



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

FROM CONCEPT TO CONSTRUCTION

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Date: May 23, 2016
To: Interested Person
From: Megan Sita Walker, Land Use Services
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NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 16-102498 DZ GW – HYATT HOUSE STREETScape REVISIONS

GENERAL INFORMATION

Applicant: Kyle Emery, Applicant
SERA Architects
338 NW 5th Ave
Portland, OR 97209

Trevor Rowe, Owner
Riverplace Hotel Investors LLC
1308 NW Everett St
Portland, OR 97209

Site Address: 2080 SW RIVER DR

Legal Description: LOT 2 TL 200, PARTITION PLAT 1994-55
Tax Account No.: R649742180, R649742180, R649742180, R649742180
State ID No.: 1S1E03CD 00200, 1S1E03CD 00200, 1S1E03CD 00200, 1S1E03CD 00200
Quarter Section: 3229

Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - Downtown

Zoning: CXd, g with both River Recreational Greenway Overlay (g) and Design Overlay (d) zones

Case Type: DZ – Design Review & GW – Greenway Review
Procedure: Type II, an administrative decision by Bureau of Development Services Staff that can be appealed to the Hearings Officer (Impact Mitigation)

Amendment portion) and/or Design Commission (Design Review portion).

Proposal:

The applicant seeks Design Review approval for streetscape changes on the SW Hall frontage and minor alterations to the north elevation of the Hyatt House, a 6-story Hyatt House hotel with ground floor retail, 203 hotel rooms, structured valet parking for 44 cars, and ecoroofs approved by the design Commission in 2014 (LU 14-162150 DZM GW). In the current Type II Design Review and Greenway Review, the applicant proposes that the following revisions be made to the previously approved project:

The proposal is to revise the approved streetscape and plantings along the north façade (SW Hall Street), to include the following:

- Revision to include an ADA Passenger Loading Zone and dedicated vehicle pull up space on SW Hall, a private drive.
- Revision to at grade planters on SW Hall Street to reduce the number of trees proposed to accommodate the ADA passenger loading zone, and change the species of tree from (9) nine Green Ash in at grade planters to (7) seven Edith Bogue Magnolia in at grade planters.
- Revision to north elevation to include the addition of a 36" x 18" mechanical vent to be used for intake only.

A Type II Design Review and Greenway Review are required to make minor changes to an approved Design Review/ Greenway Review that was originally processed through a Type III Design Review procedure.

Note: The Notice of Proposal, mailed on March 3, 2016, indicated that the proposal was to revise the streetscape along SW Hall to (5) five above-grade Little Jem Magnolia trees in place of (9) nine at-grade Green Ash. Staff has worked with the applicant to maintain (7) seven trees at grade, as indicated above, and change the species to Edith Bogue Magnolia, a magnolia that will reach a mature height closure to that of the previously approved Green Ash.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. The relevant criteria are:

- *Central City Fundamental Design Guidelines*
- *Willamette Greenway Design Guidelines*

ANALYSIS

Site and Vicinity: The site is bounded by SW River Parkway and SW River Drive, both public streets and private extensions of SW Hall Street and SW Moody Avenue. Development around the site includes The Strand high-rise condominium towers to the north, the mid-rise David Evans building to the east, a utility transformer yard to the south, and the three story Mint Urban Apartments complex to the west. The area also includes a streetcar stop on SW River Parkway directly across from the site plus views of the new MAX light rail line overpass to the south. The site is one block away from the Willamette Greenway Trail which can be accessed from the nearby east-west streets. SW River Drive is a designated Local Service Walkway and City Bikeway while SW River Parkway is a designated Traffic Access Street, Transit Access Street, City Walkway, and City Bikeway. The site is within the Downtown Pedestrian District.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

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

The Greenway Overlay Zones, designated as “g”, “i”, “n”, “q” or “r” are intended to protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers; establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway; increase public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; implement the City's Willamette Greenway responsibilities as required by ORS 390.310 to 390.368; and implement the water quality performance standards of Metro’s Title 3.

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

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

Land Use History: City records indicate there are prior land use reviews for this site, including the following:

- **LUR 94-011064 MP (LUR 94-00162)** Approval of a 2-lot partition.
- **LUR 98-015379 DZ (LUR 98-00073)** Approval of improvements extending Waterfront Park southward to the Marquam Bridge.
- **LU 06-155310 GW** Approval of excavation and removal of asbestos-coated material.
- **LU 14-162150 DZM GW** Approval of a Type III Design Review and concurrent Greenway Review for a new 6-story Hyatt House hotel with ground floor retail, 203 hotel rooms, structured valet parking for 44 cars, and ecoroofs.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **March 3, 2016**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E-1)
- Life Safety Division of BDS (Exhibit E-2)
- Water Bureau (Exhibit E-3)
- Fire Bureau (Exhibit E-4)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 3, 2016. A total of three written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Kevin Cornelius, Chairperson of the Strand COA, the development immediately north of the subject property), on March 17, 2016 wrote in support of the proposed change to above grade planter boxes (as per the original proposal) on SW Hall because the condition would mirror the existing planters of the Strand across the street and would reduce the risk of root damage to the south wall of the Strand’s subterranean garage under SW Hall.

- Paul K Graves, a resident of the Strand, on March 18, 2016 wrote in opposition of the proposed location of the ADA Passenger Loading Zone and dedicated vehicle pull-up space along SW Hall. He suggested that the request the Bureau of Development Services approve the proposal with conditions that would specify a different, safer, and less congested solution regarding the location of the ADA Passenger Loading Zone moving it to the front of the Hotel along SW River Drive.
- Gail Knoll & Carolyn Sites, residents of the Strand, on March 23, 2016 wrote in opposition of the proposal. They expressed concern regarding the proposed mechanical vent on the north elevation with regard to potential noise, exhaust and odors, the proximity of the proposed ADA Passenger Loading Zone and dedicated vehicle pull up area to the garage entrance/ exit of the Strand parking garage.

Staff Response: Regarding the ADA Passenger Loading Zone, while the proposed location is across for the residential entrance/ exit to the existing Strand condominiums, the Passenger Loading Zone and dedicated vehicle pull-up area will be offset from the entrance of the adjacent garage a minimum of 23 feet. In addition, parking is restricted around both the entrance of the existing garage and around the proposed Vehicle Pull Up Space and the private drive will provide the same amount of clearance as a standard street, a minimum of 32' from curb to curb. With regard to the proposed mechanical vent on the north façade, the applicant has further clarified that the vent is for intake air only and therefore odor will not be an issue and noise will be minimal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 - Design Review

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

33.825.055 Design Review Approval Criteria

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

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the Central City Plan District Downtown Subdistrict, the applicable approval criteria are listed in the Central

City Fundamental Design Guidelines and the 33.440.350 Greenway Approval Criteria section of the Portland Zoning Code.

Central City Fundamental Design Guidelines

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

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

Central City Plan Design Goals

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

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

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

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

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

Findings: The site is one block west of the Willamette Greenway Trail which is a major recreation and environmental connector from downtown to South Waterfront and has been constructed over a number of years as riverside lots were developed. While the previously approved building is not directly along the river's edge, the site is part of a larger area that connects to the trail. The elements of the building that are most directly oriented toward river and trail activity, including retail on the ground floor of the building and a 2nd level courtyard deck and terrace for hotel guests with expansive views of the area, will be maintained in the revised proposal. Important east-west connections to the river from SW River Parkway and SW Hall, both of which dead-end at the Willamette Greenway Trail are maintained by the building's location within the block and are easily accessible by hotel guests from the site's ground floor spaces. The one-story podium along most of the east lot line allows additional views of areas to the north from nearby buildings as well as by pedestrians coming from the south. *These guidelines are therefore met.*

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

Findings: The previously approved project is a full block development which maintains the traditional block pattern present throughout the Downtown Subdistrict of the Central City as well as of the surrounding area. As mentioned above, the Notice of Proposal, mailed on March 3, 2016, indicated that the proposal was to revise the streetscape along SW Hall to (5) five above-grade Little Jem Magnolia trees in place of (9) nine at-grade Green Ash. Staff has worked with the applicant to maintain (7) seven trees at grade, as indicated above, and change the species to Edith Bogue Magnolia, a magnolia that will reach a mature height closure to that of the previously approved Green Ash.

The pedestrian environment will continue to be enhanced by the installation of street trees and other plantings in the furnishing zone around the site. *This guideline is therefore met.*

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

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

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

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

The site is not designated as a gateway in the 1988 Central City Plan. However, it has some gateway-like qualities as it is uniquely situated at the northern entrance to the South Waterfront neighborhood, the place where the new extension of the MAX light rail passes overhead, and near the base of the Marquam Bridge. The site is clearly visible from the nearby bridges as well as from elevated Naito Parkway. The proposed building will fill in the urban fabric as this site has been vacant for many years. The multiple textures of the exterior materials, the light brick, and the glazed, framed entry corner will create a recognizable building identity that anchors this corner of the district. The proposal to maintain at-grade trees on SW Hall will also help to unify the block seeing as all other trees associated with this development are to be at-grade. *These guidelines are therefore met.*

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

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

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

Findings for A7, A8 & B4: The previously approved building abuts the property lines on the majority of the site with building wall at the ground floor. This helps to define the public rights-of-way and private sidewalks as separate from the building. The combination of this defined building base built up to the sidewalks, the framed prominent entries, corner entry spaces, canopies, at-grade street trees, and sidewalk improvements successfully develop all four of the site's urban edges. The public entries on the west and east walls, as well as, the café entry near the NE corner are all adjacent to the surrounding rights-of-way and provide open areas along the sidewalks.

By maintaining the most landscaped area as possible and continuing to provide at-grade planters for the proposed trees on SW Hall, the landscaping improvements along the streets continue to soften the edges of the pedestrian realm along the building frontages.

The building incorporates human scale design elements that provide visual interest to the surrounding pedestrian environment and encourage social interaction. These elements include slate panels and zinc panels. The west entry, the main SW and West entries, and the café entry provide sheltered gathering spaces below their canopies. *These guidelines are therefore met.*

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

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

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

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

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

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

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

The majority of the mechanical equipment is located on the roof within screen enclosures

so it will have no impact on pedestrians. The louver that is at sidewalk level on the east façade, next to the parking garage, is not an active exhaust vent and will not blow out onto pedestrians. An additional mechanical louver is proposed with the current scope of review on the north façade. The applicant has clarified that this will be for intake only and as such, odor and noise will not be an issue. The main entry at the SW corner with wrap-around canopy, the west entry and canopies, and the wrap-around canopy over the café entry all provide shelter from the weather for guests and passersby. Shallower weather protection is provided around the base of the building by the overhanging second floor soffit. At-grade street trees on all four frontages will be maintained. While the number and species of the proposed trees on SW Hall are proposed to be revised from (9) nine Green Ash to (7) Edith Bogue Magnolia, in order to accommodate the required ADA Passenger Loading zone, the design as proposed, will continue to meet the intent of the design previously approved. All areas of the site are designed for accessibility. Entrances are at grade, and on-site walkways are connected to the public circulation system. *These guidelines are therefore met.*

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

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

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

Findings for C2, C4 & C5: The proposal continues to include a number of different materials including light-colored brick, gray zinc panels, gray slate, plain concrete, painted steel, stainless steel, light-colored aluminum storefront and curtainwall systems, metal and wood canopies, metal sunscreens, cable railings, and gray vinyl windows, metal louvers and person doors. These materials are all of high quality and are located on the building in ways that allow them to be durable and long-lasting. These materials work their way around all sides of the building in a simple and clear manner with the slate, concrete, storefront, and multi-level water feature planter forming the building base, the brick forming the upper stories, and the zinc panels filling in the framed upper stories.

The proposed streetscape alterations on SW Hall, the inclusion of an 18" by 36" intake-only mechanical louver on the north elevation, and the proposed inclusion of an ADA Passenger Loading Zone and Vehicle Pull-up Area, are incorporated in a coherent manner and continue to maintain a cohesive design. *These guidelines are therefore met.*

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

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

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

Findings for C7, C8 & C9: The main building entry is to remain at the SW corner of the site, very near the streetcar stop at SW Moody and SW River Drive, and the valet entry is to remain located close by on the west façade. These two entries are visually connected by a strong metal frame that wraps the upper 5 stories. The ground level below the frame is completely glazed in storefront windows which further highlights the importance of this corner. The NE corner is also visually distinct with tall storefront windows and another wrap-around canopy that helps mark the private street intersection of SW Moody and SW Hall that leads east toward the Willamette Greenway Trail. This corner features a café space that will be open to hotel guests, employees and the public. The proposal to retain at-grade planters on SW Hall will help maintain a consistent streetscape approach applied

to both right-of-way and private street frontages. In addition to maintaining consistency, at-grade planters maintain a sense of flexibility and increased visibility that above grade planters do not afford. *These guidelines are therefore met.*

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

Findings: While the proposal includes the addition of one 18" by 36" intake-only mechanical vent, mid-block on the north elevation, no changes are proposed to the previously approved rooftop mechanical units or associated screening. Two-thirds of the upper roof is planted as an ecoroof that will provide visual interest to people viewing it from the surrounding buildings while a majority of the courtyard roof is also landscaped. The number of individual upper rooftop structures is minimized so they will not block views from other buildings or vantage points and will have no negative impact on the city skyline. Rooftop mechanical equipment will remain corralled into two fully sight-obscuring screen enclosures that are aligned with each other to create matching tops to the building. No equipment will project above the top of the enclosure walls. *This guideline is therefore met.*

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

Findings: The previously approved lighting design is not proposed to change. Illumination of the development consists of a series of light fixtures recessed into the soffit above the ground floor, the entry and café canopies, at all other person doors, within the east water feature wall, and around the 2nd level courtyard deck. Decorative uplighting of architectural features is not part of this proposal, so the building will not have an adverse impact on the nighttime skyline. Canopy and soffit lighting consists of recessed fixtures that direct light down onto the sidewalks below. The water feature has lighting at each level that will illuminate this portion of the ground floor. Since there are no dwelling units directly across from this façade, there will be no adverse impact from this decorative feature. Courtyard deck lighting consists of walkway lights and a few landscape lights that are all directed to not shine up into the nighttime sky or into the units of adjacent residents. All of the light fixtures are appropriately scaled to their location and will focus illumination in ways that improve safety for pedestrians while preventing light spillover. *This guideline is therefore met.*

Chapter 33.440 - Greenway Review

33.440.010 Purpose: The Greenway regulations are intended to:

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

development; maintaining or reducing stream temperatures; maintaining natural stream corridors; minimizing erosion, nutrient and pollutant loading into water; filtering, infiltration and natural water purification; and stabilizing slopes to prevent landslides contributing to sedimentation of water features.

33.440.300 Purpose

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

- Development will not have a detrimental impact on the use and functioning of the river and abutting lands;
- Development will conserve, enhance and maintain the scenic qualities and natural habitat of lands along the river;
- Development will conserve the water surface of the river by limiting structures and fills riverward of the greenway setback;
- Practicable alternative development options are considered, including outside the River Water Quality zone setback; and
- Mitigation and enhancement activities are considered for development within the River Water Quality zone.

33.440.350 Approval Criteria

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

Willamette Greenway Design Guidelines:

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

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

A. Relationship of Structures to the Greenway Setback Area.

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

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

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

B. Public Access

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

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

E. Landscape Treatments.

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

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

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

Findings: The existing area around the site is fully developed with buildings that occupy almost 100% of their sites. The current proposal will continue this pattern. Opportunities for plantings occur in the sidewalk rights-of-way, and along the east facade. Street trees and plantings of varying intensities will continue to be provided on all four edges of the site. Additional plantings are located along the eastern edge of the building, as well as on top of the building in the form of ecoroofs, all of which can provide vegetation for wildlife. The landscape treatment for this proposal is consistent with the development in the area. *This guideline is therefore met.*

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The proposed revisions to SW Hall streetscape and North Elevation of the previously approved 6-story Hyatt House hotel with ground floor retail, 203 hotel rooms, structured valet parking for 44 cars, and ecoroofs (LU 14-162150 DZM GW), meet the applicable approval criteria and therefore warrant approval.

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable approval criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of streetscape changes on the SW Hall frontage and minor alterations to the north elevation of the Hyatt House, a 6-story Hyatt House hotel originally approved by the design Commission in 2014 (LU 14-162150 DZM GW), to included the following:

- Addition of an ADA Passenger Loading Zone and dedicated vehicle pull up space on SW Hall, a private drive.
- Revision to the streetscape on SW Hall Street to reduce the number of trees proposed in order to accommodate the ADA passenger loading zone, and change the species of tree from (9) nine Green Ash in at-grade planters to (7) seven Edith Bogue Magnolia in at-grade planters.
- Revision to north elevation to include the addition of a 36" x 18" mechanical vent to be used for intake only.

Approved per Exhibits C-1 through C-9, signed and dated May 19, 2016, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.9. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-102498 DZ GW. No field changes allowed."

Staff Planner: Megan Sita Walker

Decision rendered by:  **on May 19, 2016**

By authority of the Director of the Bureau of Development Services

Decision mailed: May 23, 2016

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on January 8, 2016, and was determined to be complete on February 23, 2016.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on January 8, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended for an additional 20 days as per Exhibit A-5. Unless further extended by the applicant, **the 120 days will expire on: July 12, 2016.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission or the Hearings Officer or both, which will hold a public hearing. Appeals must be filed **by 4:30 PM on June 6, 2016** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 12:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission and/ or Hearings Officer is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **June 7, 2016**.
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder’s office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun. Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

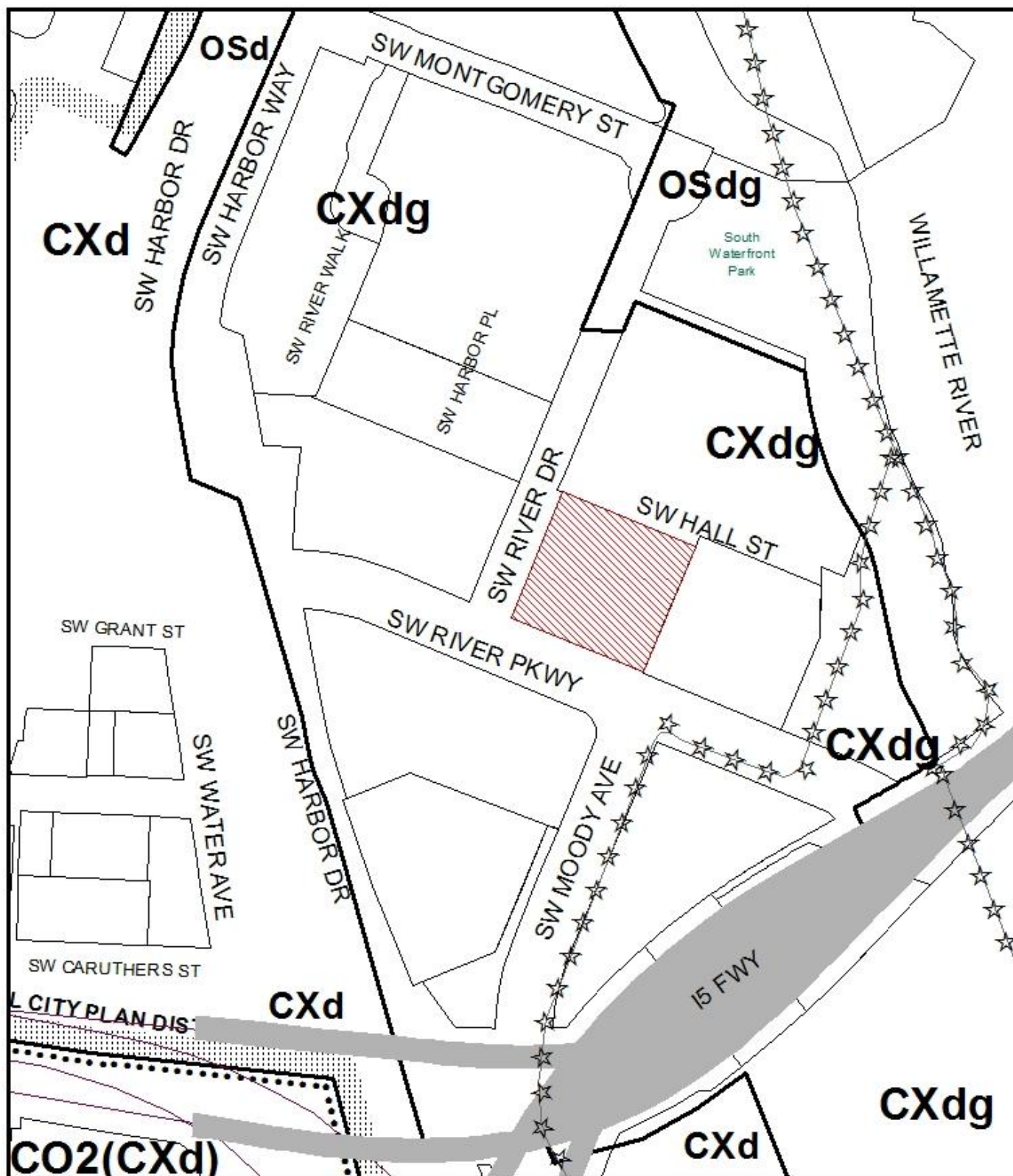
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

EXHIBITS

NOT ATTACHED UNLESS INDICATED



- A. Applicant's Statement
 - 1. Response to Approval Criteria
 - 2. Original Drawing Set (02/19/16) – Not Approved/ For Reference Only
 - 3. Revised Drawing Set (4/18/16) – Not Approved/ For Reference Only
 - 4. Revised Sheets – C8 & C9 (4/29/16) – Not Approved/ For Reference Only
 - 5. Request for Extension of 120-Day Review Period
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Existing Site Plan (attached)
 - 2. Proposed Site Plan (attached)
 - 3. Existing & Proposed North Elevation
 - 4. Existing Streetscape Plan
 - 5. Proposed Streetscape Plan
 - 6. Existing North Elevation
 - 7. Proposed North Elevation
 - 8. Existing North Elevation & Enlarged Plan (attached)
 - 9. Proposed North Elevation & Enlarged Plan (attached)
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Life Safety Division of BDS
 - 3. Water Bureau
 - 4. Fire Bureau
- F. Correspondence:
 - 1. Kevin Cornelius, on March 17, 2016, supportive of the proposal.
 - 2. Paul K Graves, on March 18, 2016, objects to proposal.
 - 3. Gail Knoll & Carolyn Sites, on March 23, 2016, objects to proposal.
- G. Other:
 - 1. Original LU Application
 - 2. Drawings for "The Strand" (LU 04-031300 DZM, GW & 04-069107 CO) – Underground parking structure extending under SW Hall – For Reference Only

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

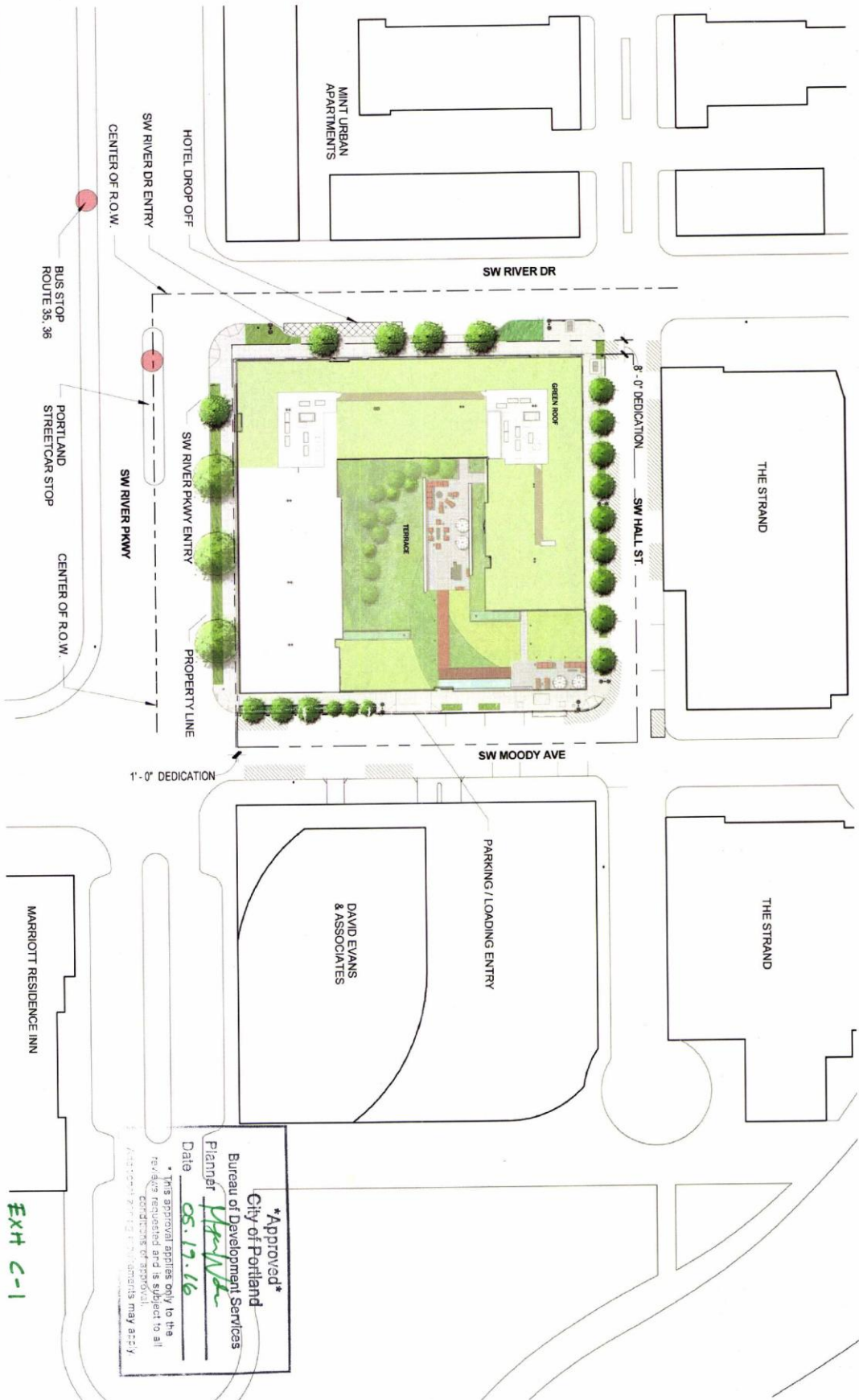


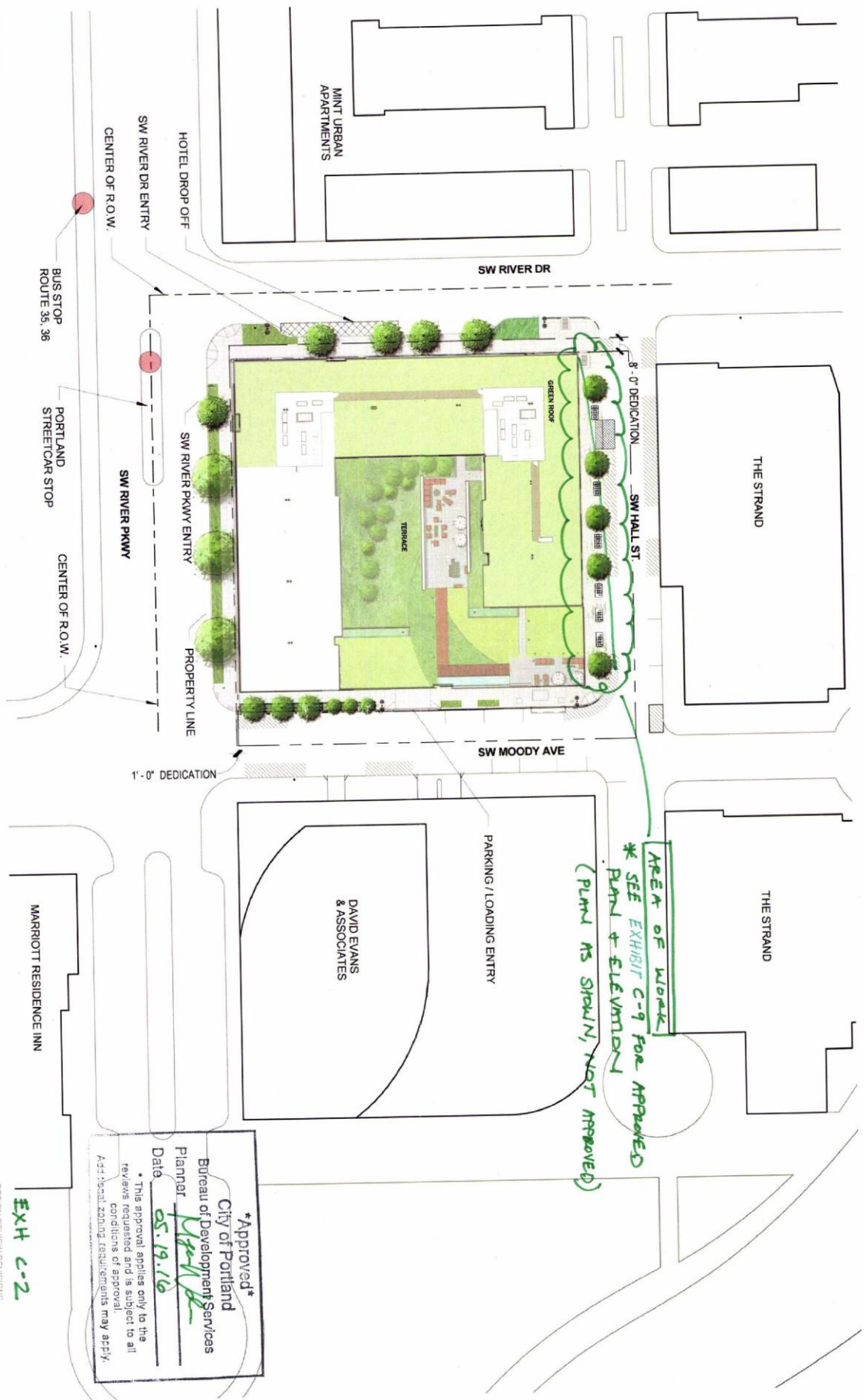
ZONING

This site lies within the:
CENTRAL CITY PLAN DISTRICT
DOWNTOWN SUBDISTRICT

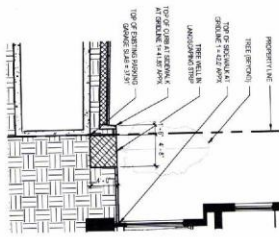
↑ NORTH
 Site
 Recreational Trails

File No. LU 16-102498 DZ, GW
 1/4 Section 3229
 Scale 1 inch = 200 feet
 State_Id 1S1E03CD 200
 Exhibit B (Feb 19, 2016)

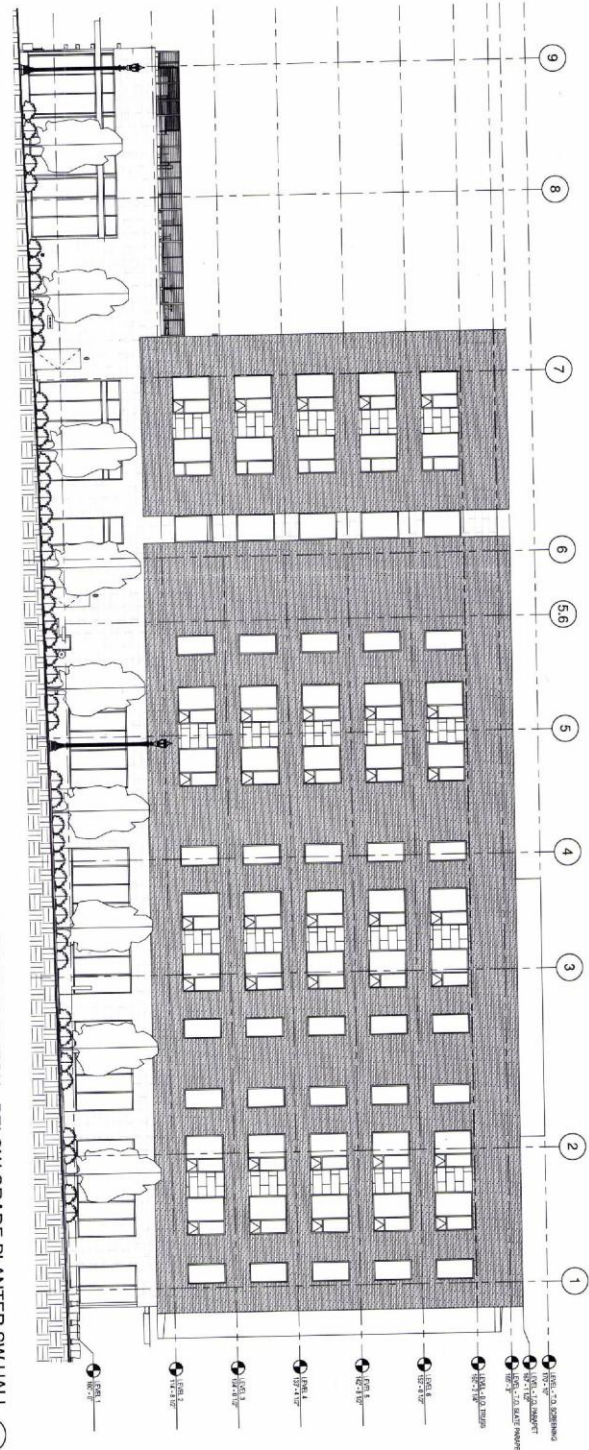




Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *05.19.16*
* This approval applies only to the reviews requested and is subject to all conditions of approval.
All local zoning requirements may apply.



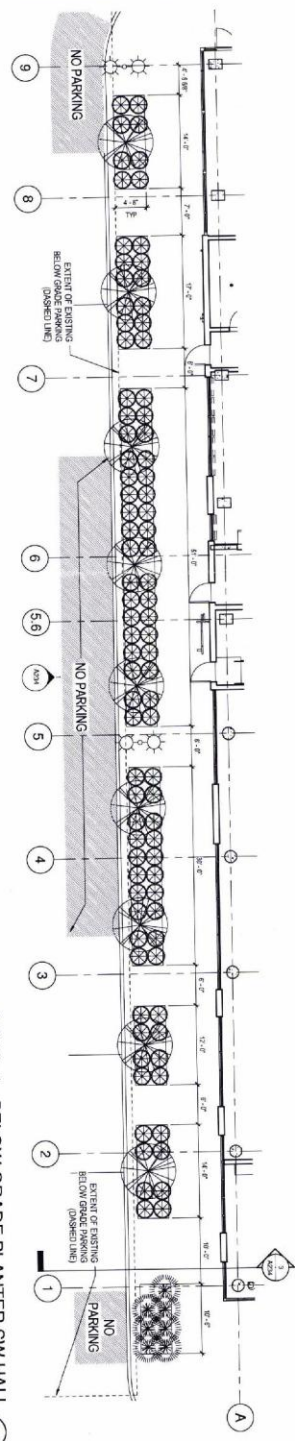
TREE WELL DETAIL 3



NORTH ELEVATION - BELOW GRADE PLANTER SW HALL
1/16" = 1'-0" 1

Approved
City of Portland
Bureau of Development Services
Planner HeWe
Date 05.17.16

- This approval applies only to the reviews requested and is subject to all conditions of approval.



LEVEL 1 - BELOW GRADE PLANTER SW HALL 2

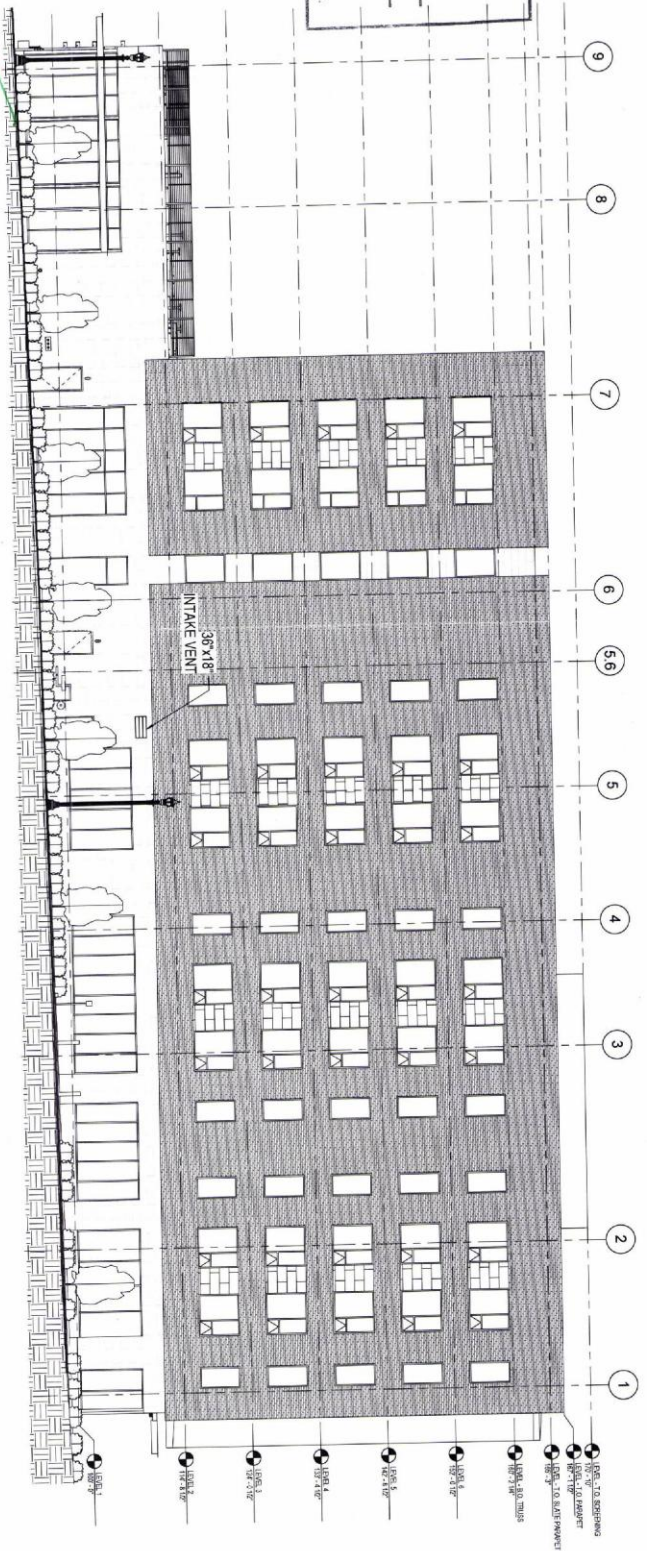
HYATT HOUSE SW River Drive & SW River Parkway Riverplace Hotel Investors

PREVIOUS SW HALL STREET

EXH C-8
DESIGN REVIEW REVISIONS
~~LU 16-102490 DZ, GW~~
-C9
LU 16-102490 DZ, GW

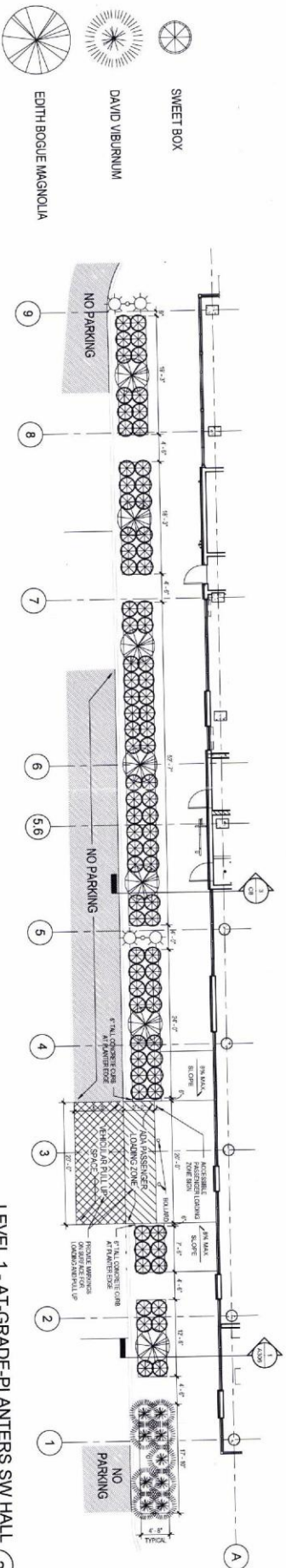
Approved
 City of Portland
 Bureau of Development Services
 Planner *[Signature]*
 Date 08.19.16

This approval applies only to the reviews requested and is subject to all conditions of approval.
 Additional zoning requirements may apply.



*(7) SEVEN EDITH BOGUE MAGNOLIA
 APPROVED AT - GRADE*

NORTH ELEVATION - AT-GRADE-PLANTERS SW HALL 1



LEVEL 1 - AT-GRADE-PLANTERS SW HALL 2