City of Portland
Bureau of Development Services
Land Use Services Division

1900 SW Fourth Ave. Suite 5000
Portland, Oregon 97201
Telephone: 503-823-7300
TDD: 503-823-6868
FAX: 503-823-5630
www.portlandonline.com/bds

Date: May 9, 2008

To: Interested Person

From: Sheila Frugoli, Land Use Services
503-823-7817 / frugolis@ci.portland.or.us

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 reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 08-119167 AD

GENERAL INFORMATION

Representative: Megan Walseth, Attorney
Ball Janik LLP
101 Main St, Suite 100
Portland, OR 97204

Applicant: The Summit Group
Atten: Larry Trowbridge
2701 S Minnesota Ave., Suite 6
Sioux Falls, SD 57105

Owner: Port Of Portland
121 NW Everett
Portland, OR 97209

Site Address: NE CASCADES PKWY Parcel F3 Hyatt Place Hotel

Legal Description: LOT 7&8&9&10&12 TL 126, ACKLEYS RIVER FARMS
Tax Account No.: R002600390
State ID No.: 1N2E16 00126
Quarter Section: 2340
Neighborhood: None
Business District: Columbia Corridor Association, contact Land Use at 503-287-8686.
District Coalition: None
Plan District: Cascade Station/PIC - Subdistrict A
Zoning: EG2, General Employment zone with the h, Aircraft Landing overlay zone and the x, Portland International Airport Noise Impact overlay zone

Case Type: AD, Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal: The applicant is proposing to develop a 136-room hotel--Hyatt Place. The proposed 4-story building will be 86,439 square feet with hotel rooms, a dining/lounge area, indoor pool, fitness center and meeting rooms. The hotel will have 142 parking spaces.

The applicant is requesting the following Adjustments for this proposal:

1. Reduce the number of shrubs in the required perimeter parking lot landscape areas [33.266.130.G and 33.248.020.B].

2. Waive the setback and screening requirement for the on-site loading space that abuts the street (33.266.310.E/Table 266-7).

3. Reduce the requirement of on-site loading spaces, from two to one (33.266.310.C.2.b).

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria have been met.

ANALYSIS

Site and Vicinity: This project is located on a 128,502 square foot site with frontage on NE Cascades Parkway and designated private streets. The Cascade Station area is comprised of large development sites with already constructed infrastructure services including streets, traffic signals, some landscaping and light rail stations. The first major retail store—Ikea opened in July 2007. Most of the stores in the retail shopping center have also recently opened. Other projects, including two other hotels, a multi-story office building and a technical college have received City permit review and will be developing in the coming year. Surrounding uses and development include the Portland International Airport to the north and west as well as air cargo and airport-related uses to the west. Interstate 205 separates the plan district from retail and light industrial uses to the east.

Zoning: The lease area for this mixed-use building is located in a General Employment 2 (EG2) zone with an Aircraft Landing ("h") overlay zone and a Portland International Airport Noise Impact ("x") overlay zone. The project is also located within the Cascade Station/Portland International Center Plan District. The remaining portion of the site (owned by the Port of Portland) is located within the General Industrial 2 (IG2) zone.

- General Employment 2 Zone. The General Employment zones implement the Mixed Employment map designation of the Comprehensive Plan. The zones allow a wide range of employment opportunities without potential conflicts from interspersed residential uses. The emphasis of the zones is on industrial and industrially-related uses. Other commercial uses are allowed to support a wide range of services and employment opportunities. The development standards for each zone are intended to allow new development, which is similar in character to existing development. The intent is to promote viable and attractive industrial/commercial areas. EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1.

- General Industrial 2 Zone. The General Industrial zones implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zones provide areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve for industry. The IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverage and buildings that are usually set back from the street.

- Aircraft Landing Overlay Zone. The Aircraft Landing overlay zone provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures and vegetation.

- Portland International Airport Noise Impact Overlay Zone. This overlay zone reduces the impact of aircraft noise on development within the noise impact area surrounding the Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easements.

- Cascade Station/Portland International Center Plan District. The Cascade Station/Portland International Center (CS/PIC) plan district regulations encourage the development of a commercially viable mix of office, retail, hotel, entertainment, and industrial employment uses while protecting significant environmental and archaeological features of the area. The development of these uses fosters a vibrant, mixed-use environment served by two major regional transportation facilities: the Portland International Airport and the Airport Light Rail. Development is clustered around the plan district's two light rail stations, the Park Blocks and key streets throughout the area. Requirements for buildings along the Park Blocks and key focal intersections increases the activity level at those areas and provides an attractive pedestrian environment.

- Subdistrict A is served with two light rail stations and is intended to develop into a vibrant mixed-use commercial area with strong design features, formal open space and multi-modal activity. Uses will include both larger format anchor tenants and small-scale retailers that support office workers and regional shoppers. The mix of uses allowed in Subdistrict A is intended to create a critical economic mass of commercial and office development.

There is a mix of IG2 and EG2 zoning on properties that surround the site.

Land Use History: There are a number of previous land use reviews completed on the site, most of which pre-date the establishment of the CS/PIC plan district in 1999. The following land use reviews have been completed on the site (Port of Portland ownership) since the establishment of the plan district:

LUR 99-00962 AD: Approved an Adjustment to Section 33.508.500 to add additional plant types to the plan district's approved plant list. [With the legislative amendments to the plan district that were adopted in 2005, the plant list was removed from the Zoning Code.]

LU 05-152994 AD: Approved an Adjustment to parking area layout to allow vehicles to reverse from parking spaces into the roadway along E streets in Subdistrict A. Also approved an Adjustment to the design of private streets to allow the required sidewalk along E streets in Subdistrict A to be located at the head of parking stalls from which reverse egress onto the street is allowed.

LU 06-130349 AD: Approved, with conditions, the following six Adjustments for the retail shopping center:

1. Increase the surface parking area frontage, in a build-to-line designated area, from the allowed 62 feet to 200 feet for surface parking on Block 2. And reduce the parking area setback from 12 feet to 10 feet along NE Cascades Parkway and to 6 feet along the internal private streets [Zoning Code standard 33.508.230.D.2.b].

2. Allow an additional driveway in Subarea 1. The driveway will be located off NE Cascades Parkway near the western edge of the site [33.508.280.D.4].

3. Reduce the number of trees and shrubs in the required interior parking lot landscape areas [33.248.020.I].

4. Reduce the number of trees and shrubs in the required perimeter parking lot landscape area and waive the requirement for a small area in the easternmost parking lot for an accessible connection from ADA parking to the public sidewalk (33.266.130.G and 33.248.020.B).

5. Reduce the width of the minimum unobstructed sidewalk width for Private Streets C and B for the placement of elements such as architectural columns, landscape planters, benches, bicycle racks and trash receptacles [33.508.280.C, Table 508-3].

6. Reduce the build-to-line requirement, from 80 percent to 78 percent, for the building on Block 1 (33.508.230.D.1.c].

LU 06-163311 AD: Approved, with conditions, a reduction in the ground floor window requirement for buildings located in the proposed Cascade Station Retail Center.

LU 06-171656 AD: Approved, with conditions, the following three Adjustments for a 136-room hotel:

1. Reduce the percentage of building wall within the maximum 6-foot build-to-line setback from 80 percent to 40 percent (Zoning Code standard 33.508.230.D.1.c]. Of the 210 lineal feet of frontage, 85 lineal feet of the building will be located within the required 6-foot setback. The remaining portion of the building will be located approximately 45 feet back from the street lot line. A landscaped plaza will be located within the 65-foot setback.

2. Reduce the number of trees and shrubs in the required perimeter parking lot landscape areas and waive the landscape requirement along the western edge of the surface parking area, located west of the building, where it abuts private street B [33.266.130.G and 33.248.020.B].

3. Reduce the number of shrubs and trees in the required interior parking lot landscape areas (33.248.020.I.2).

LU 07-144133 AD: Approved, with conditions, the following four Adjustments of an office building:

1. Reduce the percentage of building wall within the maximum 6-foot build-to-line setback from 80 to 71 percent (33.508.230.D.1.c].

2. Reduce the number of trees and shrubs in the required perimeter parking lot landscape areas [33.266.130.G and 33.248.020.B].

3. Reduce the number of trees in the required interior parking lot landscape areas (33.248.020.I.2).

4. Waive the required loading space setback and landscaping standard for the proposed two loading spaces (33.266.310.E).

LU 07-150217 AD: Approved the following three Adjustments for a two-story building with ground-level retail space and office above:

1. Reduce the required number of trees and shrubs in the perimeter parking lot landscape area.

2. Reduce the required number of trees and shrubs in the interior parking lot landscape areas.

3. Waive setback and landscaping for loading space. The setback and landscaping is required between streets and loading spaces.

LU 07-167772 AD: Approved 4 Adjustments for a 2-story, 35,000 square-foot building that will house a technical college use, as follows:

1. Increase the amount of surface parking frontage (on NE Cascades Parkway) from the allowed maximum of 62 lineal feet to 195 lineal feet and reduce the width of the required setback from 12 feet to 10 feet (Section 33.508.230.D.2.b).

2. Reduce the number of trees and shrubs in the required perimeter parking lot landscape areas [33.266.130.G and 33.248.020.B].

3. Reduce the number of trees and shrubs in the required interior parking lot landscape areas (33.248.020.I.2).

4. Waive the required loading space setback and landscaping standard for the proposed two loading spaces (33.266.310.E).

LU 08-117312 AD Approved 3 Adjustments for a 124-room hotel (Residence Inn), as follows:

1. Reduce the number of trees and shrubs in the required perimeter parking lot landscape areas [33.266.130.G and 33.248.020.B].

2. Reduce the number of trees and shrubs in the required interior parking lot landscape areas (33.248.020.I.2).

3. Waive the requirement for two on-site loading spaces (33.266.310.C.2.b).

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **March 31, 2008**. The following Bureaus have responded with no issues or concerns:

- Bureau of Transportation Engineering (Exhibit E.1)
- Water Bureau (Exhibit E.1)
- Fire Bureau (Exhibit E.1)
- Site Development Section of BDS (Exhibit E.2)
- Bureau of Environmental Services (Exhibit E.3)
- Bureau of Parks-Forestry (Exhibit E.1)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **March 31, 2008**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.805.040 Approval Criteria
Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F., below, have been met.

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The purposes of the development standards, requested for Adjustment, are described below.

1. Parking lot landscaping standards – perimeter landscaping: The intent for the parking lot perimeter landscaping, as stated in Section 33.266.130.A of the Zoning Code, is as follows:

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- *Improve and soften the appearance of parking areas;*
- *Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;*
- *Direct traffic in parking areas;*
- *Shade and cool parking areas;*
- *Reduce the amount and rate of stormwater runoff from vehicle areas;*
- *Reduce pollution and temperature of stormwater runoff from vehicle areas; and*
- *Decrease airborne and waterborne pollution.*

The intent of the L2 perimeter landscaping standard in Section 33.248.020.B.1 is:

The L2 standard is a landscape treatment that uses a combination of distance and low level screening to separate uses or development. The standard is applied where a low level of screening is adequate to soften the impact of the use or development, or where visibility between areas is more important than a total visual screen. It is usually applied along street lot lines.

The requested Adjustment is to reduce the amount of perimeter parking lot landscaping which will result in a non-continuous screening of shrubs. Through a process, not associated with City review, development in the Cascade Station must comply with the Port of Portland's airport wildlife management plan. Section 33.508.230.C.4, of the plan district, acknowledges the need to reduce aircraft bird strikes and waives the base zone landscaping requirements. However, the provision of the plan district did not specifically modify the evergreen-shrub continuous screening requirement for parking lots. The Port's wildlife hazard management plan requires at least 10 feet of separation between trees and shrubs. The Zoning Code does not account for the separation in continuous screening. The Adjustment to the landscape standard is being requested in order to meet the Port of Portland's airport landscape restrictions, while implementing an attractive landscaping scheme that will be consistent with other Cascade Station projects.

The proposed landscaping on the site fulfills the purpose of the perimeter landscaping requirement as the southern edge of the parking area is adequately screened from view. Along this property line, the landscaped area will provide visual separation between the parking lot and the light rail line. The parking area behind the building will be adequately screened along the NE Airport Way frontage. Even though there will be gaps between the trees and shrubs, the overall effect of the planting scheme will soften the impacts of the paved area.

The functional purpose of perimeter landscaping is to separate or screen parking areas from abutting uses. Equally important is its role, in concert with interior parking lot landscaping, to shade and cool parking areas, reduce the amount and rate of stormwater and decrease airborne and waterborne pollution. In order to mitigate for the reduced trees and shrubs, a condition will require full implementation of the proposed landscaping plan. The plans include a landscaped plaza area at the northeast corner of the site and a generous amount of landscaping along the perimeter of the building. The landscaping includes groundcover, trees, ornamental grasses and a mixture of evergreen and deciduous shrubs. This landscaping, that is not required, will offer environmental benefits while still meeting the Port's airport wildlife management requirements. A condition will require full

implementation of the submitted landscaping plan. Through compliance with the condition, this criterion is met.

2. Loading space setback and landscaping standard: The intent of the standard, as stated in Section 33.266.130.A of the Zoning Code, is to "ensure that the appearance of loading areas will be consistent with that of parking areas."

   One standard-size loading space is proposed to serve the building. The space is located between the parking area and the south side of Private Street E. Because the space is not separated from the street with a 5-foot setback and landscaping, the Adjustment is necessary. The loading space will provide a dedicated area for delivery trucks.

   The masterplan for subarea F of Cascade Station shows designated building pads between NE Cascades Parkway and the Private Street E. Street E provides a continuous roadway connection through the five building sites and provides a straight east-west pedestrian connection. Given the limited development area between the designated building pads and the light rail line on the southern edge of the site, Private Street E functions more like a connecting aisle in a large parking lot, that serves the buildings. An Adjustment was approved to allow rear exiting into the Private Street E from the development sites. This Adjustment (LU 05-152994 AD) emphasizes parking area function over the establishment of a traditional street with roadway, sidewalks and planting strips.

   Given that Private Street E has been designed to serve the rear parking areas and not act as a part of a traditional grid pattern, the occasional parked truck in a loading space will not adversely impact the private street's function. Rather, the space will allow forward motion and provides an alternative for trucks to not park or extend into the private street. The loading space is completely screened from view from the major traffic street—NE Cascades Parkway. Therefore, visual impacts will be minimal. This criterion is met.

3. On-site loading spaces: The purpose of the loading standard to be modified is found in Zoning Code section 33.266.310, which states:

   A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. " These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

   Two standard-size loading spaces are required to serve the building. The applicant is requesting that the requirement be reduced from two to one. The applicant states that the hotel use requires few, short duration truck deliveries. The hotel will generally have only four deliveries per week for a duration of approximately 15 minutes or less. The single loading space offers ample opportunity for the expected deliveries. Therefore, reducing the number of on-site loading spaces still satisfies the purpose of the regulation. This criterion is met.

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: The site is located in a General Employment (EG2) zone. This project is located on a 128,502 square foot site with frontage on NE Cascades Parkway. The street is classified in the Transportation Element of the Comprehensive Plan as follows:

Rights-of-Way	Traffic	Transit	Bicycle	Pedestrian

	Classification	Classification	Classification	Classification
NE Cascade Station	Neighborhood Collector	Regional Transitway	City Bikeway	City Walkway

Portland Office of Transportation, Engineering and Development reviewed the proposal for conformance with adopted transportation policies, Title 17, and Title 33 approval criteria, as well as conformance with street designations. The Transportation Engineering staff found no concerns with the proposal.

The Zoning Code defines the term "desired character" as being based on the purpose statement of the base zone, and the preferred and envisioned character included in adopted area plans (Section 33.910.030). The desired character of the area, and in particular Subdistrict A, is best described in the purpose statement for the CS/PIC plan district (Section 33.508.010.A).

Subdistrict A is described in this purpose statement as an area served with two light rail stations, which will develop into a vibrant mixed-use commercial area with strong design features, formal open space and multi-modal activity. Desired uses are intended to include both larger format anchor tenants and small scale retailers that support office workers and regional shoppers. The mix of uses allowed in Subdistrict A is intended to create a critical economic mass of commercial and office development.

1. Parking lot landscaping- perimeter landscaping: The requested Adjustment to reduce the amount of perimeter parking lot landscaping is consistent with the street classification and the desired character of the area. Even though there will be gaps between the trees and shrubs, the overall effect of the planting scheme will soften the impacts of the paved areas. The selection of plants will maintain the desired character of the Cascade Station Plan District, a vibrant mixed-use area with strong design features. This criterion is met.

2. Loading space setback and landscaping standard: The request to waive the setback and landscaping between the proposed loading spaces and the Private Street E does not conflict with the public street classification or the desired character of the area. As explained above, the Private Street E functions more like a connecting aisle in a large parking lot. Given the master plan's emphasis for parking at the rear of the site, the occasional parked truck in the loading space will not adversely impact the desired character of the area. Rather, the space will allow forward motion and provides an alternative for trucks to not park or extend into the private street. The loading space will be located behind the four-story hotel, completely screened from view from the major traffic street—NE Cascades Parkway. This criterion is met.

3. On-site loading spaces: The request to reduce the number of required loading spaces does not conflict with the public street classification or the desired character of the area. As explained above, the site does not have frontage on a public street. The proposed one loading space will adequately serve the hotel and therefore will not detract from the desired character of the area. This criterion is met.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Three adjustments are requested. Individually and collectively, the requested adjustments will achieve a project that remains consistent with the overall purpose of the zone. This criterion is met for the requested adjustments.

D. City-designated scenic resources and historic resources are preserved; and

Findings: City designated resources are shown on the zoning map by the 's' overlay; historic resources are designated by a large dot. There are no such resources present on the site. Therefore, this criterion is not applicable.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: To mitigate for the reduction in parking lot landscaping, specifically a reduction in trees and shrubs, a condition will require that the submitted landscaping plan be implemented as proposed. Even though the landscaping along the edges of the building is not required, it will offer the same functional benefits of providing additional cooling and reduce airborne and waterborne pollutants. Through compliance with the condition, this approval criterion is satisfied.

F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: The site is not within an environmental zone, which is designated on the zoning map by either a "c" or "p" overlay. Therefore, this criterion is not applicable.

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 applicant has demonstrated that the approval criteria have been met. The Adjustment to the parking lot landscape standard is being requested in order to meet the Port of Portland's airport landscape restrictions, while implementing an attractive landscaping scheme. The overall effect of the planting scheme will soften the impacts of the paved areas. The selection of plants will maintain the desired character of the Cascade Station Plan District. Reducing the number of loading spaces from two to one and waiving the perimeter setback /landscaping required between the space and the private street will not adversely impact the street system or negatively impact the desired character of the area. Therefore, the Adjustments should be approved.

ADMINISTRATIVE DECISION

Approval of Adjustments to: (1) reduce the required number of trees and shrubs in the perimeter parking lot landscape area (33.266.130.G and 33.248.020.B], (2) waive the required setback and landscaping for the loading space (33.266.310.E), and (3) reduce the required loading spaces from two to one (33.266.310.C), per the approved site/landscape plan, Exhibit C.1, signed and dated May 7, 2008, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related condition B must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 08-119267 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. Landscaping, in substantial conformance with the approved landscape plan (Exhibit C.1), must be completed before final occupancy permits are issued.

Decision rendered by: _____ on May 7, 2008
By authority of the Director of the Bureau of Development Services

Decision mailed: May 9, 2008

Staff Planner: Sheila Frugoli

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 March 31, 2008, and was determined to be complete on April 7, 2008.

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 March 31, 2008.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the120-day review period.

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 Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 23, 2008** at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of $250 will be charged**. The appeal fee will be refunded if the appellant prevails. Recognized neighborhood associations are not subject to the appeal fee. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee

waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. 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 contact the receptionist at 503-823-7967 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 Adjustment Committee 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 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, 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 Adjustment Committee 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 **May 26, 2008 – (the day following the last day to appeal).**
- 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.

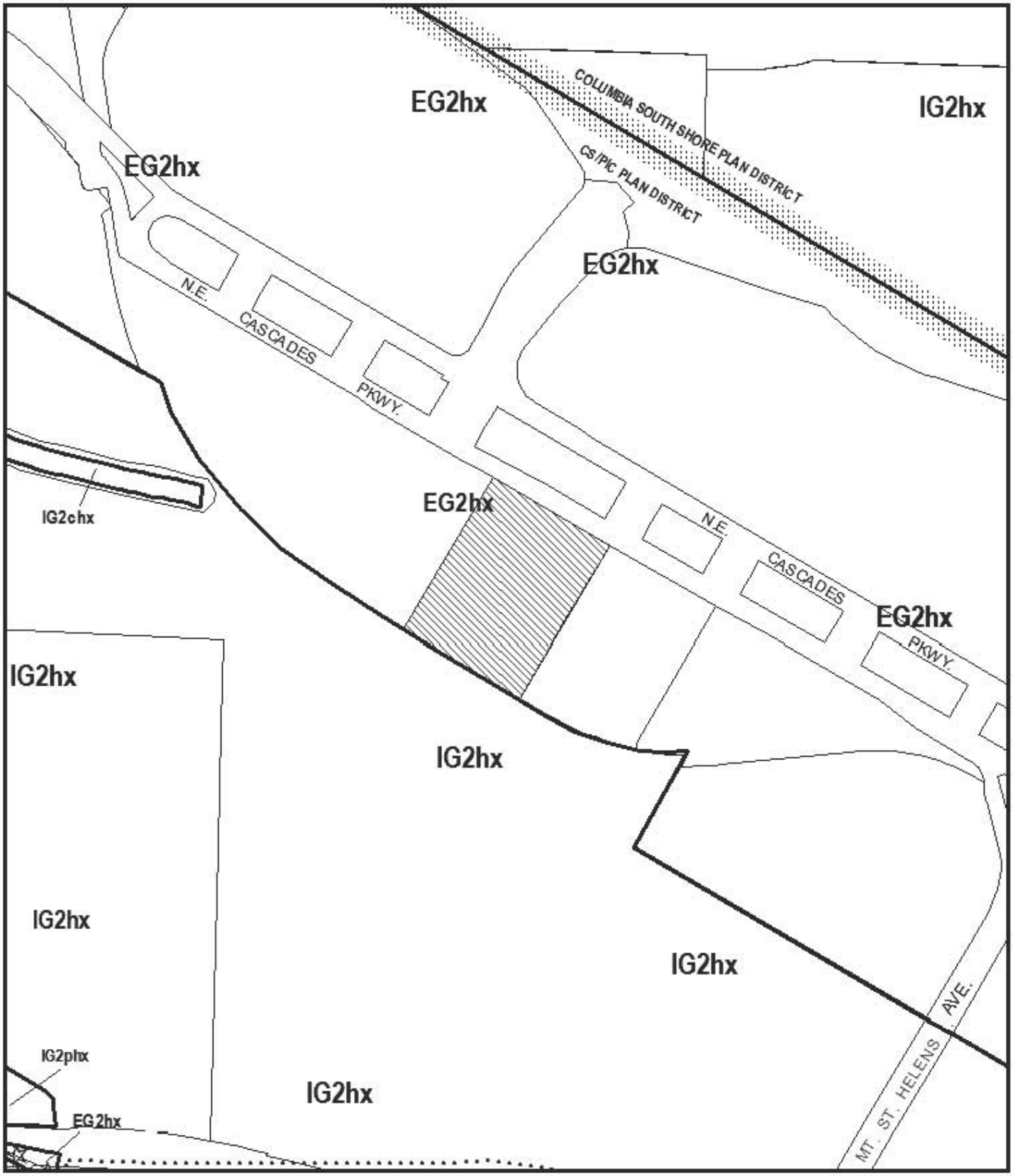
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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
B. Zoning Map (attached)
C. Plans/Drawings:
   1. Site/Landscaping Plan, revision submitted May 2, 2008 (attached)
   2. Hotel Street Level Floor Plan
   3. Hotel Exterior Elevations
   4. Original Landscaping Plan and Tree/Shrub Data, Submitted March 31, 2008
   5. Declaration of Development Rights and Limitations for Cascade Station and Supplemental Agreements 1, 2 and 3.
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
1. Water Bureau, Fire Bureau, Bureau of Parks, Forestry Division Response in TRACS
2. Bureau of Environmental Services
3. Site Development Review Section of BDS
F. Correspondence: None
G. Other:
   1. Original LU Application
   2. Site History Research

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).



ZONING

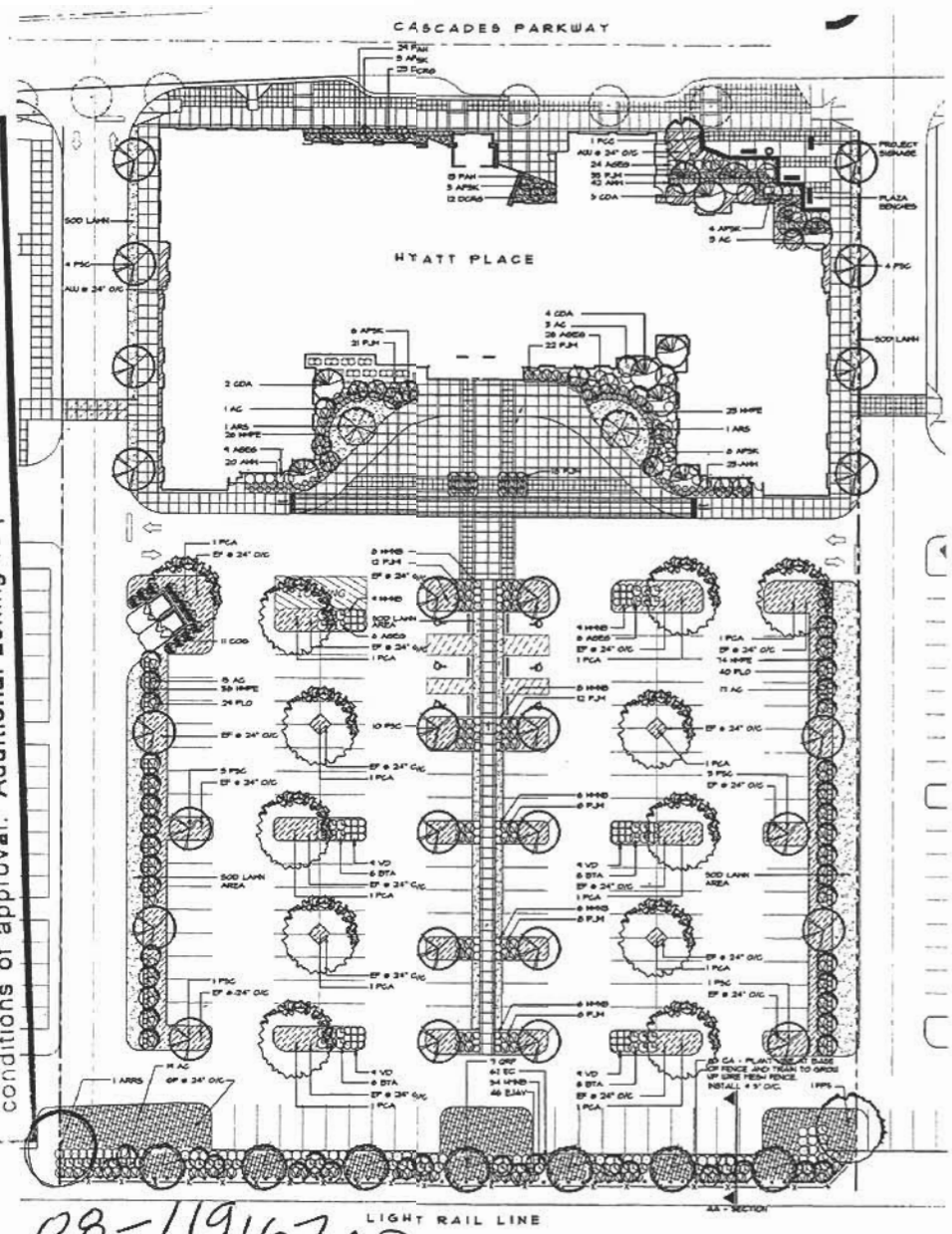
Site

File No.	LU 08-119167 AD
1/4 Section	2340
Scale	1 inch = 300 feet
State_Id	1N2E16 126
Exhibit	B (Apr 02,2008)

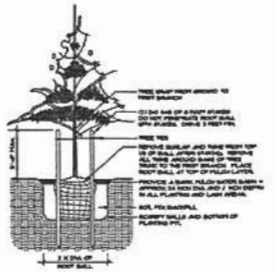
NORTH

This site lies within the:
CASCADE STATION/PORT. INTNTL. CTR. PLAN DISTRICT

Approved
City of Portland - Bureau of Development Services
Planner Sheila Frisco Date May 7 2008
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



LU 08-119167 AD
Exhibit C.1



TREE PLANTING DETAIL

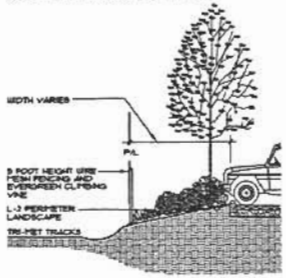
CONIFER TREE PLANTING DETAIL

PLANT MATERIALS LISTING
(PER PORT OF PORTLAND 'PDX WILDLIFE HAZARD MANAGEMENT PLAN')

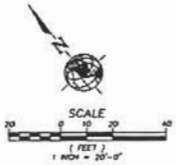
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
		DECIDUOUS TREES			
24	APSK	ACER PALMATUM 'SHINGO KAKU'	SHINGO KAKU JAPANESE MAPLE	7'-8'	B&B
2	ARS	ACER RUBRUM 'SCARSEN'	SCARLET SENTINEL MAPLE	2.5" CAL.	B&B
1	ARRS	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	2.5" CAL.	B&B
1	FPS	FRAXINUS PENNSYLVANICA 'SUMMIT'	SUMMIT ASH	2.5" CAL.	B&B
0	PCA	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	2.5" CAL.	B&B
7	QRF	QUERCUS ROBUR 'FASTIGIATA'	SKYROCKET OAK	2.5" CAL.	B&B
		EVERGREEN SCREEN TREES			
3	CDA	CEDRUS DEODARA 'AUREA'	AUREA DEODAR CEDAR	8'-10'	B&B
		ORNAMENTAL FLOWERING TREES			
36	PSC	PRUNUS SARGENTII 'COLUMNARIS'	COLUMNAR SARGENT CHERRY	2.5" CAL.	B&B
1	PCC	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	2.5" CAL.	B&B
		DECIDUOUS SHRUBS			
58	AC	ACER CIRCINATUM	VINE MAPLE	8'-10'	B&B, 3 STEM
24	BTA	BERBERIS THUNBERGII 'ATROPURPUREA'	PURPLE LEAF BARBERRY	5 GAL	CAN
104	HMB	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	HYDRANGEA	5 GAL	CAN
84	HMPE	HYDRANGEA MACROPHYLLA 'PINK ELF'	HYDRANGEA	5 GAL	CAN
		EVERGREEN SHRUBS			
87	AMW	AZALEA MIND 'WHITE'	WHITE AZALEA	5 GAL	CAN
71	AGEG	ABELIA GRANDIFLORA 'EDWARD GOUCHER'	EDWARD GOUCHER ABELIA	5 GAL	CAN
1	COS	CHAMAECYPARIS OBTUSA 'GRACILIS'	HINOKI CYPRESS	4'-5'	B&B
69	PLO	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	5 GAL	CAN
48	EJAV	EUONYMUS JAPONICA 'AUREO-VARIEGATA'	VARIEGATED EUONYMUS	5 GAL	CAN
144	PJH	RHODODENDRON 'PJH'	RHODODENDRON	18"-21"	B&B
36	VD	VIBURNUM DAVIDII	DAVID VIBURNUM	5 GAL	CAN
35	DCRG	DAPHNE CNEORUM 'RUBY GLOW'	GARLAND DAPHNE	5 GAL	CAN
		GROUNDCOVER SHRUB			
As Req'd	AU	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL	O/C AS NOTED
As Req'd	EF	EUONYMUS FORTUNEI	PURPLE LEAF WINTERCREEPER	1 GAL	O/C AS NOTED
As Req'd	GP	GENISTA PILOSA	PILOSA BROOM	1 GAL	O/C AS NOTED
		EVERGREEN CLIMBING VINE			
63	CA	CLEMATIS ARMANDII	EVERGREEN CLEMATIS	1 GAL	CAN @ 5' O/C PLANT ALONG FENCE LINE
		ORNAMENTAL GRASS			
42	PAM	PENNISETUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	1 GAL	CAN

DESIGN BUILD IRRIGATION NOTE

THE IRRIGATION SYSTEM WILL BE A FULLY AUTOMATIC UNDERGROUND SYSTEM DESIGNED AND INSTALLED BY THE LANDSCAPE CONTRACTOR. BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED TO MEET APPLICABLE CODES. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND CONSTRUCTED TO BE AS EFFICIENT IN TERMS OF WATER USAGE AS POSSIBLE. A COMPLETE IRRIGATION PLAN AND RELATED DETAILS SHALL BE PREPARED BY THE LANDSCAPE CONTRACTOR PER THE 'DESIGN BUILD' IRRIGATION SPECIFICATIONS PROVIDED BY SIM PACIFIC.



AA - SECTION - PERIMETER BUFFER
NTS



GENERAL NOTES

1. LANDSCAPE LAYOUT AND PLANT MATERIALS HAVE BEEN DESIGNED TO MEET THE PORT OF PORTLAND 'WILDLIFE HAZARD MANAGEMENT PLAN'. REFER TO 'SECONDARY ZONE' NEW LANDSCAPE STANDARDS, NUMBERS 4 AND 5.
2. LANDSCAPE LAYOUT AND PLANT MATERIALS HAVE REFERENCED THE CITY OF PORTLAND 33.248 AND 33.266 LANDSCAPE STANDARDS.
   - INTERIOR LANDSCAPE AREA - P1 STANDARD
   - PERIMETER LANDSCAPE AREA - L3 STANDARD
   - GENERAL SITE LANDSCAPE AREA (BUILDING PAD) - L1 STANDARD

HAF ARCHITECTS
HOEFLER ARCHITECTS LLC
12445 85TH STREET
SUITE A
LAKE ELMO, MN 55042
PHONE 651-351-1760
FAX 651-430-0180
WWW.HAFARCHITECTS.COM

PROJECT:
HYATT PLACE
HYATT PLACE
PORTLAND, OREGON

CLIENT:
The Summit Group
THE SUMMIT GROUP, INC.
2701 SOUTH MINNESOTA AVE.
SUITE 6
SIOUX FALLS, SD 57105

CONSULTANTS:
WHPacific

REGISTERED LANDSCAPE ARCHITECT
281
MATTHEW P. SMITH
OREGON
12/31/08

Submitted 5/2/08

ISSUE	
DATE	DESCRIPTION
01-14-08	FINAL DP APPROVAL

SHEET INFORMATION:
LANDSCAPE PLAN

L1.0