Overall Opening Maximum Weight::

Hydrau-Lift door + cladding: 3000 lbs. [1361 kg] (Use of thicker gauge steel and truss can increase overall maximum weight. Contact Hufcor for limitations.)

"Standard" Product Features and Benefits:

Look for these features when comparing similar products.

1. **Feature:** Door folds vertically up and out
Benefit: Minimizes the amount of headroom needed inside the building. Also does not interfere with interior designs, overhead lighting or fire safety systems.
2. **Feature:** When retracted, the door forms an awning.
Benefit: Provides some protection from the weather and sun.
3. **Feature:** Frame is durable steel tube.
Benefit: Strong, durable framing that is narrower in profile than other bi-fold door systems, providing a more aesthetic, clean finished door system.
4. **Feature:** No floor track required
Benefit: Nothing to impair movement in and out of the building. An optional ramped threshold could also add weather resistance without impairing movement.
5. **Feature:** Extensive cladding options, by others.
Benefit: Cladding options may match or coordinate with the building.
6. **Feature:** Patented, hydraulic SST lift system
Benefit: The SST hydraulic lift eliminates the need for drive shafts and motor mounts located in the room. The hydraulic cylinders are located on the upper half of the door and built into the outer edge of the door frame, creating an unobstructed door opening.
Benefit: Elimination of cables or lifting straps and kickouts that are a maintenance nuisance and obstructs the door.
Benefit: The SST hydraulic system acts as a locking mechanism, providing more than 1000 lbs of force on the door in the closed position, securing the door in the opening.
7. **Feature:** Built-in release valve
Benefit: The SST hydraulic release valve allows the Hydrau-Lift door to be lowered safely in the event of a power failure.
8. **Feature:** Variable speed drive system and limit switches
Benefit: Hydrau-Lift bi-fold doors run smooth, minimizing wear on the motor and hydraulic cylinders.
9. **Feature:** Higher speed operation
Benefit: The doors operate up to 20' per minute - often more than twice as fast as cable or strap lifted doors.
10. **Feature:** Custom door frame with pre-welded hinges that integrates with surrounding rough opening support
Benefit: The frame provides some adjustability to square up field conditions, speeds installation, offers a consistent running surface for the bottom steel roller. Provides added overhead door support making the door less taxing on the building structure. (Consult your structural engineer.)
11. **Feature:** Optional stainless steel or galvanized tubing
Benefit: Can be used in corrosive environments including coastal regions and swimming pool enclosures.



Figures in brackets [] are in millimeters unless otherwise noted.

Bi-Folding Glass and Aluminum Overhead Door Installation Photos

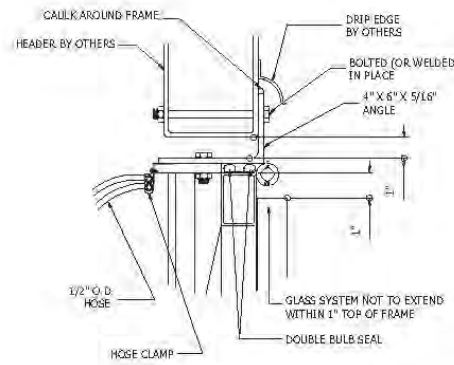


BF2 Vertical Folding Bi-Fold Door

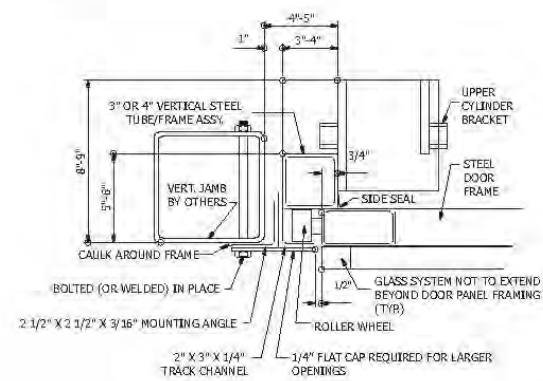
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STANDARD ATTACHMENT DETAILS

Head

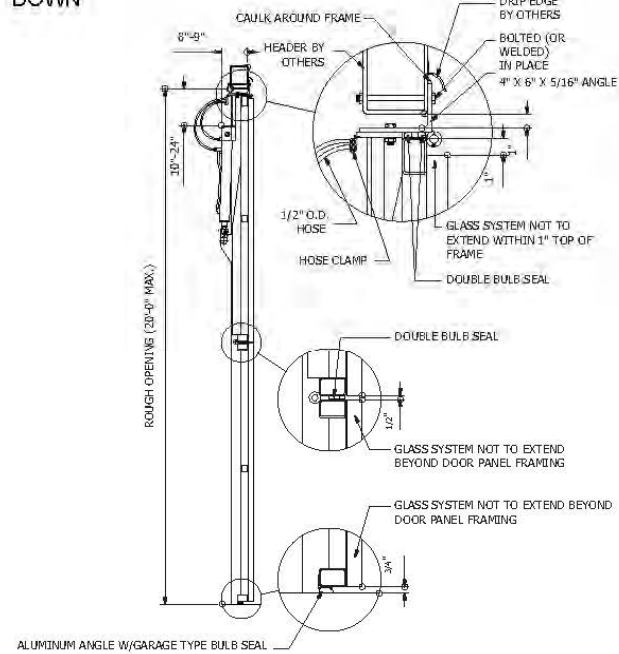


Jamb



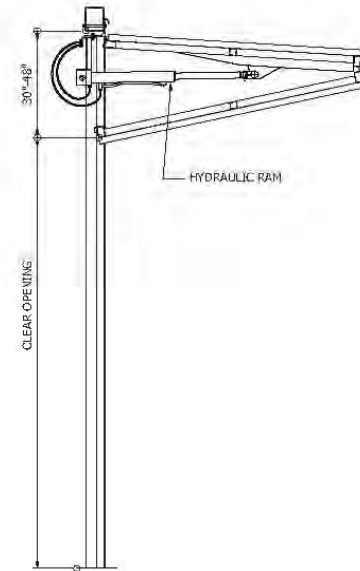
VERTICAL SECTION VIEW

DOWN



Section View C-C

UP



No Scale

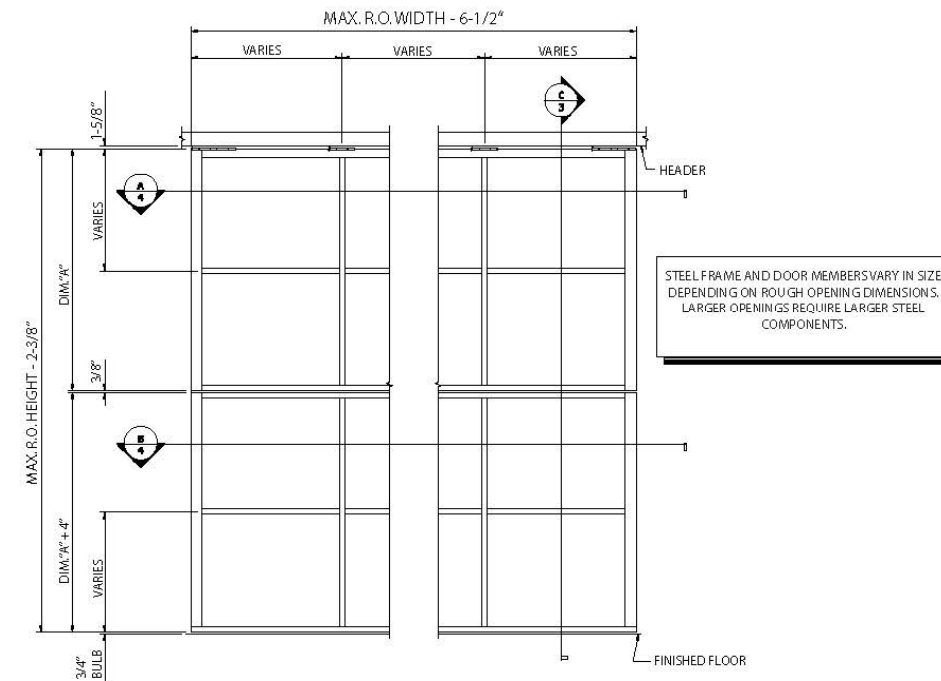
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BF2 Vertical Folding Bi-Fold Door

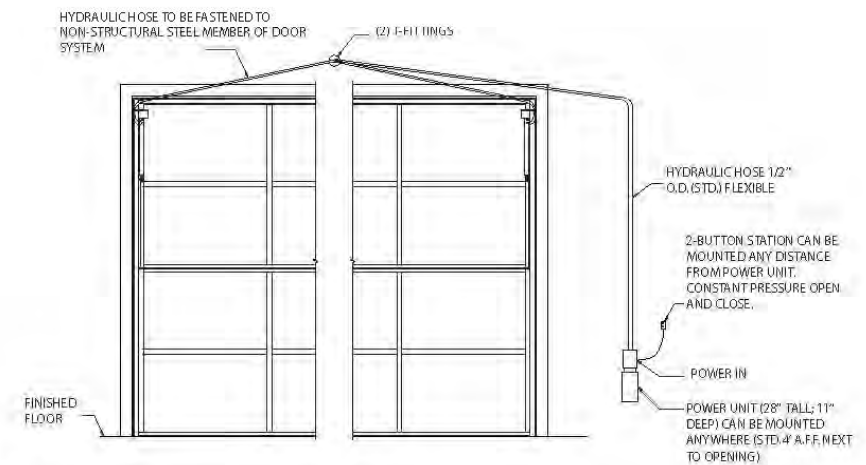
SERIES BF2

ELEVATION

Typical Outside/In View



Typical Inside/Out View



Figures in brackets [] are in millimeters unless otherwise noted.



GARY BRINK & ASSOCIATES ARCHITECTS

Hennebery Eddy Architects





Finish:
Clear Anodized



Clear Anodized
Perforated Aluminum
@ Overhead door panels.
Refer to Elevations.



SECTIONAL DOOR SYSTEMS

ALUMINUM FULL-VIEW K-AL

Doors shall be Model K-AL aluminum sectional type as manufactured by Wayne Dalton.

Sections – All rails and stiles are extruded aluminum alloy 6063T6 with clear satin anodized finish. Optional baked-on acrylic finish, color as selected from standard finishes. Sections are 2" thick.

Stiles and rails to be joined together with self-tapping screws. Ends of bottom section are through bolted. Panels and glass are held in place by aluminum molding and sealed with waterproof acrylic high bond structural glazing tape. Optional insulated rails and stiles are available with an R-value up to 4.25.

Doors over 12' 2" wide will be equipped with one or more integral 2 1/4" reinforcing fins, as required by size and weight of door. Bottom section panel inserts shall be clear satin anodized aluminum (or finished to match door color). Vinyl U-shaped astragal weather-stripping is furnished as standard.

Tracks – Hot-dipped galvanized steel graduated for weathertight closing, 2" or 3" as required by size and weight of door.

Hardware – Hinges and brackets shall be made from hot-dipped galvanized steel. Track rollers to be bearing with case hardened inner races, sized to suit track type.

Counterbalance – Minimum 10,000 cycle rated helical wound torsion springs. Optional high cycle springs.

Locking Device – Interior slide lock suitable for padlocking.

Weather Seals – Bottom seal and between sections seal are standard. Optional jamb and header seal are available.

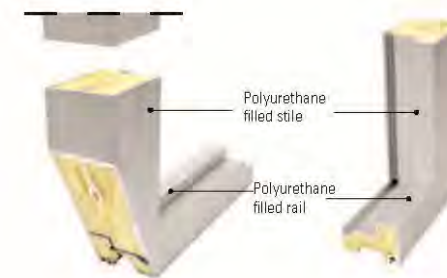
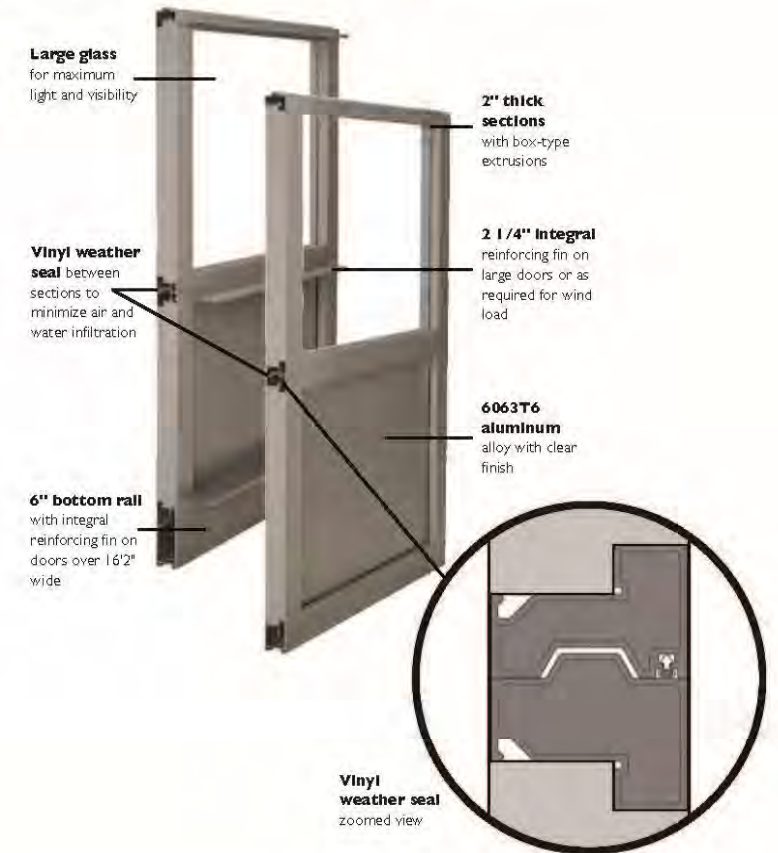
Contact your Wayne Dalton for additional sizes and colors.

Finishes

- Clear Satin Anodized (standard)
- Bronze Anodized
- Black Anodized
- Powdercoat in over 200 RAL colors
- Custom Powder Coat

Glazing – 1/8" DSB glass standard in intermediate and top sections. Optional 1/8" or 1/4" Tempered Glass, 1/8" Polycarbonate (Lexan), 1/4" Acrylic (Plexiglass), 1/2" Insulated DSB, 1/2" Solar Ban, 1/2" Low E, 1/4" polycarbonate multiwall. Special glass types not shown are available, please consult factory. Solid aluminum panels may be specified in lieu of glass.

Ventilation Panels – Optional perforated aluminum panels or expanded mesh aluminum panels are available in a variety of patterns to suit flow requirements.



R-values of Complete K-AL	10x10 door	12x12 door	14x14 door
1/2" ins glass Solar Ban 70XL argon filled (R = 3.125) with polyurethane filled rails and stiles	4.25	4.18	4.17
1/2" ins glass Low E (R = 2.38) with polyurethane filled rails and stiles	3.60	3.52	3.52
1/2" ins glass (R = 1.75) with polyurethane filled rails and stiles	3.05	2.96	2.96

SECTIONAL DOOR SYSTEMS

ALUMINUM FULL-VIEW K-AL



STANDARD SIZES UP TO:
24' WIDE & 18' HIGH

THERMAL EFFICIENCY VALUES:
R-value up to 4.25

WIND LOAD OPTIONS AVAILABLE:
Wayne Dalton Certified



BEST APPLICATIONS:
WHERE HIGH VISIBILITY OR
NATURAL LIGHT IS NEEDED

Note to specifiers: Words in parentheses indicate frequently specified and highly recommended options.

PART I - GENERAL

1.01 Section Includes

- A. Sectional overhead doors [manual push-up] [chain hoist] [motor] [motor with chain hoist] operated with accessories and components.

1.02 Related Work

- A. Opening preparation, miscellaneous or structural steel work, access panels, finish or field painting are in the scope of work of other trades and divisions of these specifications.

1.03 Reference Standards

- A. **ANSI/DASHA 102** - American National Standards Institute [A216.1] Specifications for sectional overhead doors published by Door & Access Systems Manufacturers Association International in bulletin 102-2004.
- B. **ASTM A123** - Zinc [hot-dipped galvanized] coatings on iron and steel products.
- C. **ASTM A216** - Specifications for sectional overhead type doors.
- D. **ASTM A229** - Steel wire, oil-tempered for mechanical springs.
- E. **ASTM E330** - Structural performance of exterior windows, curtain walls, and doors by uniform static air pressure difference.

1.04 Quality Assurance

- A. Sectional overhead doors and all accessories and components required for complete and secure installations shall be manufactured as a system from one manufacturer.

1.05 Systems Description

- A. Sectional Overhead Door: Type: **K-AL**
- B. Mounting: Continuous angle mounting for [steel] [wood] jambs [bracket mounting for wood jambs]
- C. Operator: [manual push-up] [chain hoist] [motor] [motor with chain hoist]
- D. Material: Aluminum Alloy 6063 T6 [clear anodized] [acrylic enamel]

1.06 Submittals

- A. Shop Drawings: Clearly indicate the following:
 1. Design and installation details to withstand standard wind load.
 2. All details required for complete operation and installation.
 3. Hardware locations.
 4. Type of metal and finish for door sections.
 5. Finish for miscellaneous components and accessories.
- B. Product Data: Indicating manufacturer's product data and installation instructions.

1.07 Delivery, Handling, Storage

- A. Deliver products in manufacturer's original containers, dry, undamaged, seals and labels intact.
- B. Store and protect products in accordance with manufacturer's recommendations.

1.08 Warranty

- A. Provide manufacturer's standard ONEYEAR warranty against defects in workmanship and material.

PART II - PRODUCTS

2.01 Manufacturer

- A. Wayne Dalton or approved equal **K-AL** overhead doors of aluminum alloy 6063-T6 construction complete as specified in this section and as manufactured by **Wayne Dalton**.

2.02 Materials

- A. Door Sections shall be of aluminum alloy 6063-T6, 2" thick stiles and rails. Top and intermediate section have stiles and rails joined with screws. Bottom section will be through bolted vertically through the section for extra strength where bottom corner brackets pick up the door.
 1. Rails - Top and bottom rails 3" wide up to 162" wide, 163" and wider are 6" top and bottom rails.
 2. Stiles - End and center stiles 3" wide.
 3. Optional insulation with R-values up to 4.25 depending on glass type and door size.
 4. Glazing 1/8" DSB or 1/2" insulated standard. Additional glazing options include, but not limited to, Low E, Solar Ban, plexiglass and polycarbonate.
- B. Track/Track design shall be [standard lift] [high lift] [vertical lift] [low headroom]. Vertical mounting angles shall be hot-dipped galvanized. Track size shall be [2"] [3"]. Vertical track shall be graduated to provide wedge type weathertight closing with continuous angle mounting for [steel] [wood] jambs, and shall be fully adjustable to seal door at jambs [bracket mounting for wood jambs]. Horizontal track shall be reinforced with continuous angle of adequate length and gauge to minimize deflection.

Note: Horizontal track applies to standard lift, high lift, low headroom and follow-the-roof designs only.

C. Hardware: Hinge and Roller Assembly

1. Hinges and brackets shall be made from hot-dipped galvanized steel.
2. Track rollers shall be case-hardened inner steel races with 10-ball [2"] [3"] rollers.
3. All factory authorized attachments shall be made at locations indicated.

D. Counterbalance

1. Springs shall be torsion type, low-stress, helical wound, oil-tempered spring wire to provide minimum [10,000 standard] [25,000] [50,000] [100,000] cycles of use, on continuous steel [solid].
2. Spring fittings and drums made of die cast, high strength aluminum.
3. Pre-formed galvanized steel aircraft cable shall provide a minimum of a 5:1 safety factor.

2.03 Operation

- A. Operation shall be [manual push-up] [chain hoist] [motor] [motor with chain hoist].

Note:

- Manufacturer does not recommend chain hoist or jackshaft operation with the following track systems:
 - 12" or 14" radius standard lift with roof pitch < 2:12
 - Low headroom track
 - High lift < 24" with no roof pitch

Special chain hoist assemblies (using a trolley rail) are available for the above track systems.

2.04 Locks

- A. Locks shall engage the right-hand vertical track and utilize [an interior side lock] [standard size rim cylinder].

2.05 Weatherstripping

- A. Doors shall be equipped with vinyl joint seals between sections and vinyl bulb shaped astragal provided on the bottom section. Optional top seal and jamb seal are available.

2.06 Wind Load

- A. Wind load - provide to meet the design performance requirements specified.

PART III - EXECUTION

3.01 Installation

- A. General:
 1. Install doors in accordance with manufacturer's instructions and standards. Installation shall be by an authorized Wayne Dalton representative.
 2. Verify that existing conditions are ready to receive sectional overhead door work.
 3. Beginning of sectional overhead door work means acceptance of existing conditions.
- B. Install door complete with necessary hardware, jamb and head mold strips, anchors, inserts, hangers, and equipment supports in accordance with final shop drawings, manufacturer's instructions, and as specified herein.
- C. Fit, align and adjust sectional overhead door assemblies level and plumb for smooth operation.
- D. Upon completion of final installation, lubricate, test and adjust doors to operate easily free from warp, twist or distortion and fitting for entire perimeter.

Note: Architect may consider providing a schedule when more than one sectional overhead door or opening type is required.

3.02 Materials (See note above)

General Operating Clearances

Type	Headroom***		Sideroom**		Depth Into Room 2" & 3" Track	Center Line of Springs****	
	2" Track	3" Track	2" Track	3" Track		2" Track	3" Track
Standard Lift Manual 12" R	12 1/2" to 17"	NA	4 1/2"	5 1/2"	Opening Height +18"	Opening Height +12"	NA
Standard Lift Manual 14" R	14 1/2" to 20"	NA			Opening Height +13"	NA	
Standard Lift Manual 15" R	NA	15 1/2" to 21"			Opening Height +66"	Opening Height +15"	
Standard Lift Motor Oper. 12" R	15 1/2" to 19 1/2"	NA			Opening Height - High Lift + 30"	Opening Height +15"	
Standard Lift Motor Oper. 14" R	16 1/2" to 23"	NA	24" One Side	5 1/2"	Opening Height +12"	NA	
Standard Lift Motor Oper. 15" R	NA	18 1/2" to 24"			Opening Height +13"	NA	
High Lift Manual	High Lift +12" to 16"		24" One Side	5 1/2"	Opening Height + High Lift + 6 1/2"	Opening Height + High Lift + 7 1/2"	
High Lift Motor Operator					24"	Door Height + 6"	
Full Vertical Lift Manual	Door Height +12"		4 1/2"	5 1/2"	Does Not Apply		
Vertical Lift Motor Operated			24" One Side				
Low Headroom Manual*	6-14 1/2"	10-14 1/2"	6"	9"	Opening Height + 30"		
Low Headroom Motor Operated*	9-14 1/2"	13-14 1/2"			Opening Height + 66"		

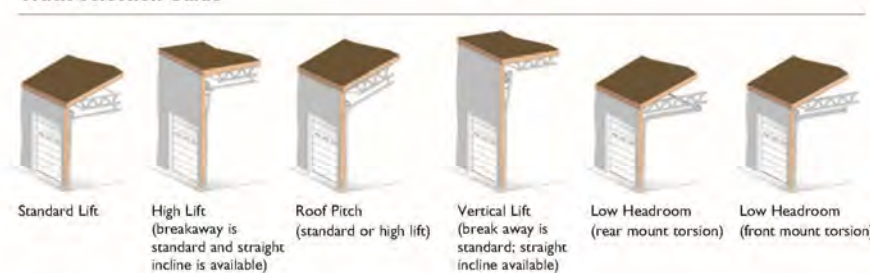
Panel/Section Guide

Door Width	No. Panels	Door Height	No. Sections
Up to 8'3" Wide	2	Up thru 8'1"	4
9'4" to 12'3"	3	8'2" to 10'1"	5
12'4" to 16'3"	4	10'2" to 12'1"	6
16'4" to 20'3"	5	12'2" to 14'1"	7
20'4" to 23'7"	6	14'2" to 16'1"	8
23'8" to 24'2"	7	16'2" to 18'1"	9

NOTES:

- * Rear mount torsion requirements shown on chart see drawings for front mount clearances.
- ** 8" sideroom required on one side for doors having chain hoist.
- ** 24" side Room required on one side for doors having jackshaft operators.
- *** Clear Headroom is based on door weight and door size so please contact dealer for specific headroom for your door.
- **** Center line of shaft is based on door weight and door size so please contact dealer for specific headroom for your door.

Track Selection Guide



www.Wayne-Dalton.com/commercial

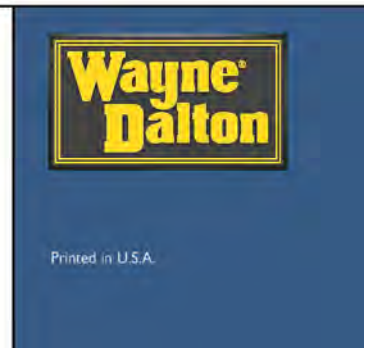


Specifications and technical information also available at www.arcat.com, SpecWizard.com, and Sweets.com.

Distributed By:

www.Wayne-Dalton.com/commercial

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Installation photos



Finish:
Clear Anodized

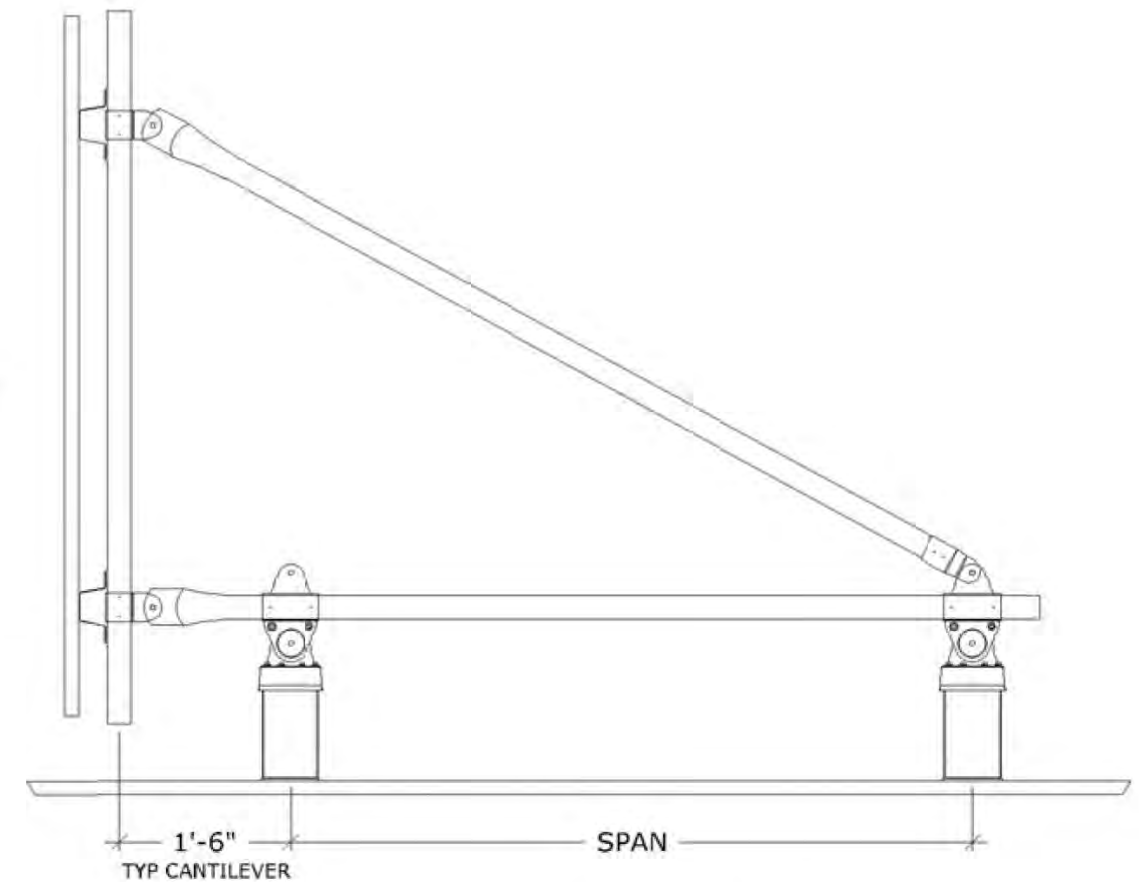


FRAMES: The assembly of Tubes and Connectors, typically in a triangular configuration, mounted on 2 Base Supports.

FRAME SPACING: The distance from frame to frame across the roof. This can vary from 3ft to 20ft depending on the wind load and other factors.

SPAN: The center to center distance from the front Base Support to the rear Base Support on any given frame. Span can range from 2ft to 12ft depending on frame height, wind loads and other factors.

CANTILEVER: Distance from the center of the front Base Support to the vertical tube. The cantilever allows the front-to-back adjustment of the screen to plane out the panels.



TYPICAL FRAME @ X'-X" O.C.



Exterior Building Sconce



Custom Exterior Sconce by Evergreen Lighting

Model: BCWL-SLTS-240BX-9-99-WET
Width: 12"
Height: 26"
Lamps: (2) 24" BIAX. FLUORESCENT
Housing: WHITE W/ CLR ACRYLIC LENS
Diffuser: WHITE OPAL ACRYLIC
Detail: (18) 1/4" SLATS W/ 1 3/4" SOLID SIDES
Finish: PAINTED—BRONZE



Awning Illuminator

International Light Technologies has provided innovative design and engineering solutions for LED lighting applications for over 45 years. Let us provide you the quality, performance and cost-effective LED solutions you require.

Features:

- Low Power Consumption
- No Exposed Lenses to Crack or Break - Durable Aluminum Extrusion
- 5 Year Awning Illuminator Warranty
- Designed for Awning Illumination & Awning Retrofits
- High Output up to 510 Lumen Per Foot
- All Awning Illuminator Fixtures Manufactured in USA
- 45-Plus Years of Lighting Experience

Specifications:

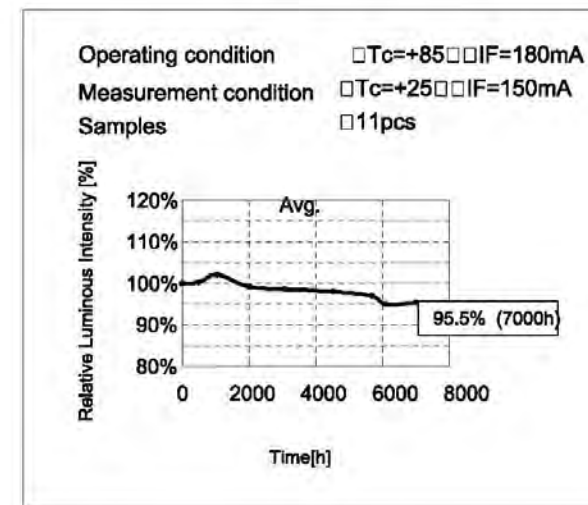
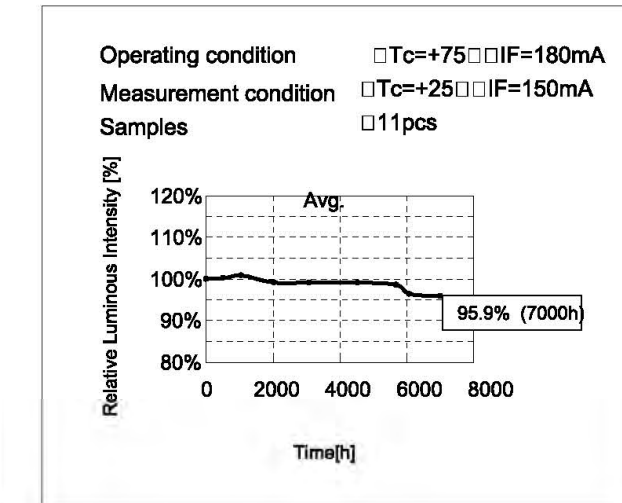
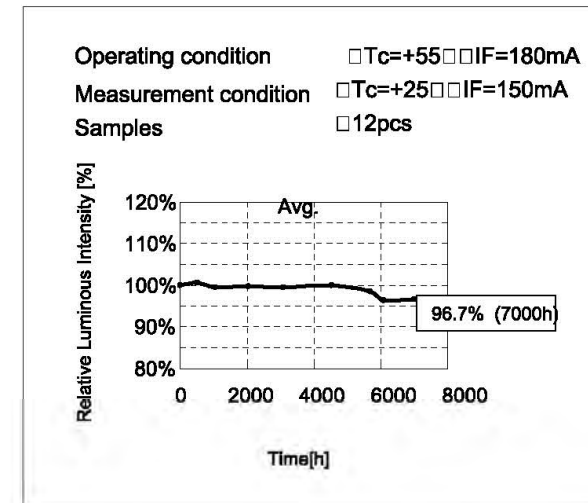
Part Number	Description	Color Temp. (K)	Lumens	Watts	Life (Hours)	CRI
ILT-AI-12	Awning Illuminator, 12"	6500	510	5.25	50,000	90
ILT-AI-48	Awning Illuminator, 48"	6500	2040	21	50,000	90
ILT-AI-72	Awning Illuminator, 72"	6500	3060	31.5	50,000	90



Awning Illuminator - Close-up Photo



International Light Technologies, Inc.
10 Technology Drive, Peabody, MA 01960
978-818-6180 fax: 978-818-6181
www.intl-lighttech.com



Lumen Maintenance Testing
7000hr. at various Temperatures

Clear Glass: OLDCASTLE

Composition:

Outboard:	3/16" CL AN/ 30 CL/ 3/16" SUN AN #4
Spacer:	.5MM
Inboard:	3/16" CL AN/ 30 CL/ 3/16 CL AN
Overall:	1 1/4"

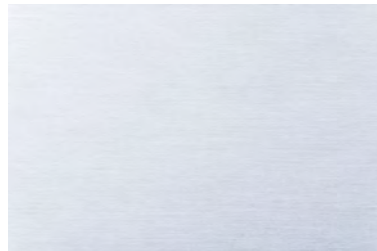
Thermal & Optical Performance Properties

U-Factor (Winter/Summer)	0.35
Solar Heat Gain Coefficient (SHGC)	0.33
Visual Light Transmittance:	50%

Spandrel Glass: OLDCASTLE

Composition:

Outboard:	1/4" CLR TEMP
Spacer:	1/2 MILL
Inboard:	1/4" CLR TEMP
Overall:	1
Frit:	ROLL COATED, GRAPHITE 100% COVERAGE ON SURFACES 2 & 3



Finish:
Clear Anodized



SYSTEM DESCRIPTION:

YKK AP's family of storefront products is now more versatile with the addition of an energy efficient front set product. Glass is set to the front to maximize energy performance and blend with the aesthetics of curtain wall. The system can be glazed from either the interior or the exterior as required.

YES 45 TU Front Set was designed for excellent thermal performance with standard* Low E insulating glass. Hinged mullions coupled with 90° or 135° inside and outside corners allow creative freedom when curves and angles are part of the design.

OPTIONS & FEATURES:

- Excellent thermal performance utilizing standard 1" insulating glass
- Patented ThermaBond Plus® thermal break
- High Performance Sill Flashing
 - ◆ No Blind Seals
 - ◆ Tall back leg for enhanced water resistance
 - ◆ Patented 3 point attachment of end dam
- 2" Face x 4-1/2" Overall Depth
- Patented Screw Spline Technology or Shear Block Assembly

* Standard Low E insulating glass defined as 0.29 COG U-factor, air filled, aluminum box spacer.



> YES 45 TU Front Set

Thermally Broken Storefront System



Outside Glazed Horizontal
Screw Spline Assembly Shown



Inside Glazed Horizontal
Shear Block Assembly Shown



135° Inside Corner



135° Outside Corner



0°- 12.5° Inside Hinged Mullion



0°- 15° Outside Hinged Mullion



Expansion Mullion



90° Inside Corner



90° Outside Corner

PERFORMANCE SUMMARY:

- Air Infiltration (ASTM E 283):
0.06 CFM/FT² @ 6.24 PSF (299 Pa)
- Water Infiltration (ASTM E 331):
12 PSF (575 Pa)
- Acoustical Performance
(ASTM E 90, AAMA 1801):
STC: 1" IGU; 32, 1" Laminated; 36
QITC: 1" IGU; 27, 1" Laminated; 30
- Thermal Performance
(AAMA 507, AAMA 1503, NFRC 100):
Frame CRF = Minimum of 68
Overall system U-factor = 0.40
(using U_{cog} of 0.29)

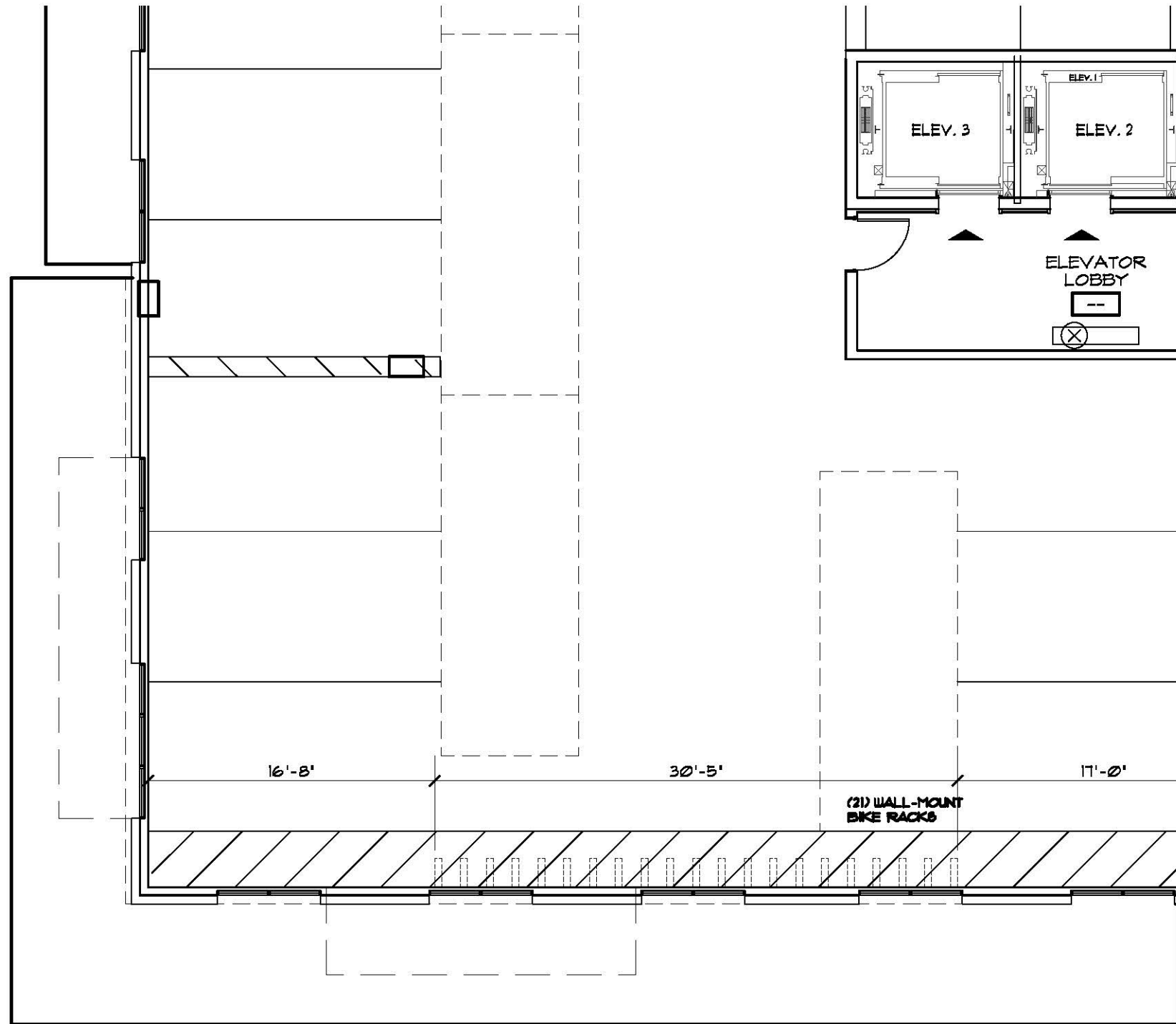
Entrances | Storefronts | Curtain Walls | Sun Controls | Windows | Balcony Doors



For additional information on architectural aluminum products offered by YKK AP America Inc. visit our web site at www.ykkap.com.

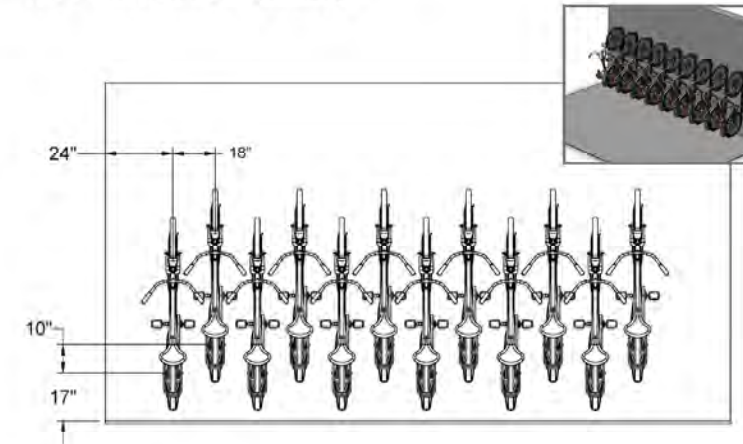
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02-5014-00



Bike Tracs

Recommended Spacing



Product Details

- Wide wheel track accepts all bikes
- Full length tray keeps bike in place and protects wall surface
- Two locking mechanism options available



Bike Tracs as manufactured by Saris

Product Information



1 bike per trac



Powder coat black only



Recommended anchor: #626a



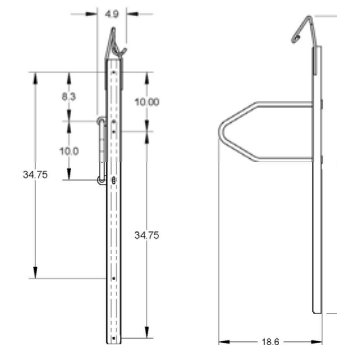
At 18" Spacing, stagger Tracs 10"
At 21" Spacing, Tracs can be installed at the same height.



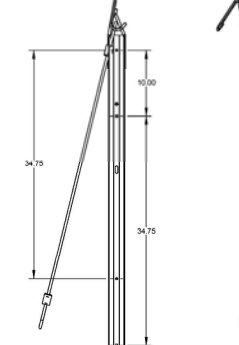
80" minimum ceiling height

Anchors must be purchased separately

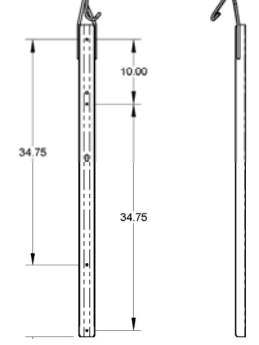
6006



6003C



6003T



ENLARGED BIKE PARKING PLAN

SCALE: 1/8" = 1'-0"



Saris Bicycle Parking & Storage Solutions

800.783.7257 x174

www.sarisparking.com

Downloadable product resources available online:



GARY BRINK & ASSOCIATES ARCHITECTS

Hennebery Eddy Architects

MATERIAL CUT-SHEETS—BIKE RACKS BIKE RACKS: @ PARKING GARAGE

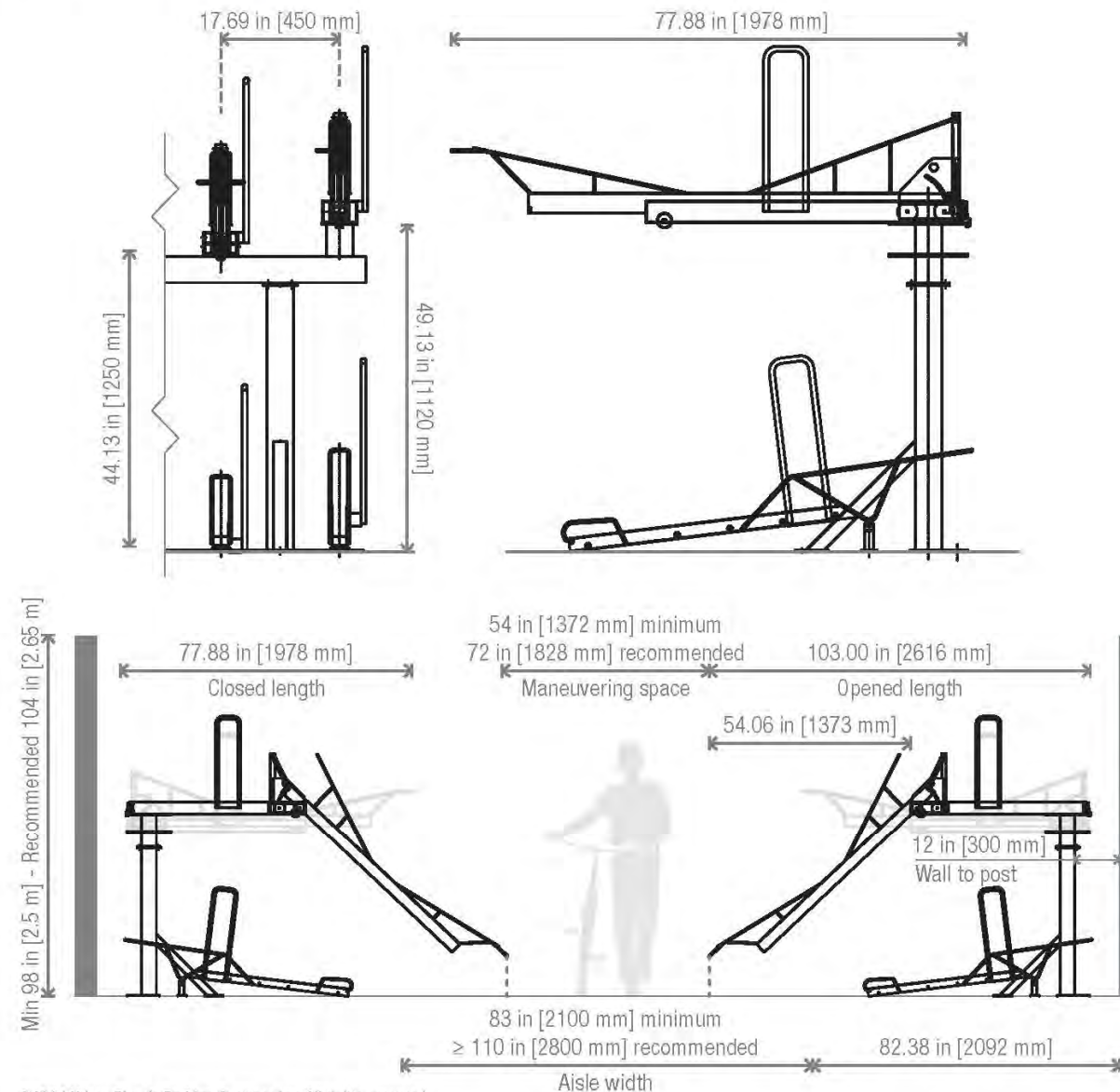
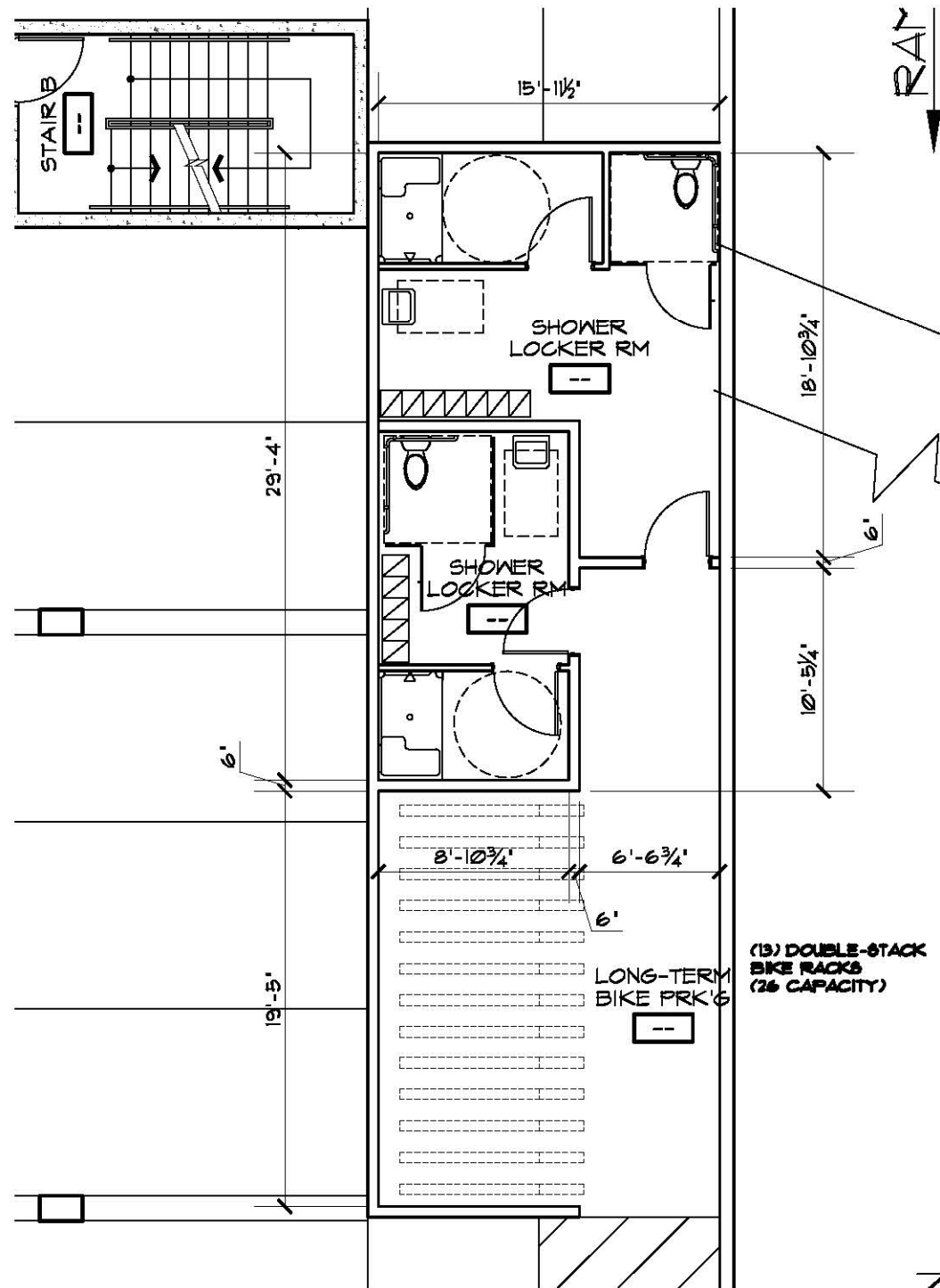
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Hampton Inn & Suites®

DESIGN REVIEW APPLICATION / E.16

Urban Double Stacker

Model: UB-2500-SM-2WG



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Specifications

Capacity

Bicycles per set	2 (one up and one down)
Bicycle spacing	17.69 in [450 mm]

Weight

Per two bicycle spaces	± 89.65 lbs [40.75 kg]
------------------------	------------------------

Materials

Assembly material	Steel
-------------------	-------

Available finishes

Powder coated (grey)

These drawings are not for construction purposes and are for information purposes only. All information contained herein was current at the time of development but must be reviewed and confirmed by Urban Racks to be considered accurate.

URBAN RACKS

INNOVATIVE | BICYCLE PARKING

1-888-717-8881 sales@urbanracks.com

For more product and company information, please visit us at www.urbanracks.com



ENLARGED BIKE PARKING PLAN

SCALE: 1/8" = 1'-0"



Raymond & Associates

GARY BRINK & ASSOCIATES ARCHITECTS

Hennebery Eddy Architects

MATERIAL CUT-SHEETS—BIKE RACKS

BIKE LOCKERS: @ PARKING RAMP, EMPLOYEE

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DESIGN REVIEW APPLICATION / E.17