



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

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REVISED STAFF REPORT AND RECOMMENDATION TO THE LANDMARKS COMMISSION

CASE FILE: LU 15-245120 HRM AD
PC # 14-220216

Restoration Hardware

REVIEW BY: Landmarks Commission

WHEN: January 25, 2016 @ 1:30pm

WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Benjamin Nielsen 503-823-7812 /
Benjamin.Nielsen@portlandoregon.gov

Revisions to the original staff report are called out with double underlines or boxes.

GENERAL INFORMATION

Applicant/

Representative: Paul Jeffreys, Ankrom Moisan Architects Inc
6720 SW Macadam Ave
Portland, OR 97219

Applicant/Owner: Natalie Kittner, Restoration Hardware
15 Koch Rd, Suite J
Corte Madera, CA 94925

Owner: Rosehill Invest LLC
2001 6th Ave #2300
Seattle, WA 98121-2522

Site Address: 2280 NW GLISAN ST

Legal Description: BLOCK 22 TL 400, KINGS 2ND ADD

Tax Account No.: R452303580

State ID No.: 1N1E33CB 00400

Quarter Section: 3027

Neighborhood: Northwest District, contact John Bradley at 503-313-7574.

Business District: Nob Hill, contact Mike Conklin at 503-226-6126.

Staff notes that the most current Office of Neighborhood Involvement "Neighborhood Involvement Directory", dated December 2015, lists Mr. Conklin as the president; however the Nob Hill Business Association lists Pat Fielder as president. Ms. Fielder may be contacted at nobhillportland@gmail.com.

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Northwest
Other Designations: Historic Alphabet District
Zoning: CS – Storefront Commercial
Case Type: HRM AD – Historic Resource Review with Modifications and Adjustments
Procedure: Type III—with a public hearing before the Landmarks Commission. The decision of the Landmarks Commission can be appealed to City Council.

Proposal:

The applicant requests historic resource review for a new 3-story plus penthouse retail commercial building—a total of 36,000 square feet—at the corner of NW 23rd Avenue and NW Glisan Street in the Historic Alphabet District. One level of below-grade parking for 18 vehicles is included. Both the underground parking and at-grade, enclosed loading will be accessed from NW Glisan St via the same driveway. The main pedestrian entry to the building will be from NW 23rd Avenue. On the rooftop, an enclosure for three stairways, an elevator, a semi-open verandah structure, and a terrace are proposed.

The applicant also requests four (4) Modifications to development standards:

- Increase the maximum height from 45 feet (33.130.210 and Table 130-3) to:
 - 57'-6" at the top of the pavilion roof and the stairwells (exceeding by 2'-6" the 10' in extra height allowed and the maximum 10% roof area allowed by the exception in 33.130.210.B.2.b);
 - 47'-3" at the top of the rooftop guardrail; and,
 - 46'-0" at the top of the main building cornice.
- Reduce the extent of required ground floor windows along the NW Glisan Street elevation from 25% of the building length and 12.5% of the ground floor wall area up to 9'-0" above finished grade to 13.5% of the building length and 8.9% of the ground floor wall area (33.130.230).
- Allow for the loading vehicles to back into the required loading space rather than entering and exiting in a forward motion (33.266.310.F).
- Reduce the required L4 landscape screening at the northernmost end of the east property line from the required 5'-0" depth to 2'-6" and to replace the required masonry wall in this area with an open metal balustrade fence along the property line and boxwood hedge behind it (33.266.310.E & Table 266-7).

The applicant also requests one (1) Adjustment to the use standards:

- Allow exterior display areas on the roof deck and the third-floor roof terrace (33.130.245.B).

The proposal has been revised since the public notice was issued and since the first staff report to clarify the extent of the height Modification request and to change the scope of the requested setback landscape buffer Modification along the east property line.

Historic resource review is required for new construction and Modifications to development standards. Adjustment review is required for Adjustments to use standards and may be reviewed concurrently with the requested historic resource review.

Approval Criteria:

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

- 33.846 Historic Resource Reviews
- 33.846.070 Modifications Considered During Historic Resource Review
- 33.805 Adjustments
- Community Design Guidelines
- Historic Alphabet District: Community Design Guidelines Addendum
- 33.805.040 Approval Criteria

ANALYSIS

Site and Vicinity: The subject site is located at the southeastern corner of the intersection of NW 23rd Avenue [*Neighborhood Collector Street, Community Main Street, Major Transit Priority Street, Local Service Walkway, Local Service Bikeway, Major Emergency Response Street*] and NW Glisan Street [*Transit Access Street, Local Service Walkway, Local Service Bikeway, Minor Emergency Response Street*] in the Historic Alphabet District and the Northwest Plan District. The site is approximately 15,000 square feet in size and currently has two small, single-story buildings and a parking lot on it. Both existing buildings are noncontributing buildings within the historic district. A taller, three-story building lies immediately to the south, and contains retail on the ground floor (Kitchen Kaboodle) with multifamily residential uses above. Immediately to the east lies a two-and-one-half story multifamily residential building; its rear side faces the subject site, and a narrow sidewalk lies between that building and the property line. Across NW Glisan Street are a series of low-rise buildings: one is a two-and-one-half story brick multifamily residential building. Another is a four-story commercial mixed use building composed

almost entirely of glass on its street-facing façade. To the west of that, at the northwestern corner of NW Glisan & 23rd is a two-and-one-half story house which has been converted to retail use. Across NW 23rd Avenue from the subject site is a single-story retail building and a two-story commercial office building set deep on its site behind a parking lot.

The site slopes down approximately 10 feet from its southwest corner towards its northeast corner and lies within the Northwest Pedestrian District.

Zoning: The Storefront Commercial (CS) zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominately built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

The Historic Alphabet District is an irregularly-shaped, approximately 50 block area in Northwest Portland. The district contains a total of six originally platted additions, but a significant portion of the district is in Couch's addition to the city of Portland, recorded in 1865. This addition was platted in a sequential series, with the earlier plats subdividing the area into the 200 x 200-foot blocks that characterized downtown Portland. Later plats, concentrated at the western end of the district, subdivided the land into 200 (north-south) x 480 (east-west) foot blocks. These larger blocks encouraged the siting of public institutions that needed relatively large plots of land in a pleasant environment. As a result, institutions such as Good Samaritan Hospital and Bishop Scott Grammar and Divinity School were among the first settlements to populate the area. By the 1880s, the district had become home to Portland's elite, establishing the area as a neighborhood for the well-to-do. It remained that way well into the second decade of the twentieth century, though after the Lewis and Clark Fair of 1905, the neighborhood began to include multi-family dwellings (which characterizes the neighborhood today) in its primarily single-family residential environment. The Historic Alphabet District is unique in Portland for its concentration of these early twentieth century multi-family structures—many of which were designed and constructed by the city's premier architects and developers. The district's period of significance extends from 1880 to 1940 with the beginning of World War II.

Land Use History: City records indicate that prior land use reviews include the following:

- LU 03-177422 HDZ – Historic design review approval for two hanging blade signs.
- EA 14-220211 – Early assistance meeting to discuss zoning issues for a proposed new 3-story retail development with rooftop terrace.
- EA 14-220216 PC – Pre-application conference to discuss a Type III Historic Resource Review for the construction of a new 3-story retail building for Restoration Hardware.
- EA 14-234834 DA – Design advice request for a proposed new 3 story retail building for Restoration Hardware and including a rooftop terrace and exterior display area. See Exhibits G-5 through G-7 for the summary notes of all DAR proceedings with the Portland Historic Landmarks Commission.
- PW 14-245906 - Public Works appeal request to allow existing 12-foot wide corridor to remain on NW 23rd Avenue and not require an additional 3-foot right-of-way dedication. Appeal was denied.
- PW 15-133335 – Public Works appeal request to allow existing 12-foot wide corridor to remain on NW 23rd Avenue and not require an additional 3-foot right-of-way dedication. Appeal was denied.

- PW 15-149155 – Public Works appeal request to allow existing 12-foot wide corridor to remain on NW 23rd Avenue and not require an additional 3-foot right-of-way dedication. Appeal decision is not indicated.
- PW 15-219009 – Public Works alternative review approval to retain existing 12-foot sidewalk and not require an additional 3-foot dedication along NW 23rd Avenue.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **November 20, 2015**.

The Bureau of Environmental Services responded with comments about sanitary service availability, stormwater management requirements, and permitting requirements. Please see Exhibit E-1 for additional details.

The Water Bureau responded with comments about available water service to the site. Please see Exhibit E-2 for additional details.

The Fire Bureau responded with a comment stating that a building permit is required and that all applicable fire code requirements will apply at the time of permit review and development. Please see Exhibit E-3 for additional details.

The Site Development Section of BDS responded with comments focused on the geotechnical report required for permitting and erosion control requirements. Please see Exhibit E-4 for additional details.

The Life Safety Section of BDS responded with comments about building code and life safety requirements that must be met. Please see Exhibit E-5 for additional details.

The Bureau of Parks-Forestry Division responded with comments about existing street trees on NW Glisan St which will be removed, the required removal and mitigation fees, and requested conditions of approval related to that mitigation. Please see Exhibit E-6 for additional details.

Staff added the following recommended condition of approval to the staff report: A Street Tree Planting Plan shall be submitted and mitigation for the removal of the two cherry trees on NW Glisan shall be paid prior to permitting.

The Bureau of Transportation Engineering responded with comments about the requested loading Modification, including conditions of approval, and other requirements related to Title 17. Please see Exhibit E-7 for additional details.

Staff added the following recommended condition of approval to the staff report, which has been revised with additional evidence provided at the first hearing and subsequent written testimony and evidence:

Loading activities shall be limited to 7:00am to 10:00am (non-business hours when the parking garage is not accessible to the public), and signs shall be posted on the exterior of the building adjacent to the loading bay indicating that loading activities are not permitted during business hours and requiring loading vehicles to back into the loading space.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **November 20, 2015**.

No written responses were received from either the Neighborhood Association or notified property owners in response to the proposal prior to publication of the original staff report.

Written responses and oral testimonies were received after publication of the original staff report, at the first Landmarks Commission hearing on December 14, 2015, and after that hearing while the record remained open for new evidence until December 28, 2015, and for responses to new evidence until January 11, 2016.

Prior to December 14, 2015 hearing:

- Bill Hurst, 2246-2248 NW Glisan St, Portland, OR, 12/11/2015 – Email strongly in favor of proposal. See Exhibit H-7 for additional details.

Staff forwarded the email to the applicants and the Landmarks Commission.

At December 14, 2015 hearing:

- James Buchal, MBLLP, 3425 SE Yamhill St #100, Portland, OR, 12/14/2015 – Testified in opposition to the proposal.

- William Leslie, Chaney, Chaney & Peterson, 100 W Powell Blvd, Gresham, OR, 12/14/2015 – Testified in opposition to the proposal. Mr. Leslie also requested that the record be held open to allow for additional testimony.
- Brian Snuggs, Chaney, Chaney & Peterson, 100 W Powell Blvd, Gresham, OR, 12/14/2015 – Did not speak but indicated opposition on testimony sign-up sheet.

Record open period. December 14-December 28, 2015:

- James L. Buchal, Murphy & Buchal LLP, 3425 SE Yamhill St, Suite 100, Portland, OR 97214, via email 12/15/2015, identical letter attachment received via mail 12/17/2015 – Letter outlining objections to the proposed Modifications for height, loading, and the setback landscaping requirements along the east lot line, stating that the proposals need to better meet the approval criteria for historic resource review. Regarding the objection to the proposed height Modification, Mr. Buchal cited concerns about noise generated from the HVAC system that was proposed to be located on the loading dock roof instead of on the roof of the main building. Mr. Buchal also expressed concern about adjacent property owners not receiving notification for the previous Design Advice Request hearings and only receiving notice for the Historic Resource Review as of November 20, 2015. Two (2) photos were also attached showing views from the adjacent Burkhart Apartments to the west of the rear side of the existing Plaid Pantry convenience store and over it towards the West Hills. See Exhibit H-8 for additional details.

Staff forwarded this letter to the applicants and to the Landmarks Commission. The applicant has responded to the letter by redesigning the landscape in the setback along the east lot line so that the required plantings are located along the property line and the 6' high masonry wall is located inward of that landscaping on the subject site. The applicant has also responded to concerns about the HVAC system noise by relocating the HVAC equipment from the lower roof of the loading dock—which is much closer to the adjacent residential property—and placing it behind a lower system on the roof of the main building, which is set back farther from the adjacent residential property. See revised drawings.

Regarding concerns about proper public notification for the previous Design Advice Request hearings—case number LU 14-234834 DA—a total of three hearings were held: one on April 13, 2015, a second on June 8, 2015, and a final hearing on September 28, 2015. The applicants certified (see Exhibit H-13) that they posted notices at the site in accordance with zoning code section 33.730.080, though the zoning code does not require this action for Design Advice Request hearings. Additionally, the posting notices were sent electronically to the recognized neighborhood organizations and district coalitions within 1,000 feet of the subject site, though this is also not required by the zoning code. Furthermore, a representative from the Northwest District Association Land Use Committee testified in support of the proposal at the June 8, 2015, Design Advice Request hearing.

- James Buchal, Murphy & Buchal LLP, 3425 SE Yamhill St #100, Portland, OR 97214, 12/15/2015 – Email stating that Mr. Buchal made contact with what he believed is the relevant neighborhood association – The Alphabet District Neighborhood Association, contact Steve Mozinski. See Exhibit H-9 for additional details.
- James Buchal, Murphy & Buchal LLP, 3425 SE Yamhill St #100, Portland, OR 97214, 12/16/2015 – Follow-up email clarifying that Steve Mozinski is not with The Alphabet District Neighborhood Association. See Exhibit H-10 for additional details.
- Steve Mozinski, 12/18/2015 – Email to staff questioning if a traffic study has been conducted and submitted to justify the requested loading Modification. Also concerns about noise from backing trucks. See Exhibit H-11 for additional details.

Staff responded by forwarding Mr. Mozinski's email to the applicants and recommended to Mr. Mozinski that he contact the PBOT representative for this case to discuss traffic and loading issues.

The applicant has responded to Mr. Mozinski's concerns by providing a traffic study of the adjacent section of NW Glisan Street, including a turning diagram for a box truck 5 feet longer than is proposed to be used at the subject site.

- James Buchal, Murphy & Buchal LLP, 3425 SE Yamhill St #100, Portland, OR 97214, 12/28/2015 – Email with attachments adding additional material to the record. Attached materials include:
 - An aerial site map indicating the location of the adjacent residential property (2254 NW Glisan St).

- Chapter 48. Noise and Vibration Control – from the ASHRAE Handbook (publication year not indicated).
- Engineers Newsletter, Volume 38-2, provided by TRANE. Subject: Acoustical Considerations for Large Rooftop Units.
- Letter to Landmarks Commission, dated 12/28/2015, supplementing objections to the proposed Modifications and referencing *City Code Section 18.10.10* which limits noise from a commercial sound source between 10:00pm and 7:00am to 50dBA in a residential zone, referencing the above cited ASHRAE Handbook, and encouraging the Commission to seek legal advice concerning the historic-resource-related findings relative to the Modifications. See Exhibit H-12 for additional details.

Staff responded by forwarding this information to the applicant and the Landmarks Commission. The applicant has responded to this information by relocating the HVAC equipment from the lower roof of the loading dock—which is much closer to the adjacent residential property—and placing it behind a louver system on the roof of the main building, which is set back farther from the adjacent residential property. See drawings.

Procedural History:

- A Request for Response notice for this proposal was sent to service bureaus and the recognized neighborhood organizations on November 2, 2015. See Exhibit D-1 for more information.
- Public notice for the first hearing with the Landmarks Commission was posted at the site on November 11, 2015. See Exhibit D-4 for more information.
- Public notice for the first hearing with the Landmarks Commission was mailed to property owners within 1000 feet of the subject site and to recognized neighborhood organizations on November 20, 2015. See Exhibit D-6 for more information.
- The Staff Report for the first hearing with the Landmarks Commission was mailed to the Commissioners and posted online on December 9, 2015. See Exhibit H-1 for more information.
- The first hearing with the Landmarks Commission was held on December 14, 2015. At that hearing, a request was made to hold the record open for new evidence for an additional 14 days, ending December 28, 2015, at 5:00pm. The record was also held open for an additional 14 days to allow for responses to new evidence, ending January 11, 2016, at 5:00pm. A final 14 day period was provided to allow for rebuttal by the applicants, if desired, and a subsequent hearing was scheduled to take place on January 25, 2016, at 1:30pm.
- Following the close of the record, staff requested a consolidated drawing package and corrections to the page numbers in the drawing package. The applicant provided this package and a memo outlining a summary of corrections on January 15, 2016. See Exhibit H-20 for additional details.

ZONING CODE APPROVAL CRITERIA

(1) HISTORIC DESIGN REVIEW (33.846)

Chapter 33.846.060 - Historic Resource Review

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: The site is located within the Alphabet Historic District and the proposal is for a non-exempt treatment. Therefore Historic Resource Review approval is required. The approval criteria are the *Community Design Guidelines* and the *Historic Alphabet District Community Design Guidelines Addendum*.

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

Historic Alphabet District - Community Design Guidelines Addendum & Community Design Guidelines

2. Differentiate New from Old. New additions, exterior alterations, or related new construction will retain historic materials that characterize a property to the extent practicable. Replacement materials should be

reasonable facsimiles of the historic materials they replace. The design of new construction will be compatible with the historic qualities of the district as identified in the Historic Context Statement.

3. Hierarchy of Compatibility. Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a historic or conservation district, with the rest of the District. Where practical, compatibility will be pursued on all three levels. New development will seek to incorporate design themes characteristic of similar buildings in the Historic Alphabet District.

P1. Plan Area Character. Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

P2. Historic and Conservation Districts. Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.

D7. Blending into the Neighborhood. Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

Findings for 2, 3, P1, P2, & D7: The proposed new, three-story building, plus penthouse and roof deck will bring development up to the sidewalk edge on both NW 23rd Ave and NW Glisan St, continuing a pattern established by historic commercial and residential development elsewhere on both streets. Indeed, the existing parking lot, which occupies most of the site at present, and deeply set back Plaid Pantry building are out of character with the streetcar era commercial development that is prevalent along NW 23rd Ave—buildings are typically built at the sidewalk edge and parking is accommodated on the street. The primary massing of the proposed building continues the three-story street wall established by the existing (noncontributing) Kitchen Kaboodle building immediately to the south. Though this larger massing is not necessarily the predominant massing of streetcar era commercial buildings in the district, the building nonetheless is in scale with other, contributing mixed-use retail/residential and multifamily residential buildings located along NW 23rd.

The proposed west elevation, facing NW 23rd Ave, includes large aluminum sash windows with clear glazing set into stucco walls which relate both to the predominant storefront character along this former streetcar street and to the residential character of some of the larger buildings on NW 23rd. The sashes in these windows are oriented vertically, like other sash windows found in the district, and are further articulated with thicker vertical stiles at operable portions of the windows. The steel and translucent glass canopies and translucent glass awnings on this elevation reference and reinterpret traditional historical canopies and awnings. The steel and glass canopies at the ground level also help to establish the base of the building as being distinct from the upper stories. A projecting stucco sill with a precast sill cap at the base of the storefront windows further helps to define the base and relates the building to the sloping topography along this street. Above, a row of steel Juliette balconies on the second story relates to residential bays and balconies found elsewhere through the district.

A narrow band, created by a precast concrete parapet cap, defines the top of the second story parapet and guardrail for the third story terrace. This parapet and the simple cornice line created by its cap are interrupted, however, by steel railings set into the parapet and which align with the Juliette balconies below and the aluminum windows behind. These railings, of which there are two alternative designs—one at 24" tall and the other at 8" tall—replace the Juliette balconies that were originally proposed and shown at the December 14, 2015, hearing. At that hearing, the Landmarks Commission reiterated its opposition to the Juliette balconies in this location—similar to concerns they expressed previously at design advice hearings in June and September—that these openings in the parapet are not consistent with the historic character of buildings in the district and expressed additional concern that they allow too much visibility of the exterior display areas on this terrace. The original staff report recommended a condition of approval requiring the solid parapet/guardrail above the second story and at the third story roof terrace to be continuous and uninterrupted by Juliette balconies or railings to preserve the building's compatibility with the historic district. The Commission indicated that a rail inset no more than 8" deep may be acceptable as long as the exterior display on the terrace does not become visible. This would help the cornice line here to be continuously expressed and better maintain historic character at the lower building massing facing NW 23rd Ave. Thus, staff recommends a condition approving the proposed alternative 8" rail and parapet cutout at the third floor terrace rather than the 24" rail and cutout and rather than the previously proposed Juliette balconies.

A similar condition exists at the primary cornice at the top of the main building massing. Here, the cornice

is more articulated than the lower cornice line and composed with profiles in the stucco walls and a metal coping cap creating the additional cornice height and banding traditionally found on multistory buildings in the district. A secondary guardrail composed of stucco-covered CMU and a precast concrete cap onto which a steel guardrail is placed sits behind the primary parapet. This steel guardrail completely replaces the glass guardrail which occupied the majority of this guardrail in the original proposal, save for the areas on the west, north, and east facades where the primary parapet steps down. Now, with a continuous steel guardrail, the parapet composition reads more cohesively and utilizes a more-historically compatible building guard system than the previously proposed glass guardrail. The space between the primary parapet and this guardrail is occupied by a long, continuous planter. Like at the outdoor terrace below, however, the cornice is not continuous and is interrupted at the central building bay with a lower and shorter cornice, though the cornice's lowest molding datum line is maintained. The Landmarks Commission has previously stated that a continuous cornice line would be more compatible with the character of the historic district; however, at the December 14, 2015, hearing, the Commission came to the conclusion that the step down in the parapet at the center bay of the west and north elevations was a pattern consistent with the character of other buildings in the district which have varying parapet heights.

Rounding the corner to the north elevation, the majority of the details described above continue; however, the windows are reduced in size dramatically, reflecting the transition in character on NW Glisan Street from retail at NW 23rd Ave to a more residential focus towards the east. Only one translucent glass and steel canopy from the ground floor detailing on NW 23rd Ave exists on this elevation, and this is at the western corner bay where the building relates more to the retail character of NW 23rd. Larger window bays are still found at both corners of the building on this elevation and windows half as wide puncturing the walls between. Steel Juliette balconies continue along the second story here on the third story above at the two easternmost window bays and the westernmost bay. Translucent glass awnings are continued over transoms on the third story and the westernmost two bays and easternmost two bays on the second story. Along the ground level, the projecting sill remains at a continuous height, establishing the datum line for the ground floor and defining a solid base found on many multi-dwelling residential buildings in the district. At the top of the building and the third floor roof terrace, similar cornice conditions are proposed as those found on the west elevation, and similar conditions of approval are necessary to address concerns about compatibility within the district.

Similar conditions at the north façade exist on the east façade. The same sill—now really a belt cornice—and main cornice detailing at the parapet wrap around the façade. Here, though, at the ground level, only one window bay exists, and this is located at the north end of the façade. Back-of-house uses are located here, keeping them off of the NW 23rd Ave frontage, which is in keeping with the character of the district. A driveway between the building and the property line slopes down to the basement level. The overhead door to the garage faces away from the street, minimalizing its presence. The loading door, located in a small appendage to the main building mass, does, however, face the street. The building's mechanical equipment was originally shown above this loading garage; however, it has been relocated since the first hearing on December 14, 2015, to the southeast corner of the main building roof. At the top of the east façade, the stair tower and elevator overrun are much more prominent building elements than from the two street-facing facades. These are rendered with blank facades, though both primary masses have a modest cornice at the top.

On the south façade, as well, the stair tower and elevator overrun are located at the edge of the building. The primary cornice on the parapet wraps around onto this façade on both the east and west ends and terminates at the stair tower on both sides. The lesser-detailed cornice on the stair tower, however, does not continue onto this façade. The rest of the façade is a simple blank wall, and a significant portion is covered by the adjacent Kitchen Kaboodle building. This condition is typical of many walls at property lines in the district, though several of these buildings also have windows in these walls, which is not allowed by code today.

Three signs are proposed on the building. Two wall-mounted, halo-illuminated signs are proposed, one each installed at the parapet in the central bay on the west and north facades. Each is 5.5 square feet in size and composed of black-painted stainless steel channel letters. The small size, restrained lighting, and placement on the building are consistent with the overall character of the historic district. The third sign proposed is a blade sign, 11.1 square feet in size, proposed to be mounted at the east end of the north façade. This blade sign will be composed of a minimum 1/8" thick sheet of aluminum, supported between two 1-1/2" x 1/4" powder coated flat steel sections with through-bolts at the top and bottom of the sign. These steel supports will be welded to 1/4" thick steel anchors that will be bolted through the stucco wall to the structure behind.

Numerous exterior light fixtures are proposed on and around this building—almost to the point of excess₂

and the revised proposal has not indicated any changes to the previously submitted lighting plans. The decorative wall sconces shown through successive design advice hearings remain and have been added onto the NW Glisan Street façade; however, their size has been reduced by over 50% from the original proposal, and these sconces seem more in scale with the building and with other fixtures in the district. At the last hearing on December 14, 2015, the Commission stated that the decorative wall sconces should only be used at the building's main entry—one on each side—though the revised proposal retains the sconces along the entire west and north façades.

Small, wall-mounted up-lights are proposed in each window bay, identified on the lighting plans as Type F1, and will be installed on the lower portion of each jamb. Similar up-lighting installed in the sidewalk (on the site and not in the right-of-way) highlight the jambs of the main entry. These fixtures appear to subtly highlight the jambs of each window bay and are not characteristic of exterior lighting in the district. They should therefore be removed from the proposal.

At the driveway, wall-mounted fixtures are proposed along the western face of the stormwater planter to provide illumination along the driveway. Similar dimmable fixtures are proposed along the eastern wall of the stormwater planter to illuminate the egress pathway, though the stormwater planter shown in the lighting plan does not reflect the current design of the stormwater planter and pathway indicated on the site plan. These fixtures are relatively diminutive in size and provide necessary lighting in these potentially dangerous areas without the installation of even more incompatible overhead pole fixtures.

Two types of building up-lighting fixtures are proposed to be installed in the right-of-way: one type is installed in the furnishing zone of the sidewalk and sits flush with the sidewalk surface (identified as Type UL1 in the lighting plan). Other similar fixtures, identified as Type UL2, sit just inside the property line and provide similar accent lighting. The other type is installed in the planter strip located in the furnishing zone along NW Glisan Street and is identified as Type FS14. Both types of fixtures appear to cast a conical accent light onto the stucco piers along NW 23rd and NW Glisan. PBOT has indicated that these fixtures would need encroachment permit approval to be installed, and that there should be no expectation that PBOT would support this private use of the right of way. As of the publishing of this revised staff report, no encroachment permit has been requested or obtained.

Similar stake-mounted landscape light fixtures, identified as Type F6 in the lighting plan, are proposed to be installed in the right-of-way in the same landscape strip, though underneath each window bay—some within the right-of-way and some just outside it. These fixtures continue on the east façade underneath the northernmost window bay. It is not clear, however, exactly what they will be illuminating on the building (or in the landscape strip). Additional stake-mounted landscape light fixtures, identified as Type F7, are proposed in the tree wells along NW 23rd Ave and NW Glisan Street. Again, neither of these types of fixtures have yet been approved for installation by PBOT and, therefore, their approval through this historic resource review would be contingent of final approval through PBOT.

The same stake-mounted landscape light fixtures, identified as Type F7, are again proposed to illuminate the trees in the stormwater planter, though the lighting plan here does not yet reflect the revisions to the stormwater planter and egress pathway indicated on the site plan. Placing such formal lighting on these trees may have a negative impact on the adjacent residential property, due to the close proximity, and lighting of trees between buildings is not typical of the landscape character in this district, or historically.

The same stake-mounted landscape light fixtures, identified as Type F7 in the lighting plan, are proposed to be installed in the tree planters on the roof deck. The Landmarks Commission has repeatedly expressed concern about the visibility of the trees from the sidewalk level and how visible large vegetation on the roof is out of character for the historic district; however, this issue was not discussed specifically at the hearing on December 14, 2015. Though, since the planters are movable, they are essentially furniture, and the planters became a less important issue. However, the introduction of these light fixtures, and additional tree-mounted light fixtures, identified as Type F10 in the lighting plan, further call attention to the trees and suggest that they may be more-permanently placed than proposed. By the same principle expressed previously by the Commission, these light fixtures will highlight an element on the roof which is not characteristic in the district, and therefore, these fixtures should be removed from the proposal.

Additional Type F7 fixtures are proposed in a planter that is to be located at the western edge of the third floor roof terrace in the central bay. It is unclear in the drawings and in the night rendering provide exactly what these fixtures will be illuminating, though they appear to have little effect on the street below.

Additional light fixtures proposed on the roof include surface-mounted accent lights which will be placed around each steel trellis with the retractable cloth canopies. These fixtures, identified on the lighting plan

as Type MP1, appear to illuminate the fabric canopies in the provided night rendering, though they may truly function to illuminate the exterior space below. These fixtures are dimmable, and the same fixtures are proposed to be installed on the metal trellis on the third floor terrace.

Finally, LED ledge lights are proposed to be installed in the cornice on the parapet of the main building mass. These fixtures, identified on the lighting plan as Type F3, provide a linear wash that appears to highlight the cornice all around the building. One commissioner thought this cornice lighting, in particular, seemed a little “too Disney” for the historic district and that lighting the entire cornice seemed over the top.

Regarding all of the lighting proposed, staff finds that not enough information has been provided to render a decision on its compatibility with the district and its approvability *vis a vis* placement of numerous fixtures in the right-of-way. Additional study is needed, and approval should be provided through a follow-up Type Ix or Type II review (dependent upon the area of the façade affected by the proposed lighting).

As a whole, the building incorporates many historic components, and its overall massing is generally consistent with other buildings in the district. Though the detailing borrows from both the streetcar commercial and multidwelling residential buildings in the district, it combines these elements carefully to create a cohesive whole that, with a few alterations specified in the conditions of approval, create a new, modern building that is nonetheless compatible with the Historic Alphabet District.

With the condition of approval that the proposed lighting shall be reviewed in a separate, follow-up administrative level (i.e. Type Ix or Type II) review; and,

With the condition of approval that the parapet cutout and railings proposed on the west and north facades at the outdoor terrace on the third floor shall be no more than 8 inches in height, as shown in Exhibit C-40, these guidelines may be met.

E1. The Pedestrian Network. Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

E2. Stopping Places. New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.

D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian-accessible, and transit-oriented.

Findings for E1, E2, & D2: The main entrance to the proposed building is located in the central bay of the west façade which faces NW 23rd Avenue—the primary retail street in this portion of the district. The large area of glazing, combined with the interruption of the sill band present on the other two bays on this elevation, the glass and steel canopy above, and the slight recess in the building frontage to accommodate the door swing, help to clearly identify this as the main building entrance. The slight recess also creates a wider point in the sidewalk which provides space for pedestrians to stop on what is a fairly narrow and heavily trafficked sidewalk.

A rear egress pathway is provided near the eastern property line and is separated from the adjacent property by a 6-foot tall wall and a landscaping setback. This pathway is also protected from the adjacent parking and loading driveway by a steel guardrail that matches guardrails found elsewhere on the building. Near the public sidewalk on NW Glisan Street, this pathway widens, the wall terminates, and the landscape setback narrows, helping to create a sense of transition from the private space to the public realm beyond, while also accommodating the site’s underground transformer, keeping it out of the pedestrian through-zone on the NW Glisan Street or NW 23rd Avenue sidewalks.

Therefore, these guidelines are met.

E4. Corners that Build Active Intersections. Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas and entrances.

Findings: The northwest corner of the building, located at the intersection of NW 23rd Ave and NW Glisan Street, is composed of a large bay of aluminum sash glazing on each façade, above which is placed a steel and glass canopy. Though the floor level of the building here is above grade, it is low enough that views into the retail space are still possible from NW 23rd Avenue and for pedestrians walking south and looking

into the window on the north façade. Here on the north façade, too, the landscape strip, which runs along the sidewalk between the building and sidewalk edge, stops and the sidewalk extends to the building, extending the retail character of the building around the corner from NW 23rd Ave.

Therefore, this guideline is met.

E3. The Sidewalk Level of Buildings. Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building features, creating effective gathering places, and differentiating street level facades.

E5. Light, Wind, and Rain. Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.

Findings for E3 & E5: The proposed building includes glass and steel-frame canopies over the windows and main entry along NW 23rd Avenue and an additional glass and steel-frame canopy over the westernmost window along the NW Glisan Street façade. All sit just above the windows on the ground floor, providing shelter from rain and filtering sunlight. The glazed canopies will help provide additional daylight on darker fall and winter days which would otherwise be blocked by a solid canopy or awning.

The canopies do not extend farther along the NW Glisan Street façade to help maintain greater compatibility with the district. NW Glisan Street is occupied primarily by residential structures between NW 23rd Avenue and NW 21st Avenue, and these structures typically do not provide awnings along their street-facing facades. Since the proposed building reflects this change in character from retail-oriented to residential-oriented in the design of its façade, it may be argued that it is not necessary to provide the canopies here.

Weather protection in the form of draped cloth canopies is also provided on the third-floor outdoor terrace and on the roof deck. These canopies are draped from a steel frame structure and attached to a system of wires so as to be retractable. The material itself, though rendered as translucent, is actually opaque Sunbrella fabric that is proposed to be colored “cadet grey”, rather than the previously proposed, darker “charcoal grey.” Though these fabric canopies do not offer protection to passing pedestrians, they do offer occupants of the building terraces protection from rain and sun.

Back at the ground level at the southern corner of the west elevation, the egress door niche, which was shown previously as a plain, unarticulated, and left-over portion of the building, has been redesigned to center the egress door within the niche, to paint the egress door to match the aluminum windows located all around the building, to add a divided light transom window above the door, and finally to add simple trim around the door that matches the trim found around the aluminum windows. Though a relatively small change relative to the whole building, it nonetheless adds to the visual interest along the NW 23rd Avenue sidewalk.

Therefore, these guidelines are met.

D1. Outdoor Areas. When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians;

D3. Landscape Features. Enhance site and building design through appropriate placement, scale, and variety of landscape features.

Findings for D1 & D3: The proposed building will be built up to the sidewalk edge along NW 23rd Avenue except for a 3’ set back in the central bay to accommodate the entry doors and provide a more generous sidewalk here. This area will simply be paved as an extension to the sidewalk.

Around the corner on the north elevation, the building is set back from the sidewalk edge at the central and end bays. This allows an 18” deep landscape strip occupying the frontage zone of the sidewalk along NW Glisan St to extend deeper in pockets at the easternmost bay and central bay of the north elevation. At the westernmost bay, the landscape strip terminates and instead is replaced by an extension of the sidewalk, reflecting the transition to the storefront character of NW 23rd Ave.

At the eastern end of the site, a concrete driveway with a stamped concrete pattern extends south from NW Glisan Street and down to the basement level parking and loading areas. To the east of this driveway is a pathway that parallels the driveway, providing an egress pathway from the southeast corner of the

building. A narrow planting strip extends along much of the east edge of this pathway. Immediately beyond lies a 6' tall masonry wall which provides code required screening at the east edge of the property. Beyond this wall lies a 5' wide stormwater planter, planted with trees and ground cover plants, that extends for almost the entire length of the east lot line. At the very northeast corner of the site, this stormwater planter and masonry wall terminate and transition to a narrower 2'-6" wide planting strip behind which sits an open metal picket fence along the property line.

All told, these outdoor areas, though small in scale compared to the building and the site itself, nevertheless create usable areas and help to create a more pleasant urban environment.

Therefore, these guidelines are met.

D4. Parking Areas and Garages. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings: The parking garage proposed is accessed via a driveway off of NW Glisan Street at the northeastern edge of the site. The single loading space provided is also accessed via this same driveway. Locating access for both of these vehicle areas here helps to create a more-continuous storefront character along NW 23rd Avenue, which is the primary retail street in this vicinity. NW Glisan Street, by contrast, is a more residential street and is not classified with the Community Main Street character desired in the Transportation System Plan. NW Glisan Street also has a lower street classification than NW 23rd Avenue, making the proposed vehicle area access more appropriate here, as well.

The parking garage exterior utilizes the same materials provided on the rest of the building, save for the proposed sectional aluminum overhead door with perforated metal panels and adjacent perforated metal panel window with styling similar to the proposed overhead door. These perforated metal portions of the façade face east towards the driveway and landscape planter and screening, thus having little impact on pedestrians or adjacent properties. The small loading building extension also has a perforated metal overhead door which faces north up the driveway to NW Glisan Street. Since both facilities have perforations in the doors—as well as in a portion of the parking garage wall—lighting used inside the garages must be carefully considered to limit negative impacts on the community and passing pedestrians. Lighting in these two locations should utilize full cutoffs and be shielded to limit glare that may be cast towards the adjacent residential property or towards the sidewalk. When the business is not open, only those lights required by building code or for security should remain lit.

With a condition of approval that lighting used within the parking garage and within the loading garage shall utilize full cutoffs and be shielded to limit glare that may be cast out from within, and only those lights required by the building code or for security shall remain lit when the business is closed, this guideline may be met.

D5. Crime Prevention. Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.

Findings: The proposed building provides a single public entry off of NW 23rd Avenue. Large windows face this street, providing views from active ground level uses out onto the street. Similar windows are proposed around on the north elevation and onto a portion of the east elevation overlooking the driveway. Though the proposed driveway slopes downward away from the street, the site's natural topography allows this slope to be shallow, allowing for easier views to the base of the driveway and the parking garage. The egress pathway to the east of the driveway and stormwater planter provides access control to the rear and hidden parts of the site through a metal gate.

The site is proposed to be well illuminated with many different types of accent and safety lighting on the exterior, though not enough detail is provided about this lighting to approve it at this point. The Commission, at the December 14, 2015, hearing, recommended that the lighting be evaluated through a separate, follow-up administrative-level historic resource review and provided guidance regarding suitable designs for such lighting.

With the condition of approval that the proposed exterior lighting shall be reviewed in a separate, follow-up administrative level (i.e. Type Ix or Type II) review, this guideline may be met.

D8. Interest, Quality, and Composition. All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

Findings: The proposed building utilizes a fairly simple palette consisting of high-quality materials. A 6-coat, Portland cement stucco rainscreen system provides the primary cladding material around the entire building. This stucco system utilizes an integral gray color rather than a surface color only, allowing the building to maintain its appearance if a portion of the stucco wall were to be damaged. Windows on the west, north, and east building facades are an aluminum window system with clear glazing. These windows are full-height floor-to-ceiling systems, many of which have transoms above operable French door panels. All of these windows include true muntin profiles which replicate the original wood sash windows present on buildings elsewhere in the district. Steel-framed glass canopies and awnings are provided over many of these windows, adding additional depth to the building's facades while providing weather protection and without cluttering the facades with heavier, darker materials. Steel Juliette balconies with simple rails and balusters project in front of operable French-door windows on the upper stories, providing additional functionality and ornamentation that is consistent with the design of the windows.

On the rooftop, simple steel framing and simple steel windows with large lites and narrow, profiled mullions provide subtler detailing and character to the open penthouse compared to the aluminum sash, French-door windows below. This is consistent with the set back and lower-visibility character of this portion of the building. The proposed roof on this penthouse also maintains a low profile and utilizes a shallow-pitch standing-seem metal system with short flanges.

Extending outward from the open, glazed penthouse are four steel-framed trellises with retractable Sunbrella cloth canopies. This cloth material is durable, being specifically designed to be used in awnings, and easily-replaced once it has worn out. The "cadet grey" color chosen will not be as dark and shadowy as the previously proposed "charcoal grey", yet it will still be similar in color to the stucco walls, helping to further unify the building's composition. These trellises form an extension of the glazed penthouse, and through the use of similar framing materials, integrate well with its design. A similar trellis is proposed at the third floor outdoor terrace. The top of this trellis aligns with the transom windows behind, and the structural steel tube framing aligns with the mullions in the windows behind it.

A bluestone pedestal paver system is used on the roof as the walking surface. This material blends in well with the predominating gray-colored stucco and forms a neutral background on the roof. The guardrail, composed of CMU blocks covered with stucco and capped with precast concrete and a steel guardrail composed of the same simple rail and balusters found on the Juliette balconies and anchored into a lower CMU block wall. At the third floor roof terrace, a similar condition exists on the west and north facades where the high parapet wall notched to allow steel railings to extend for the length of the windows behind, picking up on the patterning established by the Juliette balconies below. Two alternatives are proposed for this notch and rail—one with a 24" deep notch and subsequent 24" tall rail—the other at 8". As discussed under Findings for 2, 3, P1, P2, & D7, a condition of approval has been added limiting the notch and rail to 8".

The VRF mechanical systems are proposed to be located at the southeast corner of the roof deck, separated from the occupiable portion of the roof by a stucco wall with precast concrete coping and screened from the east and north by a 6' tall aluminum louver system that is painted to match the color of the aluminum windows and doors. The mechanical units have been relocated to this area from atop the loading garage since the first Landmarks Commission hearing on December 14, 2015, to help alleviate concerns about noise caused by these mechanical systems. The screening of the systems, in addition to helping control noise, will also help the mechanical units to integrate into the composition of the building as a whole.

At the southeastern corner of the site, the doors to the parking garage and the loading garage will be sectional overhead doors composed of perforated metal panels painted to match the building set within frames that are colored to match the aluminum windows and doors. The use of these colors will help to integrate these components within the overall design of the building.

Overall, the proposed building design incorporates a high-quality and coherent material palette, and the building's separate elements combine to form a cohesive new commercial building in the historic district.

With the condition of approval that the parapet cutout and railings proposed on the west and north facades at the outdoor terrace on the third floor shall be no more than 8 inches in height, this guideline may be met.

**33.445.050 Modifications that Enhance Historic Resources and
33.846.070 Modifications Considered During Historic Design Review**

The review body may grant modifications to site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic design review process. However, modification to a parking and loading regulation within the Central City plan district may not be considered through the historic design review process. Modifications made as part of historic design review are not required to go through a separate adjustment process. To obtain approval of a modification to site-related development standards, the applicant must show that the proposal meets the approval criteria. Modifications to all other standards are subject to the adjustment process. Modifications that are denied through historic design review may be requested through the adjustment process.

The approval criteria for modifications considered during historic design review are:

- A. Better meets historic design review approval criteria.** The resulting development will better meet the approval criteria for historic design review than would a design that meets the standard being modified; and
- B. Purpose of the standard.**
1. The resulting development will meet the purpose of the standard being modified; or
 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

The following modifications are requested:

- Reduce the extent of required ground floor windows along the NW Glisan Street elevation from 25% of the building length and 12.5% of the ground floor wall area up to 9'-0" above finished grade to 13.5% of the building length and 8.9% of the ground floor wall area (33.130.230).
- Allow for the loading vehicles to back into the required loading space rather than entering and exiting in a forward motion (33.266.310.F).
- Move the required 6-foot high masonry wall along the eastern property line (adjacent to the RH-zoned parcel and required to screen the loading area) from the interior side of the required 5-foot deep landscaped area to exterior side along the property line (33.248.020.D).

Modification #1. Section 33.130.210 and Table 130-3: Increase the maximum height from 45' to:

- 57'-6" at the top of the pavilion roof and to the top of the stairwells;
- 47'-3" at the top of the rooftop guardrail; and,
- 46'-0" at the top of the main building cornice.

Standard: Maximum height in CS zone is 45 feet.

Purpose: The height limits are intended to control the overall scale of buildings. The height limits in the CN1, CN2, and CO1 discourage buildings which visually dominate adjacent residential areas. The height limits in the CO2, CM, CS, and CG zones allow for a greater building height at a scale that generally reflects Portland's commercial areas. Light, air, and the potential for privacy are intended to be preserved in adjacent residential zones. The CX zone allows the tallest buildings, consistent with its desired character.

Findings: The proposed building exceeds the height limit in three areas: the main building massing extends above the height limit by one foot at the main building parapet. This massing sits just below the height of the adjacent Kitchen Kaboodle building to the south, and therefore helps to establish a consistent commercial street edge along NW 23rd Avenue. This reflects the character of the CS zone and relates to other, larger building masses found elsewhere in the Historic Alphabet District. The guardrail surrounding the rooftop deck exceeds the height limit by 2'-3"; however, this guardrail is largely open, being composed of a simple metal baluster with a top rail. This component should have little impact on the perception of the height of the building (*Guidelines 3 – Hierarchy of Compatibility, P1 – Plan Area Character, P2 – Historic and Conservation Districts, and D7 – Blending into the Neighborhood*).

The open air penthouse exceeds the height limit by 12'-6"; however, the penthouse is set back from the street edges and remains largely unseen from the sidewalk. The penthouse is screened from the south and east by stairwells and the elevator overrun. The stairwells reach up to 57'-6" as well, matching the height of the penthouse, and exceeding the height exception height and coverage allowed in zoning code *Section 33.130.210.B.2.b*. These stairwells are nonetheless set back at least 15' from the street edge, as required by that exception, and helping to limit their visibility from the street and limiting their impact on the

pedestrian realm. (The elevator penthouse, which extends above the stairwells at the south side, but is integrated within their massing, meets the height exception in zoning code *Section 33.130.210.B.2.a.) (Guidelines 3 – Hierarchy of Compatibility, P1 – Plan Area Character, P2 – Historic and Conservation Districts, and D7 – Blending into the Neighborhood).*

The stairwells at the south side of the building abut large areas of blank wall against the adjacent Kitchen Kaboodle building—there are no buildings on the north façade of the Kitchen Kaboodle building or on the south façade of the proposed building on the subject site. Thus privacy is easily maintained here, and the subject building will have little impact on light and air, since there are no windows or living spaces that will be impacted. At the east façade, the primary massing of the subject building, including the stairwell on its eastern side, is set back from the adjacent multi-dwelling residential property to the east by approximately 33 feet. Though the proposed building is taller than allowed by the height limit in the zoning code, the placement of the building massing towards the western portion of the site allows for more light and air in this area than would a building constructed up to the minimum required setbacks and the maximum allowed height. Additionally, no windows are proposed above the height limit on the east elevation, preserving privacy at the residential property. At the northeast corner of the roof deck, privacy at the residential property will also be maintained since the guardrail is set back from the parapet edge by 4'-0". At an eye-height of 6'-0", a person looking east will only see the top edge of the apartment building and the roof before the parapet interrupts the view. No windows or other occupiable areas appear to be visible. Thus, the purpose of the standard is met.

Therefore, this Modification merits approval.

Modification #2. Section 33.130.230: Reduce the extent of required ground floor windows along the NW Glisan Street elevation from 25% of the building length and 12.5% of the ground floor wall area up to 9'-0" above finished grade to 13.5% of the building length and 8.9% of the ground floor wall area.

Standard: In CN1 & 2, CO1 & 2, CM, CS, and CG zones, street-facing facades on the ground level which are 20 feet or closer to the street lot line must meet the general window standard in Paragraph 3. below. However, on lots with more than one street frontage, the general standard must be met on one street frontage only. The general standard must be met on the frontage of the street that has the highest transit street classification according to the Transportation Element of the Comprehensive Plan. If two or more streets have the same highest transit street classification, then the applicant may choose on which street to meet the general standard. On all other streets, the requirement is 1/2 of the general standard.

General standard. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

Purpose: In the C zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

Findings: The proposed building provides its primary ground level pedestrian access off of its western façade, facing NW 23rd Avenue, the primary retail street in the vicinity and an important street within the Historic Alphabet District. Due to the site's steep topography, sloping down from the southwest towards the northeast, the ground level windows, which have sills that extend to the floor, do not meet the standard along the north façade due to the height of the sills, even though windows are provided continuously along the north façade. Because access to retail establishments are traditionally provided off of NW 23rd within the historic district and not off of NW Glisan Street, lowering the ground floor and providing an entry off of NW Glisan Street would not be as compatible a design within this district. Rather, because windows are still provided along the ground floor in this location, since the sills are still located at the floor, and since the building pattern established on this north elevation reflects the transition to a more-residential character in the district, emulating multi-dwelling buildings in the vicinity, the purpose of the standard is satisfied while providing better compatibility with the district (*Guidelines 3 – Hierarchy of Compatibility, P1 – Plan Area Character, P2 – Historic and Conservation Districts, E3 – The Sidewalk Level of Buildings, D2 – Main Entrances, and D7 – Blending into the Neighborhood).*

Therefore, this Modification merits approval.

Modification #3. Section 33.266.310.F: Allow for the loading vehicles to back into the required loading space rather than entering and exiting in a forward motion.

Standard: Outside the Central City plan district. Outside the Central City plan district, loading facilities must be designed so that vehicles enter and exit the site in a forward motion.

Purpose: 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.

Findings: The proposal to allow loading vehicles to back into the loading space will limit the amount of room required to be provided on-site for loading, allowing for a more urban building that is more in keeping with the character of the district (*Guidelines P1 – Plan Area Character, P2 – Historic and Conservation Districts, E3 – The Sidewalk Level of Buildings, D4 – Parking Areas and Garages, and D7 – Blending into the Neighborhood*).

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 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 traffic safety or other transportation functions of the abutting right-of-way.

A single driveway/curb cut is proposed on NW Glisan to provide access to an at-grade loading area as well as one level of below grade parking that can accommodate 17 vehicles. PBOT had initial concerns regarding the potential for conflicts between vehicles entering/exiting the parking garage and trucks utilizing the loading space. To avoid this potential conflict, loading activities should be restricted to off-business hours when the parking garage is not in use.

PBOT supports the proposed backing motion into the loading area as this will result in vehicles exiting the site in a forward motion allowing for greater driver visibility of pedestrians within the sidewalk corridor as well as vehicles within the abutting roadway. PBOT does not support loading vehicles backing out of the site as a driver would have to back up the ramp into the sidewalk/roadway before they would have a clear view of any pedestrian or vehicle conflicts.

The applicants have also indicated that their delivery schedule will be limited as well, consisting of one 25-foot long box truck that delivers product to the site once on Mondays and Wednesdays, with an additional Friday delivery during the peak holiday shopping season. Additional deliveries will be provided once daily by UPS, but those deliveries will typically use an on-street loading space rather than the on-site loading space.

The applicants have also provided a traffic volume analysis for a typical weekday on NW Glisan Street. The data provided indicate that the proposed delivery window—between 7:00 am and 10:00 am—receives relatively lighter traffic—between approximately 125 to 230 cars/hour—on NW Glisan Street than the street does during midday and early evening hours. A separate turning analysis for a typical 30-foot long box truck also indicates that the required movements will not impact parked vehicles on NW Glisan Street and will, therefore, not require the removal of existing parking spaces.

Accordingly, PBOT supports the requested Modification provided that the loading area is signed to require drivers to back into the space and loading activities are limited to non-business hours. Signage that indicates that loading activities are not permitted during business hours and directs drivers to back into the loading facility will be required as a condition of approval of this Design Review. Sign design/location will be reviewed by PBOT during the Building Permit process.

With the condition of approval that loading activities shall be limited to between 7:00 am and 10:00 am, and the parking garage shall not be accessible to the public at that time, and signs shall be posted on the exterior of the building adjacent to the loading bay indicating that loading activities are not permitted during business hours and requiring vehicles to back into the space, this Modification merits approval.

Modification #4. Section 33.266.310.E & Table 266-7: Reduce the required L4 landscape screening at the northernmost end of the east property line from the required 5'-0" depth to 2'-6" and to replace the required

masonry wall in this area with an open metal balustrade fence along the property line and boxwood hedge behind it.

Standard: Loading areas must comply with the setback and perimeter landscaping standards stated in Table 266-7 [5' of L4 for a lot line abutting an R zone lot line]. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

Purpose: 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.

Findings: The proposed Modification would reduce the extent and character of the required L4 landscape buffer between the subject site and the adjacent residential property for the northernmost 10'-6". The proposed reduction in the depth of the required landscape buffer standard helps to open the northeast corner of the site to the sidewalk, providing for additional safety and visibility of passing pedestrians to cars and loading vehicles exiting the parking garage and loading garage, respectively. The expanded sidewalk in this area also accommodates the underground transformer vault, keeping it from being located in the public sidewalk—where the surface of the vault doors can be slippery and have difficulty meeting PBOT sidewalk standards—and also keeping it out of the ground level of the building—helping to maintain a more active sidewalk edge—yet retaining its accessibility for the utility company (*Guidelines E1 – Pedestrian Networks, E3 – The Sidewalk Level of Buildings, D4 – Parking Areas and Garages, and D8 – Interest, Quality, and Composition*).

The proposed Modification will still help to screen the maneuvering area into the loading space with the hedge, and the majority of the loading area, and the loading space itself, will still be screened with the full L4 landscaping required along the remaining 88'-6" of the property line. Trucks using the loading area will also pass fairly quickly past this Modified portion of the screen, so impacts on the adjacent property should be minimal. Thus, the purpose of the standard is met.

Since the first Landmarks Commission hearing for this case on December 14, 2015, the applicants have revised the landscaping along the rest of the east lot line of the subject site to comply with the L4 landscape standard required to screen the loading area.

Therefore, this Modification merits approval.

(3) ADJUSTMENT REQUESTS (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

The approval criteria for signs are stated in Title 32. All other 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 adjustments are requested:

Adjustment #1. Section 33.130.245.B. Adjustment to allow exterior display areas on the roof deck and the third-floor roof terrace.

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

Findings: The purpose of this standard is to assure that exterior displays will be consistent with the desired character of the zone, will not be a detriment to the overall appearance of the commercial area, will not have adverse impacts on adjacent properties, especially those zoned residential, and will not have adverse impact on the environment.

The proposal calls for exterior display areas to be located on the building's roof deck and third floor terrace. The third floor terrace faces NW 23rd Avenue, a traditional retail and commercial street with heavy pedestrian traffic. With the 42" high parapets around this terrace, the exterior displays here should be minimally visible from the ground, though they may still be visible from viewpoints above, such as from the residences in the adjacent Kitchen Kaboodle building. The exterior displays on the roof will be similarly minimally visible from the ground due to the height of the parapet around the main roof. The proposed exterior display area on the roof is also partially-buffered from the adjacent residentially-zoned property to the east by the protruding stair tower and buffered by a stair and elevator tower from the residential units located on the upper floors of the adjacent Kitchen Kaboodle building to the south. It is unlikely that these adjacent properties will be adversely affected by these exterior display areas; however, to further limit the potential for any adverse impacts, conditions of approval should be set to limit the height of any exterior display to no taller than the guardrail on the roof or the parapets on the roof terrace and to prohibit advertising signage in these areas (i.e. signs indicating sales, etc), though excepting small price tags and product descriptions attached to goods displayed.

With the condition of approval that exterior displays on the roof shall be no higher than the guardrail, and exterior displays on the third floor terrace shall be no higher than the parapet; and,

With the condition of approval that advertising signage on the roof deck and on the third floor terrace shall be prohibited, except for small price tags and product descriptions attached to the goods displayed, this approval criterion may be 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 CS – Storefront Commercial zone in the Historic Alphabet District, the Northwest Plan District, and the Northwest Pedestrian District. The area consists of a diverse mixture of urban buildings, ranging from single-story streetcar era commercial buildings to mid-rise mixed-use and multidwelling residential buildings, all of varying vintages. The district is characterized by high-density, heavy pedestrian traffic and transit use, and NW 23rd Avenue is a very heavily-trafficked retail street within the district. The variety of contributing and noncontributing buildings within the district, as well as the varying massing and scale of buildings, makes this a very eclectic district. Many retail establishments already provide exterior display of goods on sidewalks which extend into building setbacks and on porches of houses which have been converted to retail use. As such, even though the exterior displays proposed at the subject site are not likely to be seen from the street level, the activity these display areas will create will contribute to the vitality already present on this successful retail street.

Therefore, 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 requested.

Therefore, this approval criterion does not apply.

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

Findings: There are no city-designated scenic on this site. The site is located within the Historic Alphabet District; however, the existing buildings on the site are classified as noncontributing, and as such, are not considered resources within the district.

Therefore, this criterion does not apply.

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

Findings: No impacts identified in the findings.

Therefore, this criterion does not apply.

- 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.

Therefore, 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 proposed new three story—plus penthouse—retail building in the Historic Alphabet District and the Northwest Plan District will, with a handful of conditions of approval, contribute to the retail life of NW 23rd Avenue with historically-compatible materials and detailing on the new street-facing facades. The use of stucco as a primary material and the incorporation of large aluminum windows with clear glazing, thicker vertical mullions and stiles, and true muntin grids help to reinforce the district's historic character. The proposed glass canopies and awnings help to further articulate the facades without overwhelming its architecture while at the same time providing welcome new weather protection along the sidewalk on NW 23rd and a portion of NW Glisan. The proposed Modifications and Adjustment to the exterior display standard will preserve the historic character of the district and maintain the pedestrian and retail-oriented focus of NW 23rd Avenue.

The purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. This proposal meets the applicable Historic Resource Review criteria, modification criteria, and adjustment criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Landmarks Commission decision)

Staff recommends approval of the proposed three-story retail building plus rooftop penthouse and underground, structured parking in the Historic Alphabet District and Northwest Plan District and as in Exhibits C-1 through C-114 and per the conditions listed below.

- A. As part of the building permit application submittal, the following development-related conditions (B through H) 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 15-245120 HRM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The parapet cutout and railings proposed on the west and north facades at the outdoor terrace on the third floor shall be no more than 8 inches in height, as shown in Exhibit C-40.
- C. Lighting used within the parking garage and within the loading garage shall utilize full cutoffs and be shielded to limit glare that may be cast out from within, and only those lights required by the building code or for security shall remain lit when the business is closed.
- D. The proposed exterior lighting shall be reviewed in a separate, follow-up administrative level (i.e. Type Ix or Type II) review.
- E. A Street Tree Planting Plan shall be submitted and mitigation for the removal of the two cherry trees on NW Glisan shall be paid prior to permitting.
- F. Loading activities shall be limited to between 7:00 am and 10:00 am, and the parking garage shall not be accessible to the public at that time. Signs shall be posted on the exterior of the building adjacent to the loading bay indicating that loading activities are restricted to those specific hours and requiring loading vehicles to back into the loading space.

- G. Exterior displays on the roof shall be no higher than the guardrail, and exterior displays on the third floor terrace shall be no higher than the parapet.
- H. Advertising signage on the roof deck and on the third floor terrace shall be prohibited, except for small price tags and product descriptions attached to the goods displayed.

Staff also recommends approval for the following Modification requests:

- 1. 33.130.210 and Table 130-3 Height. Increase the maximum height from 45' to 57'-6";
- 2. 33.130.230 Required amounts of window area. Reduce the extent of required ground floor windows along the NW Glisan Street elevation from 25% of the building length and 12.5% of the ground floor wall area up to 9'-0" above finished grade to 13.5% of the building length and 8.9% of the ground floor wall area;
- 3. 33.266.310.F Forward motion. Allow for the loading vehicles to back into the required loading space rather than entering and exiting in a forward motion; and,
- 4. 33.266.310.E & Table 266-7: Reduce the required L4 landscape screening at the northernmost end of the east property line from the required 5'-0" depth to 2'-6" and to replace the required masonry wall in this area with an open metal balustrade fence along the property line and boxwood hedge behind it.

Staff also recommends approval for the following Adjustment request:

- 1. 33.130.245.B Exterior display. Adjustment to allow exterior display areas on the roof deck and the third-floor roof terrace.

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Procedural Information. The application for this land use review was submitted on October 1, 2015, and was determined to be complete on October 28, 2015.

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 1, 2015.

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 G-2.

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 recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Landmarks Commission who will make the decision on this case. This report is a recommendation to the Landmarks Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Landmarks Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Landmarks Commission can be mailed, c/o the Landmarks Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Landmarks Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Landmarks Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. 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.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

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. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

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.

- 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 must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

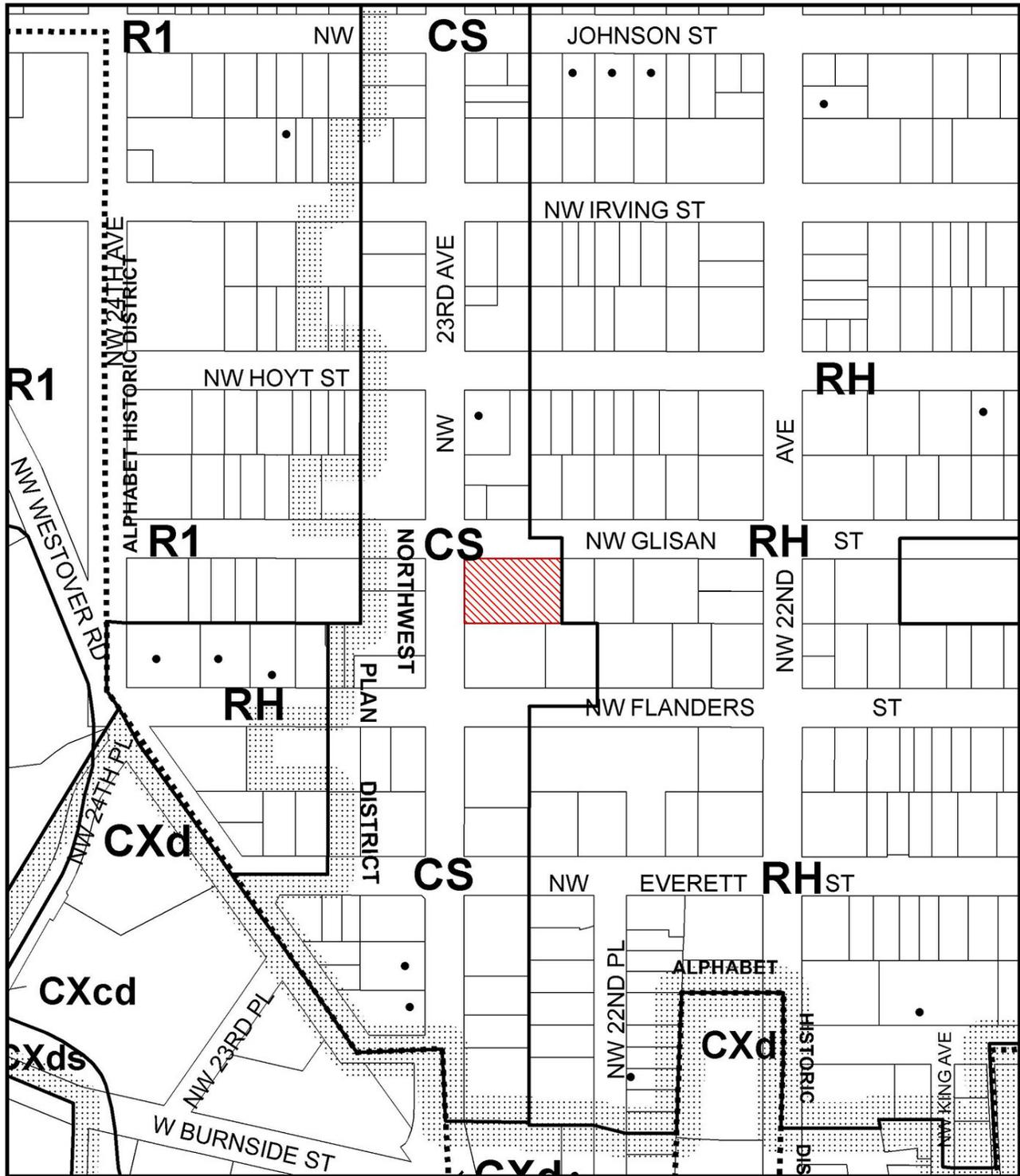
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

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 Drawing Package
 - 2. Original Design Review Application Narrative
 - 3. Revised Drawing Package – dated 10/14/2015
 - 4. Preliminary Stormwater Management Report – dated 10/19/2015
 - 5. Revised Draft Drawing Package – dated 11/20/2015
 - 6. Revised Draft Design Review Application Narrative – dated 11/20/2015
 - 7. Final Drawing Package – dated 11/24/2015
 - 8. Final Design Review Application Narrative – dated 11/24/2015
 - 9. South Elevation – received 11/30/2015
 - 10. DR Requested Information – received 12/07/2015
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1-114. Final Drawing Package (Exhibits C-26, C-27, C-36, & C-40 attached)
- 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. Water Bureau
 - 3. Fire Bureau
 - 4. Site Development Review Section of BDS
 - 5. Life Safety Review Section of BDS
 - 6. Bureau of Parks, Forestry Division
 - 7. Bureau of Transportation Engineering and Development Review
- F. Letters
 - No correspondence was received.
- G. Other
 - 1. Original LUR Application
 - 2. Signed 120-day Waiver
 - 3. Incomplete Letter
 - 4. Pre-application Conference Notes
 - 5. Design Advice Request Hearing #1 Summary Notes – dated 05/08/2015
 - 6. Design Advice Request Hearing #2 Summary Notes – dated 06/15/2015
 - 7. Design Advice Request Hearing #3 Summary Notes – dated 10/21/2015
- H. Hearing
 - 1. Staff Report – dated 12/04/2015
 - 2. Staff Memo to the Landmarks Commission – dated 12/08/2015
 - 3. Letter from Bill Hurst, property owner 2246-2248 NW Glisan St – dated 12/11/2015, in support of proposal
 - 4. Staff Presentation
 - 5. Applicant's Presentation
 - 6. Testimony Sign-up Sheet
 - 7. Email from Bill Hurst – dated 12/11/2015, in favor of proposal.
 - 8. Email from James Buchal – dated 12/15/2015, opposition to proposal and specifically to 3 requested Modifications
 - 9. Email from James Buchal – dated 12/15/2015, questions about neighborhood organizations
 - 10. Email from James Buchal – dated 12/16/2015, clarifying that Steve Mozinski is not affiliated with The Alphabet District Neighborhood Association
 - 11. Email from Steve Mozinski – dated 12/18/2015, stating concerns about proposal and inquiring about traffic study
 - 12. Email with attachments from James Buchal – dated 12/28/2015, adding additional material to the record
 - 13. Posting notices for EA 14-234834 DA design advice request hearings
 - 14. Design Review Revisions – dated 12/28/2015
 - 15. (3) Additional Sheets for Final Drawing Package – received 12/28/2015
 - 16. LUR #1 Response Summary Notes – dated 01/11/2016
 - 17. Applicant Findings – dated January 2016
 - 18. Design Review Set #2 – dated 01/11/2016

19. Restoration Hardware Delivery Considerations Memo – dated 01/08/2016
20. Summary of Corrections – dated 01/15/2016



ZONING

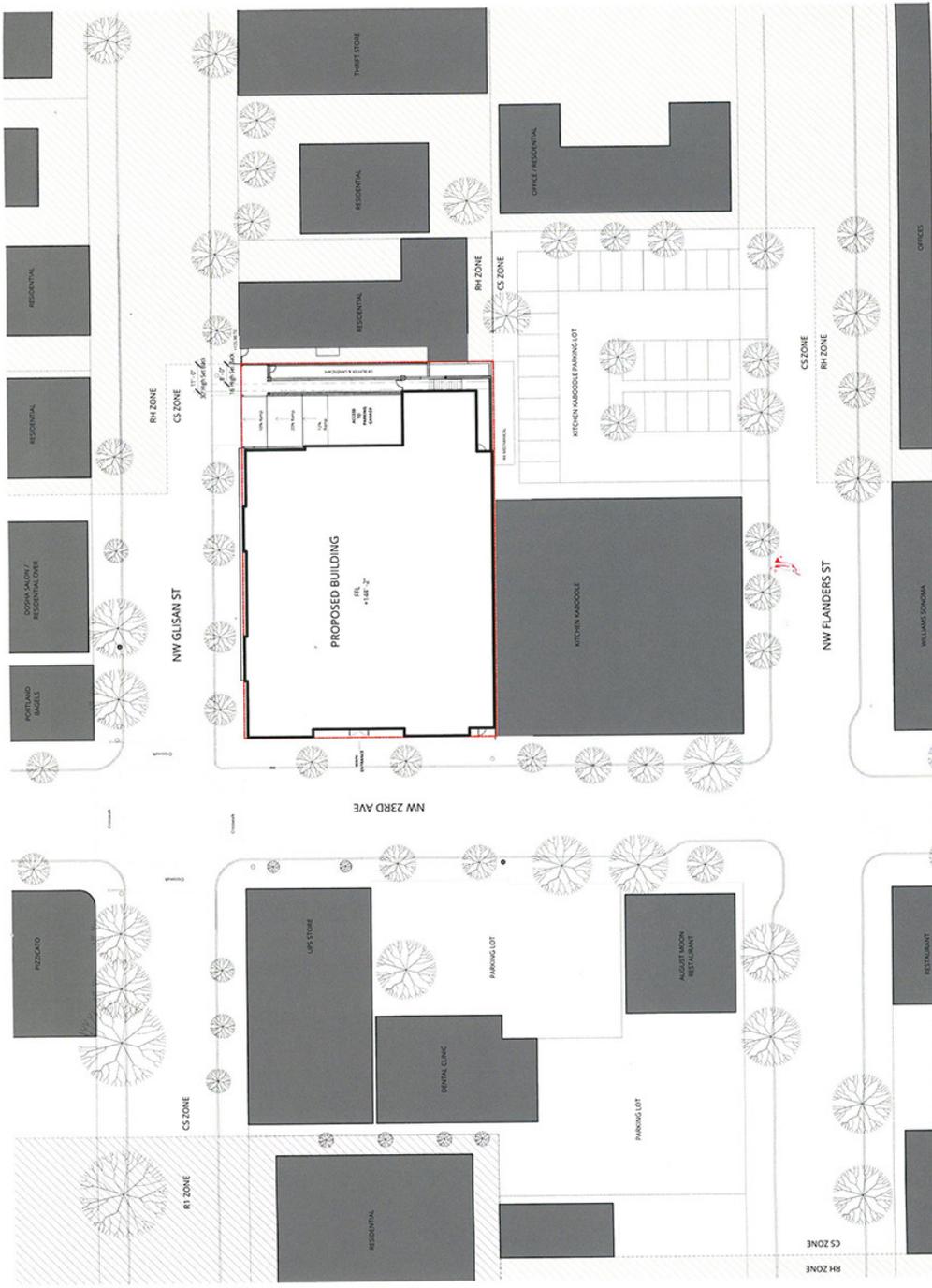


This site lies within the:
 NORTHWEST PLAN DISTRICT
 ALPHABET HISTORIC DISTRICT

- Site
- Historic Landmark

File No. LU 15-245120 HRM, AD
 1/4 Section 3027
 Scale 1 inch = 200 feet
 State_Id 1N1E33CB 400
 Exhibit B (Oct 29, 2015)

PROPOSED SITE PLAN



1" = 40'



RH PDX 2280 NW GLISAN ST. PORTLAND
 26 DR #2 JANUARY 11, 2016

PROPOSED NW GLISAN ST. ELEVATION



Section References for exterior display exclusion diagrams. P50

MECHANICAL SCREEN
OMITTED AND PARAPET
LOWERED.
EAST BOUNDARY REVISED

RAISED PARAPET COPING AND
STANDARD IN LINE RAILINGS.
JULIETTE PARAPET BALCONY
OMITTED
STEEL RAILING SET BACK
FROM PARAPET CORNICE

