

APPEARANCE REVIEW BOARD

AUGUST 21, 2014

AGENDA ITEM 3 225 S. GARLAND AVE. HYATT PLACE HOTEL

Case Number

ARB2014-00071

Applicant

Steven Skelley
TSCF Church Street Development, LLC

Property Location

355 W. Church Street

Requested Action

Courtesy Review for a new 13-story Hyatt Place Hotel with 205 rooms, 4,312 s.f. of meeting space and a 461 space integrated parking garage.

Recommendation

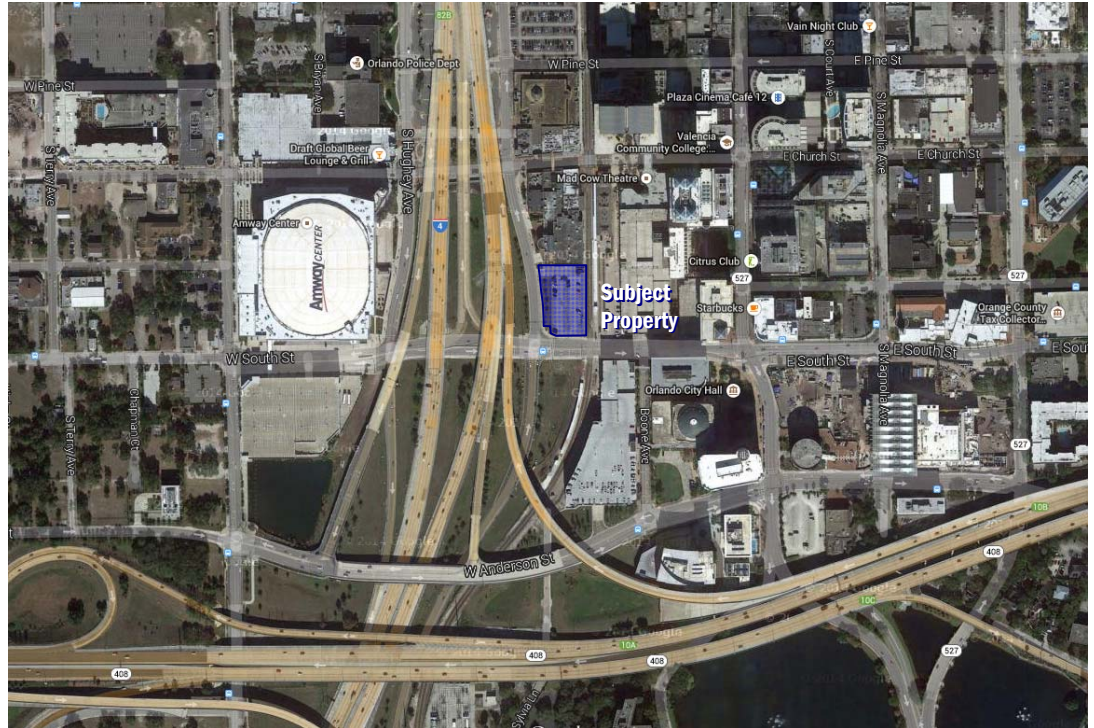
Courtesy Review, no action required.

Project Planner

Doug Metzger, AICP, LMT



Updated: May 8, 2014



Location Map



SUMMARY

Project Description

The subject site is bounded on the north by the Church Street Station Ballroom, on the east by the CSX Rail road and SunRail tracks; on the south by South Street and on the west by S. Garland Ave. . This is a Courtesy Review for approval of a new 205 room Hyatt Place Hotel with 4,312 s.f. of meeting space and a 461 space integrated parking garage.

Public Notice

A poster was posted on site, as of August 14th, no inquiries from the public have been received regarding this site.

Project History

The subject Parcel is currently a surface parking lot that serves the Church Street Ballroom which is part of the Church Street Station Major Attraction Area.

PROJECT OVERVIEW

This is an ARB Courtesy Review for a new 13-story Hyatt Place Hotel with 205 rooms, 4,312 s.f. of meeting space and a 461 space integrated parking garage. The proposed plan also includes a potential future SunRail station on the east side of the building. The applicant is still negotiating with FDOT, who owns SunRail about the potential of relocating the south bound Sun-Rail station on the south side of South Street to this location. Hyatt Place combines style with casual hospitality and features spacious guest rooms with the Cozy Corner, free Wi-Fi, the 24/7 Gallery Menu, Coffee to Cocktails Bar, and free a.m. Kitchen Skillet™ breakfast with your stay. Hyatt Hotels Corporation, the hotel developer is an American international company and operator of hotels. The Hyatt Corporation was born upon purchase of the Hyatt House, at Los Angeles International Airport on September 27, 1957. TSLF Church Street Development, LLC a subsidiary of Tremont Capital Group owns and manages the 248,397 s.f. Church Street Station where the Hyatt Place hotel is being developed on a portion of the property that is now a surface parking lot.

The Hyatt Place site is bounded on the north by the Church Street Station Ballroom, on the east by the CSX railroad and Sun-Rail tracks; on the south by South Street and on the west by S. Garland Ave. and Interstate 4.

COURTESY REVIEW COMMENTS

1. STREETScape

- a. Design Guidelines - All streetscape shall be designed and constructed in accordance with the standards and specifications of the Downtown Orlando Streetscape Guidelines.
- b. Maintenance - Unless approved thru a separate agreement the City shall only maintain those portions of the streetscape within the public right-of-way or City Services easement. The City shall not be responsible for nor maintain any section of streetscape not constructed in accordance with the Downtown Orlando Streetscape Design Guidelines.
- c. Minimum Width - The streetscape on South Street and S. Garland Avenue shall be a minimum of 15-feet wide from back-of-curb and shall provide a 6-foot Streetscape Furniture and Street Tree Zone [Furniture Zone] combined with an unencumbered 9-foot Pedestrian Clear Zone.
- d. Streetlights—all streetlights on South Street and Garland Avenue shall be double acorn lights with LED lights and shields.
- e. South Street— The sidewalk from back-of-curb to face of building shall be Lawrenceville brick to match the sidewalk treatment on the east side of the railroad tracks on South Street.
- f. South Garland Avenue — The streetscape treatment on S. Garland shall be Streetscape Treatment 4 with concrete window pane sidewalk surfaces.
- g. S. Garland Pavers — The Applicant is proposing brick paver bands that extend from their property into the S. Garland sidewalk area. Those brick pavers shall be Lawrenceville brick to be consistent with the Downtown Streetscape Guidelines material requirements.
- h. Tree Wells — Tree wells on South Street and S. Garland shall be 6-feet by 9-feet.
- i. Street Trees — The street trees on South Street shall be high-rise oaks.
- j. Structural Soil - To minimize root damage to adjacent pavement areas structural soil or a Planning Official approved equivalent shall be installed around all canopy street trees consistent with Detail 3.4-O and 3.4-P of the Downtown Streetscape Guidelines.
- k. Root Barriers - Where a canopy tree is installed within 10 feet of any existing or proposed underground utility line, a root barrier 2' in height and at least 9' in length shall be installed along the underground utility or the utility may be wrapped in the root barrier.
- l. Crosswalks - The 15-foot minimum streetscape zone from back of curb shall be the priority in all instances. Crosswalks at driveways and curb cuts shall be raised to be at the same grade as the sidewalk adjacent to the driveway in order to clearly define the pedestrian area. Driveway slope transitions from the street grade to the sidewalk grade shall occur in the 6-foot Streetscape Furniture Zone. Crosswalk surfaces shall be treated with the same streetscape treatment materials as the sidewalk surface, or a material, color or texture that contrasts with the vehicular use area. Reflective paint alone is not acceptable, however may be used in conjunction with pavers or other surfaces to outline the pedestrian path for night time safety.
- m. Vehicle Drop-Off and Pick-Up Areas - The 15-foot minimum streetscape zone from back of curb shall be the priority in all instances. Off-Street Vehicle Drop-Off and Pick-Up Areas shall occur outside the dedicated 15-foot Streetscape zone, with a minimum 5-ft planted buffer placed between the sidewalk and the drop-off area; this buffer area shall contain a knee wall of up to 3 feet in height along the inside edge of the buffer, with additional plantings in the remainder of the area against the sidewalk.
- n. Appearance Approval - Final streetscape, hardscape and landscape plans shall require an ARB Final Review approval prior to submittal for building permits.

COURTESY REVIEW COMMENTS [CONT.]

2. SERVICE AREAS, MECHANICAL EQUIPMENT, UTILITIES, VENTING

- a. Service Area/Utilities - All utilities, trash disposal pick-up, and other maintenance facilities should be located on the interior of the parking garage or building, and not adjacent to the pedestrian sidewalks or streetscape zones to the fullest extent possible.
- b. Mechanical Equipment - All ground and roof mounted mechanical equipment shall be screened and meet the conditions of the Land Development Code [LDC] including transformers, traffic signal control boxes, and other above ground utility structures.
- c. Traffic Signal Cabinet — The traffic signal cabinet on the northeast corner of Garland and south shall be relocated to be outside the sidewalk area and screened on three sides with a vegetative buffer.
- d. Telecommunications Equipment Screening - Buildings should be designed to accommodate for future placement of telecommunications equipment (including any communications equipment required by the Police Department). It is recommended that screening areas be designed into rooftop areas so that the placement and screening of potential telecommunications equipment does not become an afterthought.
- e. Streetscape - In no instance shall any above grade transformer, utility box, traffic signal control box, lighting fixture, utility pole or backflow preventer be located in the 9-foot Pedestrian Clear Zone.
- f. Venting & Exhaust - All restaurant venting and restaurant exhaust shall be directed to the roof of the building; shall not be visible from the public right-of-way and; is not permitted on any façade of the building. All other exterior venting and exhaust for mechanical and utility rooms shall be a minimum of 12 ft. above grade; shall be designed and integrated into the building so as to be seamless with the overall architecture of the building and; shall not vent over pedestrian areas.
- g. Backflow Preventer - backflow preventer/s shall be located so as not to be directly visible from the right-of-way and should be screened from view where necessary.
- g. Fencing - Any fencing on the site shall be an open, CPTED-approved fence, such as aluminum or wrought-iron picket fencing. Chain link fencing is prohibited (except for screened construction fencing).
- h. Appearance Approval — Exterior venting and rooftop mechanical equipment design and location shall be included in the ARB Final Review submittal.

3. ARCHITECTURE

- a. Parking Garage Cladding — The Applicant has clad the exterior elevations of the parking garage floors with a bronze louvered panel system. This meets the intent of the City's preferences. However the treatment is monotonous and covers large sections of the building's visible facades. Staff recommends additional fenestration be incorporated into the garage façades to break up the mass of the louvered sections. Additional fenestration could include but is not limited to a combination of treatments such as: a contrasting mullion system, the inclusions of alternating geometric, artistic or architectural panels, or converting some of the louvered bays to window bays. All floors of the parking shall have a minimum 36" tall opaque wall to block headlight glare from spilling out of the parking garage space.
- b. Screen Wall — The north façade of the ground floor parking area shall include a minimum 36" opaque screen wall between the parking garage and 10-foot pedestrian path to separate the two uses and to screen headlight glare from spilling into the pedestrian path.
- c. 10-foot Pedestrian Connection to Garland — The 10-foot pedestrian path shall include pedestrian level lighting to increase the security and comfort for pedestrians after dark. It is suggested that the decorative lighting be incorporated into the façade of the building in order to avoid adding vertical obstructions in the pedestrian area. It is also recommended that planter pots with drip irrigation be installed in the path area to provide a more pleasant environment for pedestrians.
- d. Potential Future SunRail Platform — Until the train platform is in operation it is recommended as an interim treatment that the platform area be secured with a CPTED fence such as aluminum picket. This will discourage loitering and vagrancy in the platform area until the platform is operational. It is also recommended that the large mass of the west wall of the platform area be enhanced with murals, art panels or a similar treatment in order to break up the mass of the wall and to provide a more enlivened passenger waiting area. Granite cladding shall be added to the columns on the SunRail station.
- e. Materials — Durable materials such as stone, brick, pre-cast, etc. are encouraged at the ground level. Stucco may be appropriate on upper levels, but not at the base of any building. A granite waterable base 24 to 36 inches tall shall be added to all exterior walls of the hotel site including the west wall of the SunRail Platform.
- f. Transparency – The ground floor building walls of all structures facing a right-of-way shall contain a minimum of 15% of transparent materials, located between 3 and 7 feet measured from ground level. Reflective glass and glass block are not counted as transparent materials. Transparent materials on walls not parallel to the street and on doors shall

COURTESY REVIEW COMMENTS [CONT.]

not be counted toward the minimum transparency requirement.

- g. Glazing - All glass at the ground level shall be clear. Minimum light transmittance shall be 80%. High performance or Low-E glass may be considered as an alternative with a minimum transmittance of 60%. No windows shall be dry-walled, or have permanent partitions installed on the interior to block natural surveillance. Tinted or reflective glass shall not be permitted. Spandrel glass shall not be counted toward transparency.
- h. Exterior Doors – At a minimum a 4-inch by 6-inch view panel shall be provided in all exterior solid doors to provide visibility for entering and exiting pedestrians.
- i. Stormwater Run-off - Water shall not spill out onto the sidewalk or plaza areas from any downspout, nor shall any downspout project into the public ROW. Canopies shall incorporate downspouts or other rain water management systems to prevent water spill onto the pedestrian path or ROW.
- j. Final Appearance Approval – Prior to submittal for a building permit final architectural elevations and perspective renderings shall be submitted for ARB Final Review.
- k. Model - Prior to issuance of a Certificate of Occupancy, a physical 1"= 100' model of the principal structures of the PD should be provided for the DDB/CRA model. If available, submit a 3D virtual model in the City of Orlando's digital format for the Virtual Orlando model (See CAD Standards City of Orlando for format).

4. LIGHTING

- a. Lighting Standards - Site lighting shall comply with the City's lighting ordinance [Ord. 2013-73].
- b. Parking Garage Lighting - Interior fixtures must be shielded to prevent light spilling from the garage. Wattage shall not exceed 400 watts per bulb.
- c. Security Lighting - Security lighting shall not be substituted for parking or pedestrian area lighting fixtures. Security lighting is restricted to lighting service, storage, loading and other similar uses. Security lighting shall not extend beyond the fascia or roofline of any building.
- d. Light Shields - Shields for security lighting shall be similar in color with the surface to which the fixture is attached.
- e. Other Areas - Lighting under awnings, canopies, and porte-cocheres should be recessed. If not recessed, the box type or other lighting fixture shall be opaque on all sides (no light shall emanate from any side of the fixture).
- f. Pedestrian Areas - Lighting fixtures shall be decorative in appearance, style and finish and shall not exceed 15' in height.
- g. Final Appearance Approval – Proposed lighting fixtures and photometrics shall be provided for the ARB Final Review.

5. SIGNAGE

- h. All building identification signage shall be included in the ARB Final Review submittal for final approval, including the high-rise signs.
- i. The project site does not meet the criteria to be permitted a monument sign. Therefore the proposed monument sign shall be removed from the plans.



SITE PHOTOS

Photo #1: Google Image – Site facing Due North



Photo #3: Photograph Facing Northwest

SITE PHOTOS

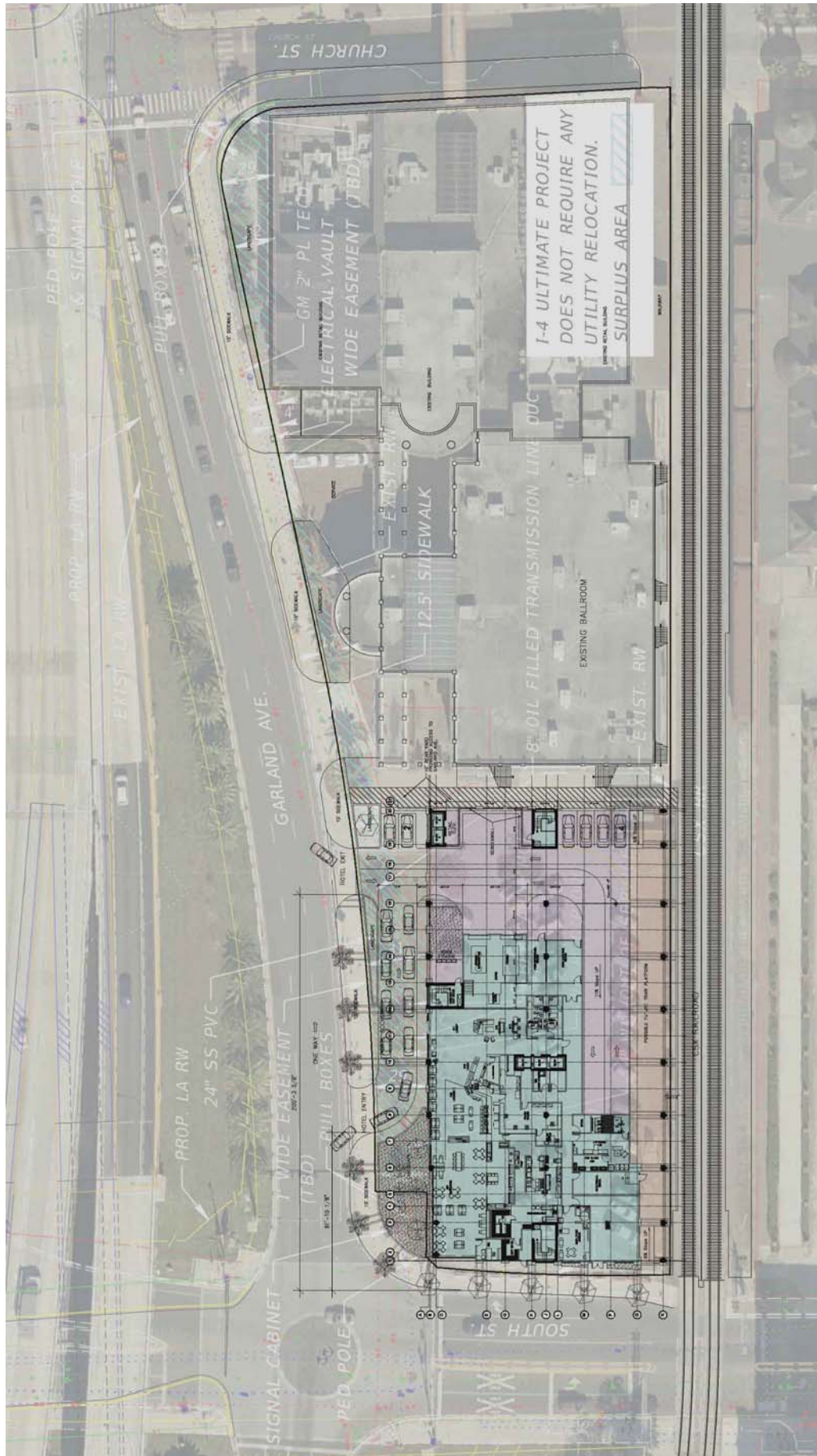


Site Photo #7: Photograph Northwest Corner Facing East

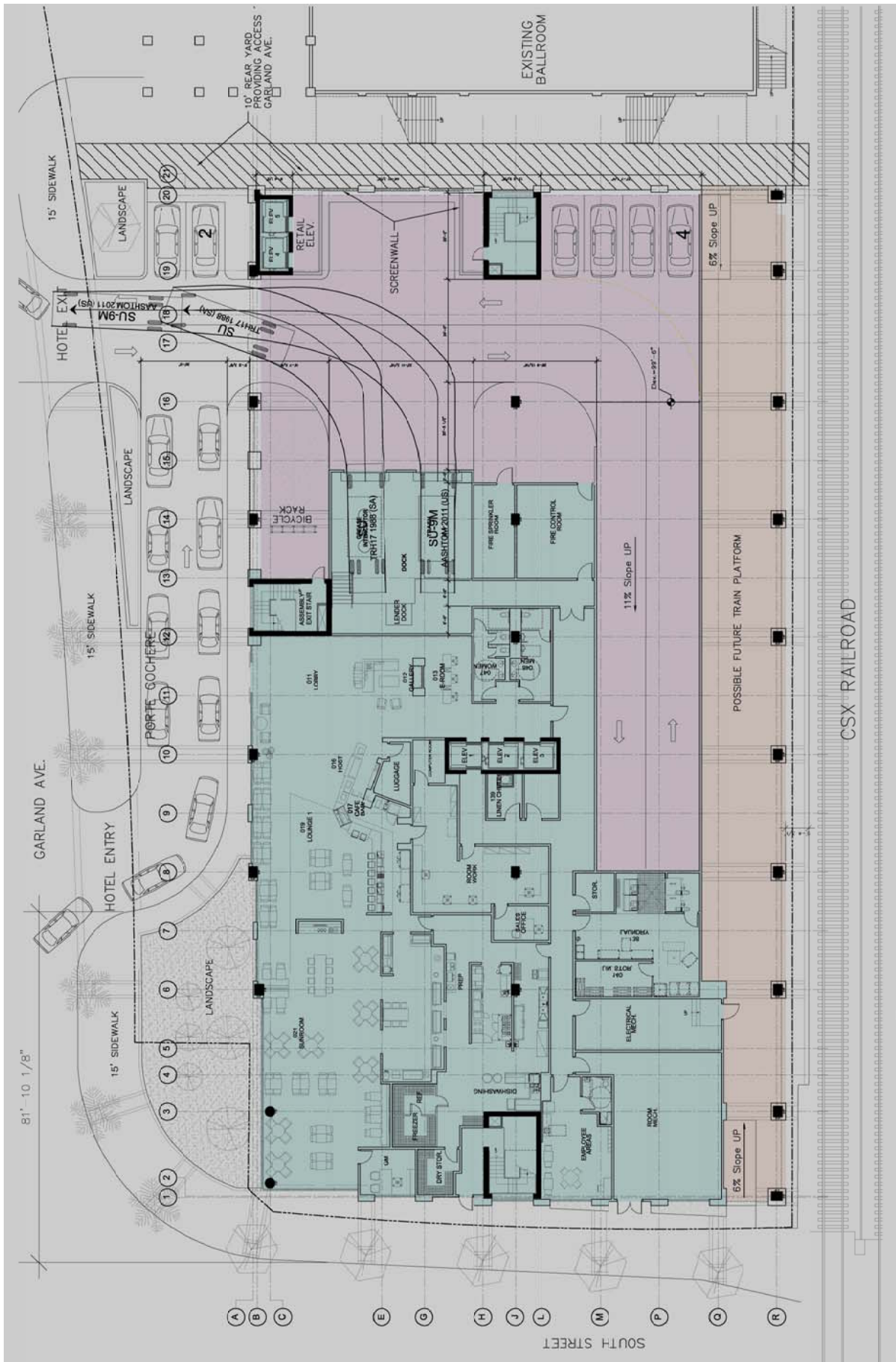


Site Photo #8: Photograph Northwest Corner Facing West

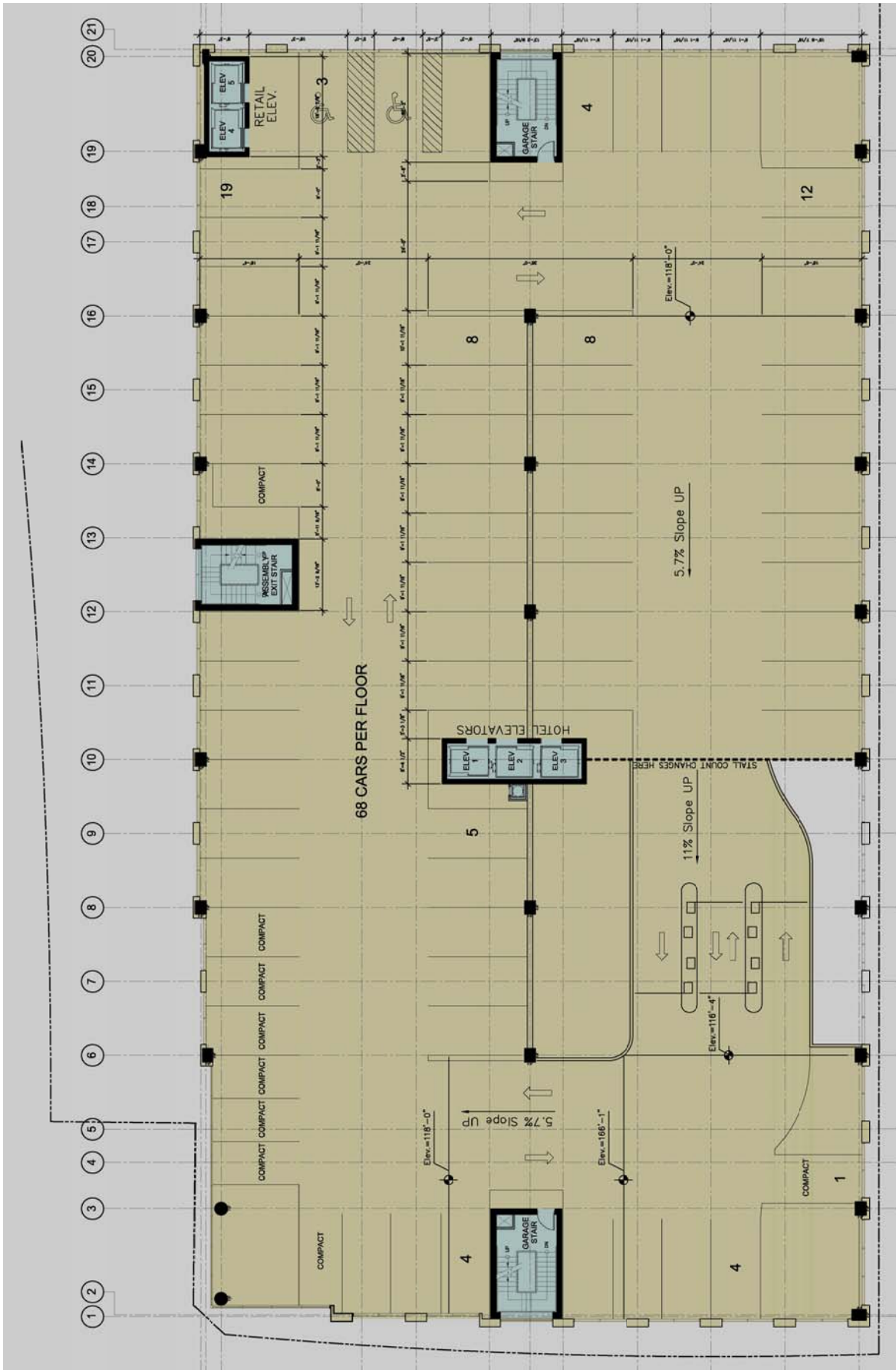
OVERALL SITE PLAN



FIRST FLOOR PLAN



TYPICAL PARKING GARAGE FLOOR



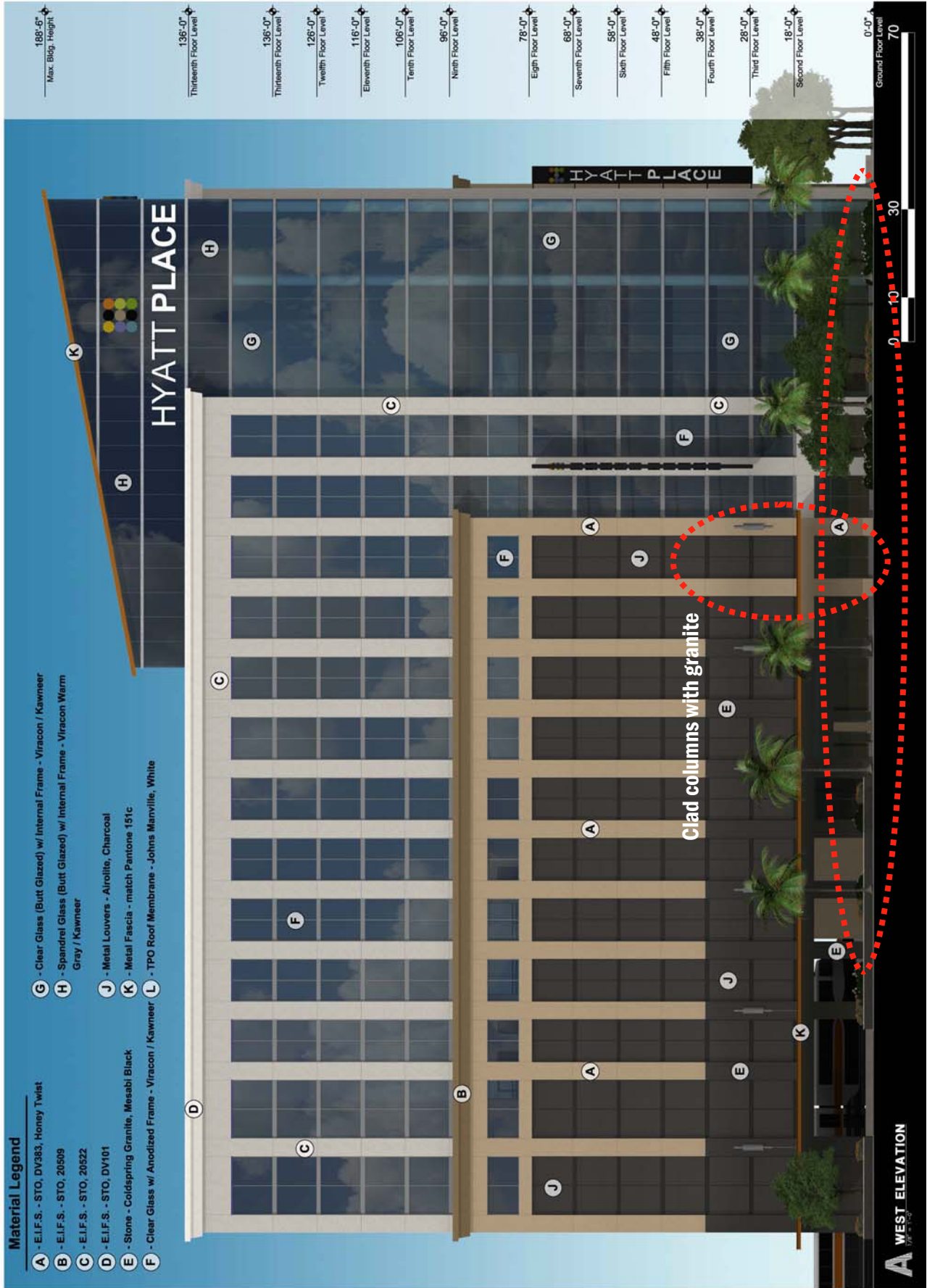
AMENITY [8TH] FLOOR



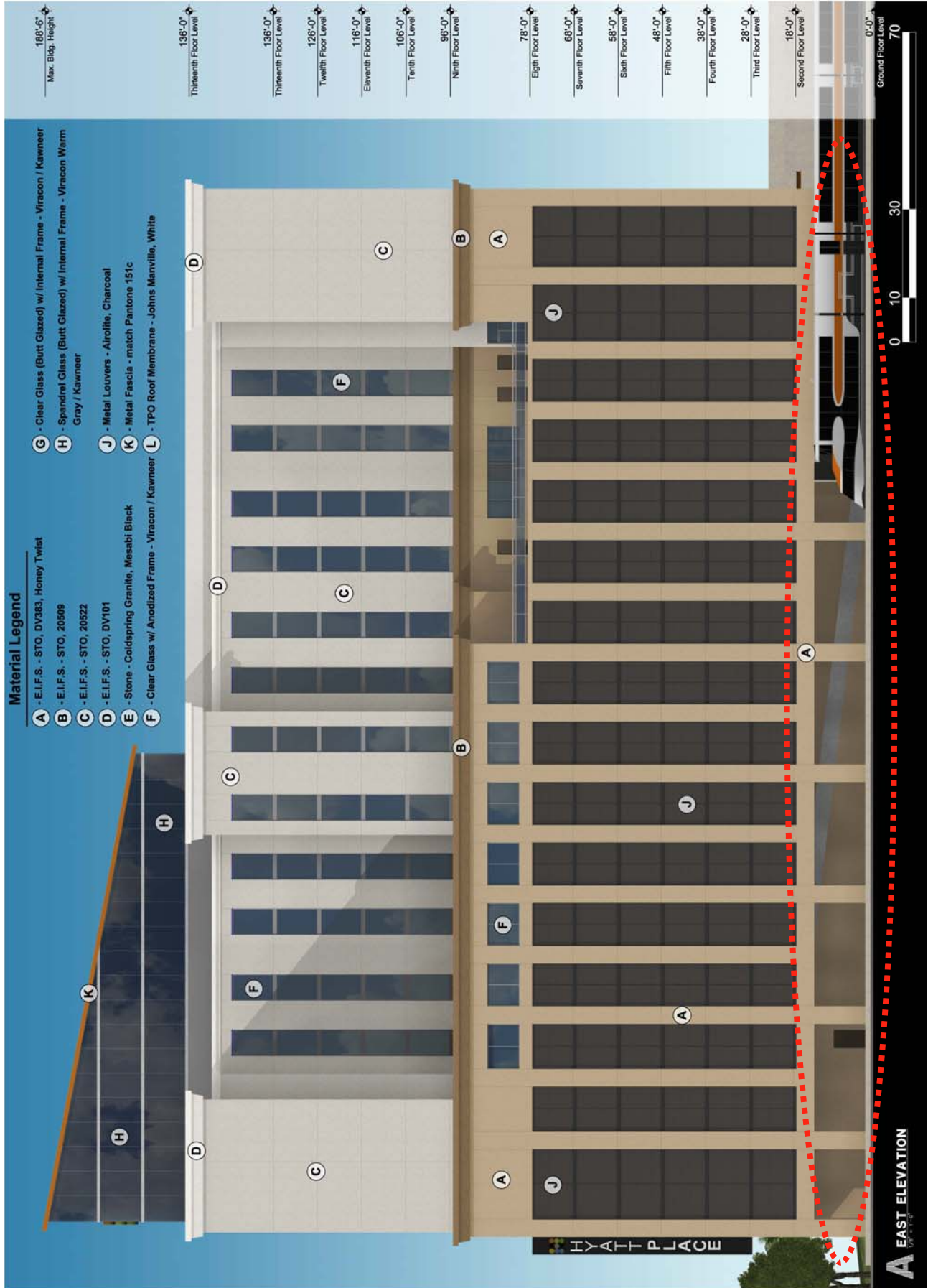
TYPICAL HOTEL TOWER FLOOR [9TH—13TH]



WEST ELEVATION



EAST ELEVATION



Add water table base;
Clad columns in granite

NORTH ELEVATION



A NORTH ELEVATION

SOUTH ELEVATION



PERSPECTIVE RENDERINGS



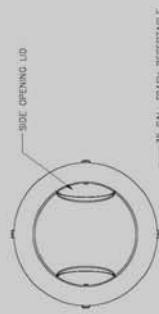
PERSPECTIVE RENDERINGS



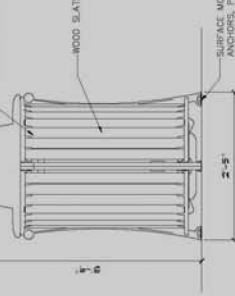
HARDSCAPE PLAN



1 AUSTIN BENCH
N.T.S.



35 GAL. TRASH RECEPTACLE
BY LANDSCAPE FORMS, MODEL
FREESTANDING/SURFACE MOUNT,
WOOD SLATS, METAL FRAME
POWERSOATED FRAME & LID,
COLOR: SILVER



2 PLAINELL TRASH RECEPTACLE
1/2" = 1'-0"

BRICK LEGEND
LAWRENCEVILLE BRICK VIRGINIA PAVERS
PULL RANGE #15, 4" X 8" X 2 1/4"

