



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**  
FROM CONCEPT TO CONSTRUCTION

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**FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON January 23, 2020**

**CASE FILE NUMBER: LU 19-239645 DZ AD**  
**PC # 18-256752**  
***Proper Hotel***

**BUREAU OF DEVELOPMENT SERVICES STAFF:** Hannah Bryant 503-823-5353 /  
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The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, 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.

**GENERAL INFORMATION**

**Applicant:** Sophia Monahon | ZGF Architects | 503.863.2488  
1223 SW Washington, Suite 200  
Portland, OR 97205

**Owner/Agent:** Fabian Iobbi | Portland Pearl Proper LLC  
1437 7th St #250  
Santa Monica, CA 90401

**Site Address:** 1202 NW IRVING ST

**Legal Description:** BLOCK 118 LOT 5-8, COUCHS ADD  
**Tax Account No.:** R180210560  
**State ID No.:** 1N1E33AD 02800  
**Quarter Section:** 2928  
**Neighborhood:** Pearl District, contact [planning@pearldistrict.org](mailto:planning@pearldistrict.org).  
**Business District:** Pearl District Business Association, contact at [info@explorethepearl.com](mailto:info@explorethepearl.com)  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.  
**Plan District:** Central City - Pearl District  
**Other Designations:** None  
**Zoning:** EXd, Central Employment with a Design Overlay  
**Case Type:** DZ AD, Design Review with an Adjustment  
**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**  
The applicant seeks Design Review for a new 9-story, 227-room hotel in the Pearl District. The proposed hotel would be approximately 170,000 square feet, with one level of below-grade valet

parking. A lobby, event space, restaurant and bar are proposed at the ground floor. Rooftop amenity spaces, event space and a pool are proposed at the top floor.

One Adjustment is requested:

- Loading Standards - 33.266.310.C.2.c – Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.

An Adjustment is requested to reduce the on-site loading from two Standard A loading spaces to one Standard A space, accessed from NW 12<sup>th</sup> Avenue. Access to below grade parking is also proposed from this street. A loading dock is proposed for the NW 13<sup>th</sup> Avenue frontage, adjacent to the interior bar and dining areas. The site is adjacent to, but not within, the boundaries of the 13<sup>th</sup> Avenue Historic District.

Design Review is required for non-exempt new development in Central City.

***Relevant Approval Criteria:***

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

- *Central City Fundamental Design Guidelines*
- *River District Design Guidelines*
- *Oregon Statewide Planning Goals*
- *Adjustments, 33.805*

Please note: The decision adopting the July 9, 2018 code (CC2035 Plan) was appealed to the Land Use Board of Appeals (LUBA). LUBA's decision has been appealed to the Oregon Court of Appeals by multiple parties. While the particular code provisions this project relies on are not at issue in the appeal, if the courts remand CC20135, the City will revert back to the version of PCC33.510 that was in existence before July 9, 2018 until Council is able to readopt CC2035. Please be aware of the following. As details of the remand and results of the Council's future action to the remand are unknown at this time, this land use review is being reviewed under two versions of PCC 33.510. The most recent version that went into effect on July 9, 2018, and the previous PCC 33.510 version that was in effect prior to July 9, 2018.

## **ANALYSIS**

**Site and Vicinity:** The 20,000 square foot site is located in the Pearl Subdistrict of the Central City Plan District. It has a half block of frontage on NW 12<sup>th</sup> Avenue, a full block of frontage on NW Irving Street, and a half block of frontage on NW 13<sup>th</sup> Avenue. It is immediately adjacent to the NW 13<sup>th</sup> Avenue Historic District. The adjacent Maddox Building, and all the buildings across NW 13<sup>th</sup> Avenue are contributing resources in the Historic District.

The site is located within the Northwest Triangle Pedestrian District and the Pearl Bicycle District. All three streets are City Walkways and Minor Emergency Response Streets.

**Zoning:** The Central Employment (EX) zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The “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 Central City Plan District implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region’s premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. The site is within the Pearl Subdistrict of this plan district.

**Land Use History:** City records indicate there are no prior land use reviews for this site.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **November 27, 2019**. The following Bureaus have responded with no issue or concerns:

- Life Safety (exhibit E.3)
- Site Development Section of BDS (exhibit E.2)
- Water Bureau
- Urban Forestry (exhibit E.5)
- Fire Bureau

The Bureau of Environmental Services responded with the following comment: Based on additional information received, BES has determined that sufficient information has been provided to demonstrate a feasible stormwater management plan for this project. BES has no further objections to approval of the design review application. Please see Exhibit E.1 for additional details.

The Bureau of Transportation Engineering responded with the following comment: Portland Bureau of Transportation is supportive of the requested Design Review and associated loading Adjustment. Please see Exhibit E.4 for additional details.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **November 27, 2019**. Two written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Pearl District Neighborhood Association, January 3, 2020 – The PDNA supports the proposal and feels it meets all guidelines. Has outstanding concerns including the low loading dock height, the thin window mullions, and desire for more bicycle parking.

*Staff Note: Staff and Commission share the concerns about the low loading dock height, but feel that on balance the lower dock is preferable to a standard dock height since it facilitates equitable access, connection to adjacent dock and ground floor glazing on multiple frontages. All of these issues would be negatively impacted by raising the dock height.*

- Pearl Neighbors for Integrity in Design, January 9, 2020 – PNID supports the proposal and encourages it to achieve LEED Gold or higher.

*Staff Note: This site does not include mandatory participation in sustainability verification programs as part of the approval criteria.*

## PROCEDURAL HISTORY

The proposal had a single Design Advice Request on September 19, 2019. This Design Review was deemed complete by the applicant on November 21, 2019. The first hearing was scheduled within 49 days of being deemed complete. The applicant has worked closely with staff to resolve design issues. However, due to the quantity of other concurrent City reviews required and the longer timelines for those reviews, the proposal did not receive approval from the Bureaus of Environmental Services and Transportation prior to the first Design Review hearing on January 9, 2020.

Approval was obtained from Portland Bureau of Transportation and Bureau of Environmental Services ahead of a second hearing on January 23, 2020.

## ZONING CODE APPROVAL CRITERIA

### Chapter 33.825 Design Review

#### Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

#### Section 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.

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental Design Guidelines and River District Guidelines.

#### River District Design Guidelines and Central City Fundamental Design Guidelines

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

The Central City Fundamental Design Guidelines and the River District 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.

#### River District Design Goals

1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.
2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.

3. Enhance the District’s character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
4. Strengthen connections within River District, and to adjacent areas.

### **Central City Plan Design Goals**

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. For clarity, findings have been grouped according to three primary design tenets: Context, Public Realm, and Quality + Permanence.*

## **CONTEXT**

**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.

**A5-1. Reinforce Special Areas.** Enhance the qualities that make each area distinctive within the River District, using the following “Special Area Design Guidelines” (A5-1-1 – A5-1-5).

**A5-1-1. Reinforce the Identity of the Pearl District Neighborhood.** This guideline may be accomplished by:

1. Recognizing the urban warehouse character of the Pearl District when altering existing buildings and when designing new ones.
2. Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.
3. Designing buildings which provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines to acknowledge the historic building fabric.
4. Adding buildings which diversify the architectural language and palette of materials.
5. Celebrating and encouraging the concentration of art and art galleries and studios with design features that contribute to the Pearl District’s “arts” ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the “arts” concentration.

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

**Findings for A4, A5, A5-1, A5-1-1, C4:** The nine-story hotel is proposed to be clad entirely in locally made custom brick. This traditional building material was used on many of Portland’s most recognizable historic Central City buildings but is not commonly used in most contemporary buildings. Utilizing the full dimension brick facilitates a range of thoughtful design details to add richness and visual detail to all sides of the building. Details include: arched windows at the street level; alternating pattern belt courses between

floor levels set 1.5” proud of the field brick on both street frontages and end walls; Flemish bond brick mechanical screening on the NW 12th frontage, and punched windows set 6.5” back from the face of the field brick. The brick cladding and its careful detailing is a strong contextual reference to the surrounding context and will serve to unify this new building with the most celebrated historic buildings of the adjacent NW 13th Avenue Historic District and the rest of the Pearl District and Central City.

The strong contextual referencing is reinforced at the upper levels with a multi-pane fiberglass window system with between pane spacer bars to enhance the divided lite appearance. The scale, muntin patterning and functionality of the upper story windows is typical of the historic Pearl District warehouses and light industrial buildings. The glazing cutsheet (C.52) demonstrates that the glazing is proposed to be ultra-clear and will not be reflective. This will further strengthen the building’s contextual relationship to its surroundings.

The building has a strong tripartite design, with a contemporary expression. The street level has a thick brick base, to emphasize deeply punched arched windows and a large arched main entrance. The field brick is regularly utilized between vertically aligned punched windows. At the top floor, fenestration patterning changes slightly, and the building is carved away to provide space for rooftop amenities. Mechanical is all integrated behind uniform screening and set back from roof edges.

*These guidelines are met.*

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**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.

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

**Findings for C6, C7 and B7:** The proposed site is sloped, with 6’-9” of grade change between the east and west ends. This slope is exacerbated by the desire to contribute a loading dock at the NW 13th Avenue frontage, to strengthen the character of that frontage and to relate to the adjacent historic district. The loading dock is located at the high end of the site and increases the perception of grade change. To facilitate use of the loading dock, the ground floor height on the NW 13th Avenue frontage must be raised above the lobby entrance, resulting in significant internal circulation and raised window sill heights on the west side of the NW Irving Street frontage. Further, to provide safe, equitable access to the loading dock and adjacent restaurant and bar, the applicant has located the access to the loading dock ramp at the corner of NW 13th Avenue and NW Irving. This configuration facilitates safe access to the loading dock ramp without requiring users to navigate through street traffic or parked cars to access it. Unfortunately, the significant grade changes precluded providing a ramped connection to the adjacent existing Maddox Building loading dock, which is at a much higher elevation. However, the applicant has received permission to connect to that dock with stairs, which will facilitate continuous pedestrian travel along the loading docks for this block for able-bodied users.

The loading dock is thoughtfully designed to facilitate spill-out of interior restaurant functions while also contributing a well detailed transition zone between the building and

the public realm. Raised three feet above the adjacent sidewalk and street frontage, the dock is low enough to encourage interaction between restaurant customers and pedestrians. Its corner location, with stairs and a ramp providing access from the intersection, enhance its visibility and encourage the public to explore its adjacent businesses.

At the NW Irving and NW 12th Avenue corner, the large arched windows wrap the corner, and a ground floor event space is highly visible from both street frontages. The prominent location of the event spaces encourages continuous programming as part of the hotel branding and will contribute dynamic active uses to be viewed from the street.

*Therefore, these guidelines are met.*

## **PUBLIC REALM**

**A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.

**A5-3. Incorporate Water Features.** Incorporate water features or water design themes that enhance the quality, character, and image of the River District. This guideline may be accomplished by:

1. Using water features as a focal point for integrated open spaces.
2. Taking cues from the river, bridges, and historic industrial character in the design of structures and/or open space.
3. Integrating stormwater management into the development.

**A5-4. Integrate Works of Art.** Integrate works of art or other special design features that increase the public enjoyment of the District. This guideline may be accomplished by:

1. Integrating art into open spaces or along pathways.
2. Incorporating art within the structure of the building.
3. Using "found objects" that are remnants from the area's history.

**Findings for A2, A5-3 and A5-4:** While the massing and canopy structure of the NW 13th Avenue loading dock are relatively traditional, and the dark brick cladding is elegant and subdued, the surface of the loading dock provides a moment of whimsy to offset other traditional elements. As shown in exhibit C.63, the applicant proposes an etched concrete paving with a fish pattern, derived from historic textiles. The fish pattern is a subtle integration of Portland's cultural emphasis on integrated art, and the site's location in the River District.

*These guidelines are met.*

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

**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.

**B1-1. Provide Human Scale to Buildings along Walkways.** Provide human scale and interest to buildings along sidewalks and walkways. This guideline may be accomplished by:

1. Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
2. Providing stoops, windows, and balconies within the ground floors of residential buildings.

**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.

**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.

**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.

**Findings for A7, B1, B1-1, B2 and B4:** The proposal includes 6' deep canopies at most street level windows and entries, including over the loading door, staff lounge and egress door on the NW 12th Avenue frontage. (Canopies detailed on exhibit C.38). Extensive canopy coverage on all three street frontages establishes a sense of urban enclosure and provides a convenient route for pedestrian travel. There are not canopies at the two windows on the west end of the NW Irving frontage. Due to the sloping site, the windows at this location are not as high above the sidewalk level as all other windows, and the canopies create a sense of compression. This is exacerbated by the raised interior floor height, which is approximately three feet above the sidewalk level, and the loading dock which comes to the corner. For these reasons, and because the area lacking canopies is very limited, with large canopies at the main entrance and over the loading dock, it was determined that deleting canopies at these two window bays enhanced the perception of human scale elements along the right of way without compromising pedestrian protection. At every frontage, pedestrians can easily access deep canopies over windows to stop and rest or seek weather protection without interfering with entry and egress from the building.

All mechanical elements are located above street-level canopies. On the NW 12th frontage, a Flemish bond with alternate missing bricks provides screening for mechanical louvers (exhibit C.39). Other mechanical is located at the roof, far from the pedestrian realm.

*These guidelines are met.*

**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.

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

**A9-1. Provide a Distinct Sense of Entry and Exit.** When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area. This guideline may be accomplished by:

1. Orienting building massing and form towards the intersection of a major district entrance.
2. Creating structures or art or using special historic structures to frame a key district or special area entry.

**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 for A8, A9, A9-1, and C1:** Unlike many hotels, this proposal includes event space at the street level as well as penthouse level facilities. The smaller event space at the ground level facilitates many dynamic events, and its highly visible location incentivizes daily programming by the hotel. The ever-changing nature of this space is highlighted by its elegant arched street-level windows and will contribute to a very vibrant streetscape.

The main entrance on the NW Irving frontage is the most dramatic design element and is intended to highlight the craftsmanship and elegance of the locally produced brick. Its

deep, tapered recess demonstrates construction techniques that cannot be reproduced with more common contemporary materials such as brick veneer. At the first hearing, the Commission indicated that a fully glazed entrance is critical to enhancing view opportunities and contributing to a vibrant streetscape. The proposed entrance has been revised to reflect a fully glazed, 10' wide entry condition, with steel muntin patterns to reference the surrounding warehouse context.

*Therefore, these guidelines are met.*

**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 C8 and C9:** The exterior architecture is principally a celebration of brick, with simple design moves to highlight its capabilities – arched windows at the street-level, and deeply punched warehouse style windows at the upper stories. The two styles of fenestration draw contextual references to both the nearby historic masonry buildings, including The Armory, with deep arched fenestration, and the warehouses of the historic Pearl District.

The applicant and staff have worked extensively to resolve the NW 12th frontage. Due to the neighborhood and the developer's desire to provide below-grade parking, and the desire to provide a loading dock spanning the full length of NW 13th without any service areas on that frontage, the half block frontage on NW 12th has all the back of house functions. Requirements from the electric utility for two forms of egress – with one of them exiting directly to the street – have added another extensive spatial constraint to this frontage. At the first hearing, the applicant explained the constraints and the Commission indicated that because both NW 13th Avenue and NW Irving are exclusively active uses at the ground floor, and because the active use event space does wrap the corner onto the NW 12th Avenue frontage, that the small staff lounge shown on the site plan is acceptable.

*Therefore, these guidelines are met.*

## **QUALITY AND PERMANENCE**

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

**C3. Respect Architectural Integrity.** Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

**C3-1. Integrate Parking.** Design parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by:

1. Designing street facing parking garages to not express the sloping floors of the interior parking.
2. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians.

**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.

**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.

**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 for C2, C3, C3-1, C5, C11 and C12:** The proposal utilizes an excellent, durable material palette comprised of numerous locally produced elements (including brick and windows) that are recyclable upon demolition. The architecture is clearly derived from historic precedents and utilizes a succinct design palette to result in an elegant, understated building that honors nearby landmarks without competing with them.

While two Standard A loading spaces are required, a loading Adjustment has been requested to reduce the requirement from two spaces to one. Therefore, the desired access to below grade parking does not significantly increase the impact on the pedestrian realm over the code-required two loading spaces. Locating the below grade parking below grade, to be accessed exclusively by a valet, minimizes its inactive frontage while enhancing the pedestrian orientation of the neighborhood by ensuring infrequent, cautious crossing at the sidewalk.

Mechanical is located at the roof, set back from the edge and screened behind uniform mechanical screening. It will not be visible from adjacent public rights of way and will have minimal visibility from the upper stories of nearby buildings or distant public spaces.

Exterior lighting is subdued and located to highlight the architecture of the building when illuminated. At the base of the vertical pilasters, the proposed wall mounted fixtures will highlight the brick texture and sheen without drawing attention to themselves. Discreet can lights in the canopies will highlight entrances, and the activity within, but do not compete with the architecture of the building.

*Therefore, these guidelines are met.*

## **Oregon Statewide Planning Goals**

### **Goal 1: Citizen Involvement**

Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

**Findings:** The City of Portland maintains an extensive citizen involvement program which complies with all relevant aspects of Goal 1, including specific requirements in Zoning Code Chapter 33.730 for public notice of land use review applications that seek public comment on proposals. There are opportunities for the public to testify at a local hearing on land use proposals for Type III land use review applications. For this application, a written notice seeking comments on the proposal and notifying of the public hearing was mailed to property-owners and tenants within 400 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 1,000 of the site. Additionally, the site was posted with a notice describing the proposal and announcing the public hearing.

The public notice requirements for this application have been and will continue to be met, and nothing about this proposal affects the City’s ongoing compliance with Goal 1.

Therefore, the proposal is consistent with this goal.

**Goal 2: Land Use Planning**

Goal 2 outlines the basic procedures of Oregon’s statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan’s policies into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

**Findings:** Compliance with Goal 2 is achieved, in part, through the City’s comprehensive planning process and land use regulations. For quasi-judicial proposals, Goal 2 requires that the decision be supported by an adequate factual base, which means it must be supported by substantial evidence in the record. The proposed Adjustment has been analyzed and supported by the Portland Bureau of Transportation’s engineer, and *the proposal is consistent with this goal.*

**Goal 3: Agricultural Lands**

Goal 3 defines “agricultural lands,” and requires counties to inventory such lands and to “preserve and maintain” them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

**Goal 4: Forest Lands**

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will “conserve forest lands for forest uses.”

**Findings for Goals 3 and 4:** In 1991, as part of Ordinance No. 164517, the City of Portland took an exception to the agriculture and forestry goals in the manner authorized by state law and Goal 2. Since this review does not change any of the facts or analyses upon which the exception was based, the exception is still valid, and Goal 3 and Goal 4 do not apply.

**Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources**

Goal 5 relates to the protection of natural and cultural resources. It establishes a process for inventorying the quality, quantity, and location of 12 categories of natural resources. Additionally, Goal 5 encourages but does not require local governments to maintain inventories of historic resources, open spaces, and scenic views and sites.

**Findings:** The City complies with Goal 5 by identifying and protecting natural, scenic, and historic resources in the City’s Zoning Map and Zoning Code. Natural and scenic resources are identified by the Environmental Protection (“p”), Environmental Conservation (“c”), and Scenic (“s”) overlay zones on the Zoning Map. The Zoning Code imposes special restrictions on development activities within these overlay zones. Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts. This site is not within any environmental or scenic overlay zones and is not part of any designated historic resource. Therefore, Goal 5 is not applicable.

**Goal 6: Air, Water and Land Resources Quality**

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

**Findings:** Compliance with Goal 6 is achieved through the implementation of development

regulations such as the City's Stormwater Management Manual at the time of building permit review, and through the City's continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities. The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed approval. *Therefore Goal 6 is met.*

### **Goal 7: Areas Subject to Natural Disasters and Hazards**

Goal 7 requires that jurisdictions adopt development restrictions or safeguards to protect people and property from natural hazards. Under Goal 7, natural hazards include floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. Goal 7 requires that local governments adopt inventories, policies, and implementing measures to reduce risks from natural hazards to people and property.

**Findings:** The City complies with Goal 7 by mapping natural hazard areas such as floodplains and potential landslide areas, which can be found in the City's MapWorks geographic information system. The City imposes additional requirements for development in those areas through a variety of regulations in the Zoning Code, such as through special plan districts or land division regulations. The subject site is not within any mapped floodplain or landslide hazard area, so Goal 7 does not apply.

### **Goal 8: Recreation Needs**

Goal 8 calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expediting siting of destination resorts.

**Findings:** The City maintains compliance with Goal 8 through its comprehensive planning process, which includes long-range planning for parks and recreational facilities. Staff finds the current proposal will not affect existing or proposed parks or recreation facilities in any way that is not anticipated by the zoning for the site, or by the parks and recreation system development charges that are assessed at time of building permit. Furthermore, nothing about the proposal will undermine planning for future facilities. *Therefore, the proposal is consistent with Goal 8.*

### **Goal 9: Economy of the State**

Goal 9 calls for diversification and improvement of the economy. Goal 9 requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

**Findings:** Land needs for a variety of industrial and commercial uses are identified in the adopted and acknowledged Economic Opportunity Analysis (EOA) (Ordinance 187831). The EOA analyzed adequate growth capacity for a diverse range of employment uses by distinguishing several geographies and conducting a buildable land inventory and capacity analysis in each. In response to the EOA, the City adopted policies and regulations to ensure an adequate supply of sites of suitable size, type, location and service levels in compliance with Goal 9. The City must consider the EOA and Buildable Lands Inventory when updating the City's Zoning Map and Zoning Code. Because this proposal does not change the supply of industrial or commercial land in the City, the proposal is consistent with Goal 9.

### **Goal 10: Housing**

Goal 10 requires local governments to plan for and accommodate needed housing types. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

**Findings:** The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards. Since this proposal is not related to housing or to land zoned to require residential use, Goal 10 is not applicable.

### **Goal 11: Public Facilities and Services**

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal’s central concept is that public services should be planned in accordance with a community’s needs and capacities rather than be forced to respond to development as it occurs.

**Findings:** The City of Portland maintains an adopted and acknowledged public facilities plan to comply with Goal 11. See Citywide Systems Plan adopted by Ordinance 187831. The public facilities plan is implemented by the City’s public services bureaus, and these bureaus review development applications for adequacy of public services. Where existing public services are not adequate for a proposed development, the applicant is required to extend public services at their own expense in a way that conforms to the public facilities plan. In this case, the City’s public services bureaus (BES and PBOT) recommend approval, as discussed earlier in this report and therefore, this goal is met.

### **Goal 12: Transportation**

Goal 12 seeks to provide and encourage “safe, convenient and economic transportation system.” Among other things, Goal 12 requires that transportation plans consider all modes of transportation and be based on inventory of transportation needs.

**Findings:** The City of Portland maintains a Transportation System Plan (TSP) to comply with Goal 12, adopted by Ordinances 187832, 188177 and 188957. The City’s TSP aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” The extent to which a proposal affects the City’s transportation system and the goals of the TSP is evaluated by the Portland Bureau of Transportation (PBOT). As discussed earlier in this report, PBOT evaluated this proposal and recommends approval. Therefore, the proposal is consistent with Goal 12.

### **Goal 13: Energy**

Goal 13 seeks to conserve energy and declares that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.”

**Findings:** With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current building code. For these reasons, staff finds the proposal is consistent with Goal 13.

### **Goal 14: Urbanization**

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an “urban growth boundary” (UGB) to “identify and separate urbanizable land from rural land.” It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

**Findings:** In the Portland region, most of the functions required by Goal 14 are administered by the Metro regional government rather than by individual cities. The desired development pattern for the region is articulated in Metro’s Regional 2040 Growth Concept, which emphasizes denser development in designated centers and corridors. The Regional 2040 Growth Concept is carried out by Metro’s Urban Growth Management Functional Plan, and the City of Portland is required to conform its zoning regulations to this functional plan. This land use review proposal does not change the UGB surrounding the Portland region and does not affect the Portland Zoning Code’s compliance with Metro’s Urban Growth Management Functional Plan. Therefore, Goal 14 is not applicable.

**Goal 15: Willamette Greenway**

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

**Findings:** The City of Portland complies with Goal 15 by applying Greenway overlay zones which impose special requirements on development activities near the Willamette River. The subject site for this review is not within a Greenway overlay zone near the Willamette River, so Goal 15 does not apply.

**Goal 16: Estuarine Resources**

This goal requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”

**Goal 17: Coastal Shorelands**

This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for “water-dependent” or “water-related” uses.

**Goal 18: Beaches and Dunes**

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

**Goal 19: Ocean Resources**

Goal 19 aims “to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19’s main requirements are for state agencies rather than cities and counties.

**Findings:** Since Portland is not within Oregon’s coastal zone, Goals 16-19 do not apply.

**ADJUSTMENT REQUEST (33.805)**

**33.805.010 Purpose**

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would

preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

### **33.805.040 Approval Criteria**

Adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following Adjustment is requested:

- Loading Standards - 33.266.310.C.2.c – Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.

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

**Findings:** The purpose of the regulation is to ensure sufficient space for loading for later uses and developments. These regulations ensure that the appearance of the 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.

The Loading Demand Study submitted by the applicant was analyzed by the Portland Bureau of Transportation's engineer. PBOT finds that one standard A loading space on-site will satisfy the needs of the 227-room hotel and restaurant. Typical loading activities will occupy a loading space for approximately three hours total each day, most of which can be scheduled by the hotel staff.

The applicant is also requesting a 60-ft long passenger loading/unloading zone (aka Hotel Zone) separately through PBOT's Parking Control. As shown in the data collection, hotel zones are often used for delivery activities, despite loading spaces provided on-site. If both the on-site loading space and the hotel zone are occupied, there are 4 truck loading zones within a 200-ft walking distance of the site, each with capacity to accommodate additional loading.

*This approval 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 a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

**Findings:** The site is located in the EX (Central Employment) zone. The desired character of this zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The site is also located within the Pearl Subdistrict of the Central City Plan District. In the City of Portland's 2035 Comprehensive Plan, the vision for the Pearl Subdistrict is described as being a highly livable, multimodal urban neighborhood. It is envisioned as being family-friendly, with excellent access to public amenities, and modeling social,

environmental and economic sustainability. It is anticipated to grown by 6,000 people, with an additional 4,000 jobs. Future urban design concepts for this area include the proposed Green Loop, which will highlight the desired retail and commercial character of NW 11<sup>th</sup> and NW 13<sup>th</sup> Avenues.

The proposal to locate loading from NW 12<sup>th</sup>, rather than the NW 13<sup>th</sup> frontage, is consistent with the pedestrian and bicycle-oriented urban design planned for NW 13<sup>th</sup> Avenue. Reducing the quantity of loading spaces from two to one facilitates the length of inactive frontage dedicated to loading spaces. As this area densifies and evolves, it will become increasingly significant to activate all street frontages. The location and size of this loading bay, and its adjacency to a staff lounge, provide some flexibility and possibility of adaptive reuse toward a more active use if loading is no longer required in the future.

*This approval 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:** Only one adjustment is being requested.

*This criterion does not apply.*

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

**Findings:** There are no city-designated scenic or historic resources on this site.

*This criterion does not apply.*

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

**Findings:** The Loading Demand Analysis determined that the loading demand generated by this use will be able to be accommodated within the one on-site loading space. Additionally, the applicant is requesting a 60-foot long passenger loading/unloading zone separately through PBOT's Parking Control. As shown in the data collection, hotel zones are often used for delivery activities, despite loading spaces provided on site. If both the on-site loading space and the hotel zone are occupied, there are four truck loading zones within a 200-foot walking distance of the site, each with capacity to accommodate additional loading.

*This approval criterion is met.*

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

**Findings:** This site is not within an environmental zone. *This criterion does not apply.*

## **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 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 design guidelines and Adjustment criteria; therefore, it warrants approval.

**DESIGN COMMISSION DECISION**

It is the decision of the Design Commission to approve Design Review for 9-story, 227-room hotel.

Approval of the following Adjustment request:

- 1. Loading Standards - 33.266.310.C.2.c – Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living.

Approvals per Exhibits C.1-C-79, signed, stamped, and dated January 27, 2020, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) 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 19-204560 DZM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

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By:  \_\_\_\_\_  
Julie Livingston, Design Commission Chair

Application Filed: October 11, 2019  
Decision Filed: January 24, 2020

Decision Rendered: January 23, 2020  
Decision Mailed: January 29, 2020

**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 October 11, 2019 and was determined to be complete on November 21, 2019.

*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 October 11, 2019.

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 waived the 120-day review period, as stated with Exhibit A.2. The **120 days expire on: November 20, 2020**

**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. This report is the final decision of the Design Commission with input from other City and public agencies.

**Conditions of Approval.** This approval 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.

**Appeal of this decision.** This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on February 12, 2020 at 1900 SW Fourth Ave. Appeals can be filed at the 5<sup>th</sup> floor reception desk of 1900 SW 4<sup>th</sup> Avenue Monday through Friday between 8:00 am and 4:30 pm. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

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 City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

**Who can appeal:** You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5000.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

**Recording the final decision.**

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded on or after **February 13, 2020** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

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

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

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

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

Hannah Bryant  
January 23, 2020

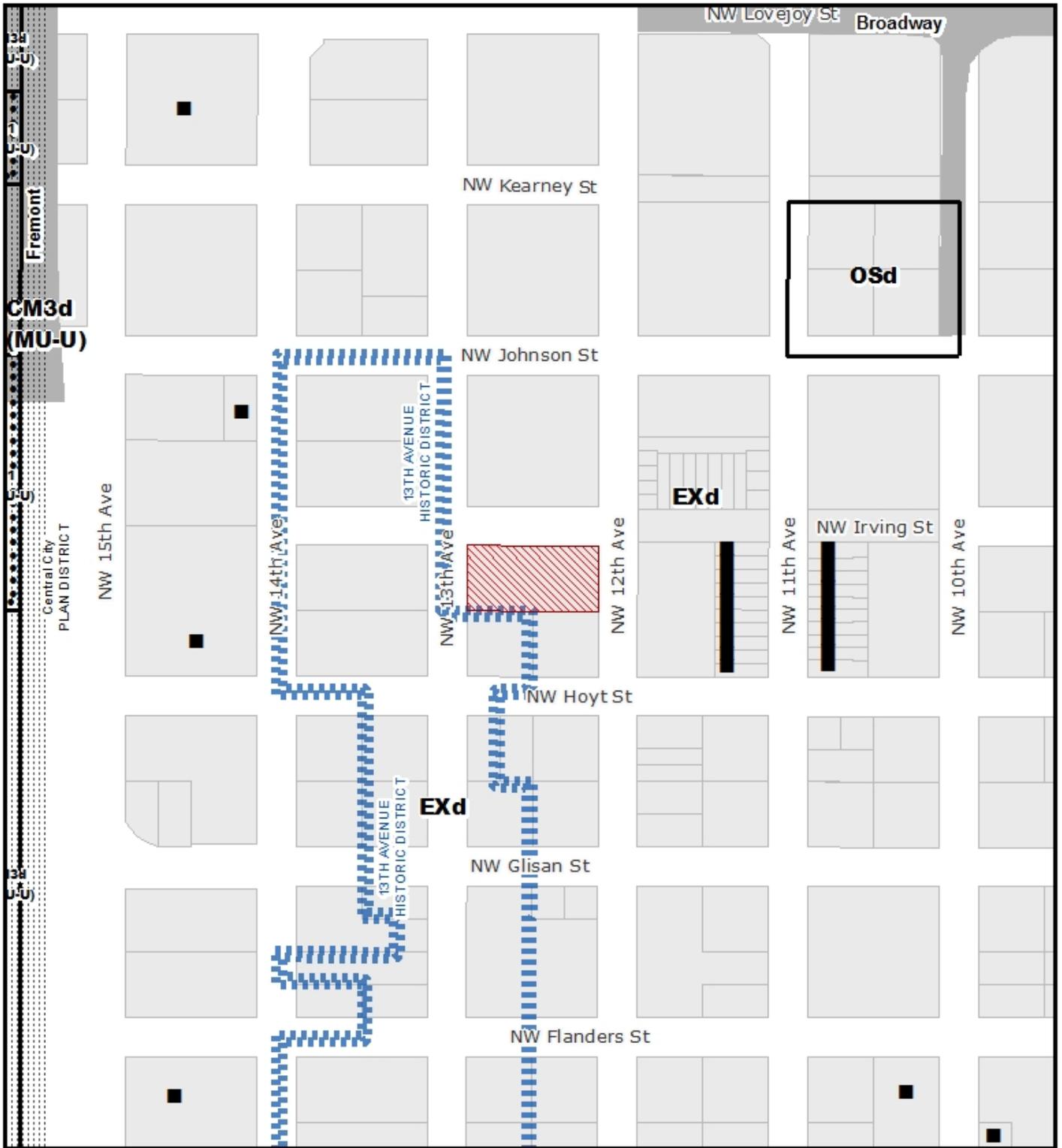
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Submittals
  1. Original Submittal
  2. 120-day Waiver
  3. Completeness Response, November 18, 2019
  4. Hearing #1 Drawing Package
  5. Examples of other ground floor plans
  6. Hearing #2 Drawing Appendices
  7. Revised drawings, December 20, 2019
- B. Zoning Map (attached)
- C. Plan & Drawings
  1. Site Plan
  2. Basement plan
  3. Level 1 Plan (attached)
  4. Level 3-8 Plan
  5. Level 9 Plan

6. Roof Plan
7. Not used
8. West Elevation (B&W)
9. Not used
10. North Elevation (B&W)
11. North Elevation (color)
12. East Elevation (B&W)
13. East Elevation (color)
14. South Elevation (B&W)
15. South Elevation (color)
16. Building Section (north)
17. Building Section (south)
18. Building Section (west)
19. Sightlines
20. Enlarged Section & Elevation (typical)
21. Level 1 Dining – Enlarged West Elevation
22. Level 1 Dining – Enlarged Level 1 Section and Elevation
23. Level 1 Dining – Enlarged North Elevation and Section
24. Level 1 Lobby – Enlarged North Elevation
25. Level 1 Lobby – Enlarged Section
26. Level 1 Event – Enlarged North Elevation and Section
27. Level 1 Event – Enlarged North Elevation and Section
28. Level 1 Staff Entry – Enlarged East Elevation and Section
29. Level 1 Loading – Enlarged East Elevation and Section
30. Level 1 Parking Entry - Enlarged East Elevation and Section
31. Level 9 – Enlarged Elevation and Section (typical)
32. Level 9 Terrace – Enlarged Elevation (typical)
33. Level 9 Terrace – Enlarged Section (typical)
34. Typical Details
35. Typical Details
36. Typical Details
37. Typical Details – canopies
38. Typical Details – canopies
39. Porous Brick Screen
40. Brick, Glass and Metal Cladding
41. Landscape Plan
42. Level 1 Lighting Plan
43. Level 9 Lighting Plan
44. Utility Plan
45. Survey
46. Brick Details
47. Brick Details
48. Textured Brick
49. Aluminum Storefront System
50. Fiberglass Windows
51. Folding Wall System
52. Glazing
53. Bird Safe Glazing
54. Glazing
55. Bird Safe Glazing
56. Glass Guardrail
57. ACM Metal Panel
58. Metal Panel (Mechanical Screen)
59. Metal Roofing (Tops of Canopies)
60. Perforated Panel

61. Bar Grille
62. Metal Guardrail (Loading Dock)
63. Etched Concrete Paving (Loading Dock)
64. Lighting
65. Lighting
66. Lighting
67. Lighting
68. Lighting
69. Lighting
70. Lighting
71. Green Roof
72. HVAC
73. HVAC
74. HVAC
75. Vertical Lift Gate
76. FAR Calculations
77. Ground Floor Glazing Diagrams
78. Not Used
79. Enlarged Ground Floor Plan
- D. Notification information:
  1. Request for response
  2. Posting letter sent to applicant
  3. Notice to be posted
  4. Applicant's statement certifying posting
  5. Mailed notice
  6. Mailing list
- E. Agency Responses:
  1. Bureau of Environmental Services
  2. Site Development Review Section of BDS
  3. Life Safety
  4. Bureau of Transportation Engineering and Development Review
  5. Urban Forestry
- F. Letters
  1. Pearl District Neighborhood Association, January 3, 2020.
  2. Pearl Neighbors for Integrity in Design, January 9, 2020.
- G. Other
  1. Original LUR Application
  2. Incomplete Letter, dated November 4, 2019
  3. 19-201292 DA Summary Memo
  4. Email from Staff about changes needed to get an approval, December 12, 2019
  5. Pre-App Notes, December 5, 2018
- H. First Hearing
  1. Staff Report
  2. Staff Memo to Commission
  3. Staff Presentation
  4. Applicant Presentation
  5. Testimony Sign-up SheetSecond Hearing
  6. Staff Report
  7. Staff Presentation
  8. Applicant Presentation



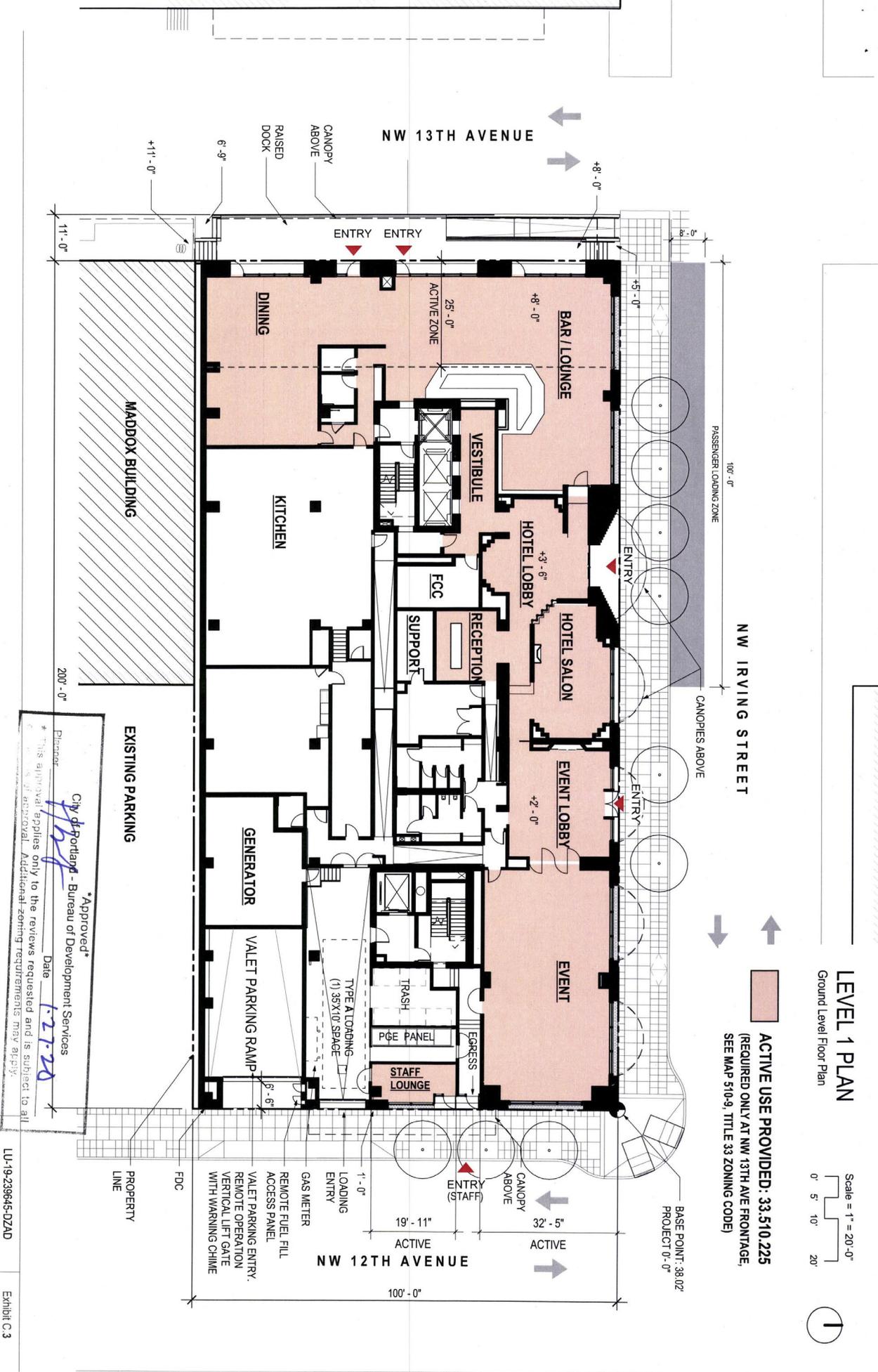
# ZONING

CENTRAL CITY PLAN DISTRICT  
PEARL SUB DISTRICT



-  Site
-  Historic Landmark
-  Bridge

File No.	LU 19 - 239645 DZ AD
1/4 Section	2928
Scale	1 inch = 200 feet
State ID	1N1E33AD 2800
Exhibit	B Oct 14, 2019



City of Portland - Bureau of Development Services  
 Approved\*  
 Date 1-27-20  
 \* This approval applies only to the reviews requested and is subject to all applicable rules and regulations. Additional zoning requirements may apply.

LU-19-239645-DZAD Exhibit C.3