



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

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**FINAL FINDINGS AND DECISION BY THE LANDMARKS**  
**COMMISSION RENDERED ON March 13, 2023**

**CASE FILE NUMBER: LU 22-204531 HRM AD**  
**PC # 22-128290**  
**1819 NW Everett**

**BUREAU OF DEVELOPMENT SERVICES STAFF:** Hannah Bryant 503-865-6520 /  
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The Historic Landmarks Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

**GENERAL INFORMATION**

**Applicant:** Andrew Becker | Hartshorne Plunkard Architecture  
315 W. Walton St  
Chicago, IL 60610  
[abecker@hparchitecture.com](mailto:abecker@hparchitecture.com)

**Developer:** Tanya Toby | Gaia Ventures I, LLC  
5821 SE Powell Blvd  
Portland, OR 97026

**Owner:** Northwest Neighborhood Cultural Center  
PO Box 96116  
Portland, OR 97296

**Site Address:** 1819 NW EVERETT ST

**Legal Description:** BLOCK 172 LOT 1-4, COUCHS ADD; BLOCK 172 LOT 6&7, COUCHS ADD

**Tax Account No.:** R180215530, R180215610

**State ID No.:** 1N1E33DB 02800, 1N1E33DB 02900

**Quarter Section:** 3026

**Neighborhood:** Northwest District, contact Greg Theisen at [planningchair@northwestdistrictassociation.org](mailto:planningchair@northwestdistrictassociation.org)

**Business District:** Northwest Portland, contact at [nobhillportland@gmail.com](mailto:nobhillportland@gmail.com).

**District Coalition:** Neighbors West/Northwest, contact Darlene Urban Garrett at [darlene@nwnw.org](mailto:darlene@nwnw.org)

**Plan District:** Northwest

**Other Designations:** *Historic Landmark – First Church of Christ Scientist*

**Zoning:** CM2(MU-U)d – *Commercial Mixed-Use 2 with a Design Overlay*  
**Case Type:** HRM AD – *Historic Resource Review w/ Modification and Adjustment Review*  
**Procedure:** Type III, with a public hearing before the Landmarks Commission. The decision of the Landmarks Commission can be appealed to City Council.

**Proposal:**

Type III **Historic Resource Review** to convert the former Landmark church into a club with restaurants, spa and bar, and construction of a new, detached, six-story hotel on a vacant parcel within the Landmark boundary. One loading space and no parking is proposed in the hotel. Four **Modifications** are requested: to increase building height; reduce the dimensions of the loading space; increase the distance between short-term bike parking and main entrances; and allow loading to be entered/exited in a rearward motion.

Historic Resource Review is required for non-exempt exterior alterations and non-exempt development in a Historic District.

**Relevant Approval Criteria:**

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

- *Community Design Guidelines*
- *33.846.070 – Modifications That Better Meet Design Guidelines*
- *Alphabet Historic District Addendum to the Community Design Guidelines*

**ANALYSIS**

**Site and Vicinity:** The site is a 30,000 square foot L-shaped parcel located in the Alphabet Historic District, the Northwest Plan District and the Northwest District Pedestrian District. The southern portion of the site is developed with the existing First Church of Christ Scientist Historic Landmark. This individually listed Landmark building was built in 1909 to be the first permanent home of the earliest Christian Scientist congregation in Portland. The northern portion of the site is approximately ten thousand square feet. It is currently developed as a surface parking area. There is no prior development history for this parcel in city records.

The site fronts NW Flanders to the north, NW 18<sup>th</sup> Avenue to the east, NW Everett Street to the south and NW 19<sup>th</sup> Avenue to the west. At this location, NW Flanders is classified as a Local Service Traffic Street, a Local Service Transit Street, a Major City Bikeway, a Major City Walkway, a Local Service Freight Street and a Minimum Emergency Response Street. NW 18<sup>th</sup> Avenue is classified as a Local Service Traffic Street, a Transit Access Street, a Major City Bikeway, a City Walkway, a Local Service Freight Street, and a Secondary Emergency Response Street. NW Everett Street is classified as a Local Service Traffic Street, a Transit Access Street, a City Bikeway, a Major City Walkway, a Local Service Freight Street, and a Major Emergency Response Street. NW 19<sup>th</sup> Avenue is classified as a Local Service Traffic Street, a Transit Access Street, a Major City Bikeway, a City Walkway, a Local Service Freight Street, and a Secondary Emergency Response Street.

The Alphabet Historic District is an area of Portland significant for its concentration of intact late 19<sup>th</sup> and early 20<sup>th</sup> Century, mostly middle class, housing stock and small-scale commercial buildings. Of special note are the many mid-sized apartment and institutional buildings. Many of these are in the various Period Revival styles, e.g., Tudor, Spanish Colonial, Byzantine, Jacobean, etc. and this is especially the case in the immediate vicinity of the proposed new development. The area is characterized by a grid of narrower, more tree-lined, east-west residential streets, named alphabetically after prominent Portlanders of the day, which are crossed by generally more robust north-south avenues. Two of these, NW 21<sup>st</sup>

Avenue and NW 23<sup>rd</sup> Avenue are low-scale business corridors featuring a mix of purpose-built commercial structures and converted houses.

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.

**Zoning:** The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed-use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

The historic resource overlay zone protects historic resources that have been identified as significant to the history of the city and region. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting education and enjoyment for those living in and visiting the region. The regulations foster awareness, memory, and pride among the region's current and future residents in their city and its diverse architecture, culture, and history. Historic preservation recognizes social and cultural history, retains significant architecture, promotes economic and environmental health, and stewards important resources for the use, education, and enjoyment of future generations.

The Design overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

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

- LU 12-170628 HDZ – Historic Design Review approval for the removal of a chimney at the Landmark Church, includes conditions of approval that must be maintained regarding the cataloging and storage of the historic chimney materials.

**Agency Review:** A "Notice of proposal in Your Neighborhood" was mailed February 21, 2023. The following Bureaus have responded with no issue or concerns:

- Fire Bureau (E.1)
- Bureau of Environmental Services (E.2)
- Portland Bureau of Transportation (E.3)

- Urban Forestry (E.4)
- Life Safety (E.5)
- Site Development (E.6)
- Water Bureau

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on February 21, 2023. Three written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Shannon and David Lea, February 24, 2023, neighbors support the proposal, including the height. Some concerns about on-street parking impacts.
- Dennis Harper, February 25, 2023, neighbor has some concern about the proposed fence and lack of landscaping details. Supports the rooftop canopy design proposed for the penthouse of the new hotel.
- Steve Pinger (Northwest District Association), February 23, 2023. The NWDA strongly supports the project concept, including the renovation and repurposing of the existing landmark building, and the proposed new hotel building on the adjacent parcel.
- Charisse Tooze, March 6, 2023, neighbor has concerns about the impact of the new development on on-street parking availability.

**Staff Response:** Staff appreciates these neighbors for taking the time to share their thoughtful and nuanced comments. While potential on-street parking impacts are not approval criteria for new development, the concerns about quality and durability of proposed materials *are* subject to review. Staff shared the concerns, and requested additional information related to building materials and detailing in order to determine whether the proposal meets the approval criteria related to quality of construction detailing and materials.

## PROCEDURAL HISTORY

This application was submitted on November 16, 2022. The applicant deemed it complete on January 23, 2023. A hearing was scheduled for March 13, 2023 (49 days after deeming the application complete). The applicant submitted a full extension. The land use application will expire on January 23, 2024. Prior to the first hearing, a staff report published on March 3, 2023 did not recommend approval due to a lack of necessary building and material details. The applicant submitted additional materials, and a revised staff report recommending approval was published on March 10, 2023. The proposal was unanimously approved by the Historic Landmarks Commission at its first hearing on March 13, 2023.

## ZONING CODE APPROVAL CRITERIA

### 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 a designated Historic Landmark outside the Central City Plan

District and not within in a Historic or Conservation District, and the proposal is for non-exempt treatments. Therefore, the proposal requires Historic Resource Review approval. The approval criteria are those listed in 33.846.060 G – *Other Historic Approval Criteria*.

*Staff has considered all of the approval criteria and addressed only those applicable to this proposal.*

### **Historic Alphabet District - Community Design Guidelines Addendum**

- 1. Historic Changes.** Most properties change over time; those changes that have acquired historic significance will be preserved.
- 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.

**Findings for 1 and 2:** The two-part proposal includes the restoration of the existing First Church of Christ Scientist Historic Landmark building, and the construction of a new freestanding hotel on an existing surface parking lot within the Landmark boundary. While the new hotel is designed to complement the Landmark, it is clearly differentiated from the Landmark in architectural style, material, fenestration pattern and massing.

The existing three-story, masonry Landmark building is notable for its character-defining domed roof form, arched leaded windows with opalescent glass and massive midblock portico. The proposed renovations are primarily limited to the interior, however a few exterior alterations are proposed. These include the repair and restoration of existing original windows on the three street-facing facades; repair or partial replacement of the existing tin roof; new frameless glass guardrail around the perimeter of the level three roof; new stucco rainscreen cladding at the level three mass; two new fabric awnings over basement level doors at the east façade; removal of an original chimney and an elevator overrun on the north side of the roof and construction of new stair overruns at the location of the original chimneys; replacement of all windows on the north (non-street facing) façade on levels one through three; a new basement level service entry on the north façade, and modification of the primary arched windows on the east and west level three facades to incorporate a person door within the existing opening.

While there are numerous elements proposed to be altered, the scope of the proposed changes is modest in proportion to the scale of the existing building, its many years of deferred maintenance, and the complexity of adaptively reusing a building designed for such a different use. The alterations are carefully located to minimize visibility from the street level, while maintaining the character-defining features on three street-facing facades, and facilitating spill-out activation spaces that will add vibrancy to the public realm.

*Therefore, these guidelines are met.*

- 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.

**Findings for 3:** The proposal includes the removal of one remaining chimney on the north side, as well as a non-original elevator overrun also located on the north side of the roof. The chimney is one of the original pair that flanked the central dome and reinforced the building's symmetry. One of the paired chimneys was removed years ago, and the remaining unreinforced masonry chimney no longer serves the building functionally and detracts from the symmetrical architecture. The removal of the chimney and elevator overrun will facilitate the addition of two symmetrical stair overruns at the location of the original chimneys. The overruns are tucked in toward the center of the roof edge, furthest from the east and west street facades. They are proposed to be clad in a stucco cladding that will serve as a discreet background for the original cut stone cladding without drawing attention to itself.

As noted above, the bulk of the proposed alterations are targeted to the areas that are not visible from the public realm. The interior program and floor plans have been designed to ensure retention of the original architectural elements on the street-facing facades. The alterations and additions do not diminish the Landmark's iconic architecture, nor do they detract from the district.

*Therefore, this guideline is met.*

### **Community Design Guidelines**

**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.

**Findings for P1 and P2:** The Alphabet Historic District is notable for its diversity of architectural styles and building types. However, some architectural themes are present throughout the district, including cornice treatments; a consistent fenestration pattern and visual transition between floor levels – particularly between the ground level and upper stories.

The proposed new hotel enhances the district's identity by incorporating numerous building features that respond to the traditional Alphabet District context and reinforce its significance. These include the active, pedestrian-oriented ground level, defined by large operable windows and granite pilasters, that is strongly differentiated from the upper levels through a change in cladding material and fabric awnings.

Above the ground level, the windows repeat the regular fenestration pattern typical throughout the district. Ornate metal balcony railings add rich detailing in front of French doors at the level two balconies and at all windows at the building's corner. Additional stucco detailing at the cornice is typical of many historic buildings throughout the district. Above the cornice, a conservatory-inspired penthouse is set back from the roof edges. While the penthouse screens the building's mechanical equipment, it also contains a food service area to serve the adjacent roof deck. This activation of all available outdoor area is consistent with the highly walkable, pedestrian-oriented context, and will provide an asset to the neighborhood with rare view of the rooftops of numerous Historic Landmarks, as well as incredible vistas of the surrounding mountains and hills.

Overall, the hotel strikes the appropriate balance for new development within a Landmark boundary. It is an elegant stand-alone addition to the neighborhood while also being a graceful neighbor to the iconic adjacent Landmark.

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

**Findings for E1, E2, E3, E4, E5 and D2:** The proposed hotel is designed to facilitate an indoor-outdoor experience for its guests and to maximize activation of the pedestrian realm. The hotel introduces an active ground level, with operable storefront windows and recessed bays between pilasters to facilitate café seating along both street frontages (NW 19<sup>th</sup> Ave. and NW Flanders Street). Fixed fabric awnings provide year-round weather protection for pedestrians, while reinforcing the building's European-inspired style. The primary entrance is located at the curved corner, where it is most visible to guests arriving via one-way streets and it activates the corner. Wrapped by a large canopy, the tall entry doors accentuate the building's unique curved corner. The design utilizes operable windows, French doors, balconies and a roof deck on upper levels to ensure that the entire building serves to activate the pedestrian realm.

*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 new hotel building is built to the property lines on both street frontages, however it is set back fifteen feet from the Landmark to the south as well as ten feet from the shared property line with the existing multifamily apartment building to the east. A service path and code-required landscape buffer along the east side facilitate access between the loading space in the new building and the new basement level service door into the north façade of the existing Landmark. At the south side, a sunken courtyard between the basement levels of the new hotel and the existing Landmark serves to screen mechanical equipment, reducing the requirements for rooftop mechanical and facilitating a more active rooftop on the hotel. On the west side of this setback, the grade aligns with the sidewalk and the ADA access ramp to the Landmark building doubles as access to short-term bike parking.

The existing Landmark has deep, landscaped setbacks between the building and all street lot lines. On the east and west sides, the building is set back more than twenty feet from the sidewalks. New, occupiable outdoor spill out spaces are proposed on the east and west side of the Landmark. On the east side, a stepped courtyard is proposed between the building and the sidewalk, to serve as outdoor seating for a new basement-level café. On the west side, an outdoor garden with seating is proposed along the sidewalk edge. The enlarged site plan (C.2) indicates that the outdoor seating for both areas is proposed to be enclosed by a six-foot fence at the sidewalk edge, although this fence is not shown in the building elevations. Staff has concerns that the fence will create a fortress-like effect at the sidewalk edge, and that its presence may offset the public benefits of activating these outdoor spaces. Staff suggests that setting the fence back three feet from the sidewalk could allow a landscape buffer along the sidewalk edge that would better maintain the original landscape design, softening the fence and allowing it to visually recede from view.

The proposal maximizes the use of the site on behalf of both buildings, while utilizing grade and the buildings to screen necessary service and mechanical needs. The required bike parking is located on three street frontages, ensuring that hotel, club and retail guests are all able to easily locate convenient bike racks.

*Therefore, these guidelines are met with an added nominal landscape buffer between the public sidewalk edge and the fences.*

**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 for D5:** The proposal for both buildings is exemplary in its focus on activating the ground level, including exterior spaces. As described above, the new hotel fronts both street lots lines, with its undeveloped outdoor space located between the buildings, where it can be easily secured and illuminated. Both street frontages are lined with operable windows, and the ground level has been designed to facilitate café seating along the sidewalks. Ground level lighting embedded in each pilaster at the new hotel ensures the spaces are well lit throughout the day.

Spill out seating in the east and west setbacks of the Landmark building incentivize more people to spend time outside, adjacent to the sidewalk, where they can provide ‘eyes on the street’ and enhance pedestrian perceptions of safety. The proposed fences are intended to ensure that the outdoor spaces may be secured after hours and do not feel like dark, unsafe spaces for pedestrians.

*Therefore, this guideline is met.*

**D6. Architectural Integrity.** Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

**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 D6 & D7:** The two-part proposal includes the restoration of the existing First Church of Christ Scientist Historic Landmark building, and the construction of a new freestanding hotel on an existing surface parking lot within the Landmark boundary. While the new hotel is designed to complement the Landmark, it is clearly



differentiated from the Landmark in architectural style, material, fenestration pattern and massing.

#### Existing Landmark

The existing three-story, masonry Landmark building is notable for its character-defining domed roof form, arched leaded windows with opalescent glass and massive midblock portico. The proposed exterior alterations include the repair and restoration of existing original windows on the three street-facing facades; repair or partial replacement of the existing tin roof; new frameless glass guardrail around the perimeter of the level three roof; new stucco rainscreen cladding at the level three mass; two new fabric awnings over basement level doors at the east façade; removal of an original chimney and an elevator overrun on the north side of the roof and construction of new stair overruns at the location of the original chimneys; replacement of all windows on the north (non-street facing) façade on levels one through three; a new basement level service entry on the north façade, and modification of the primary arched windows on the east and west level three facades to incorporate a person door within the existing opening.

While there are numerous elements proposed to be altered on the existing Landmark, the scope of the proposed changes is modest in proportion to the scale of the existing building, its many years of deferred maintenance, and the complexity of adaptively reusing a building designed for such a different use. The alterations are carefully located to minimize visibility from the street level, while maintaining the character-defining features on three street-facing facades, and facilitating spill out activation spaces that will add vibrancy to the public realm.

#### New Hotel

The new hotel incorporates numerous elements of nearby, quality commercial and mixed-use buildings. These include the material palette that comprises of operable storefront windows and French doors overlooking the street; stucco detailing and material changes that differentiate the top, middle and bottom of the building; custom artistic balustrades, and fabric awnings providing pedestrian weather protection at every storefront bay. The proposed hotel design includes fine-grain aesthetic detailing, particularly at the bottom two levels, that are reminiscent of many of the nearby contributing resources.

The new building's massing is proposed to be built to the property line on both of its street facing frontages, while it is set back from both the contributing resource to its east and the Landmark building to the south. This differential setback respects the existing context while also responding to the neighborhood's desired character. The active ground level program at the sidewalk frontage serves to enliven the sidewalk environment, providing views of interior activity, new lighting, visual interest and opportunity for human interaction to the pedestrian realm.

The proposed hotel massing, architectural style, material palette and ground floor programming are an excellent model of respectful infill development in this historic district.

*Therefore, these guidelines are 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 for D8:** The applicant has provided numerous building details and cutsheets to reflect that the proposal is well-detailed, and utilizes materials that will both reflect

the high-quality historic architecture of the surrounding context while ensuring a durable, long-lasting contribution to the city.

The new hotel is proposed to be primarily a triple-coat, field applied stucco rainscreen, with integrated stucco detailing. While pre-fabricated stucco panels are not always durable in our climate, high-quality, field applied stucco has been utilized in Portland for over a century, and has held up well through the temperature and weather extremes that are typical in our climate. The thick walls and applied stucco mouldings around the hotel windows foster the deeply recessed window punch typical of historic buildings and consistent with buildings of this style. A wall section demonstrates that the punch from the face of the exterior wall to the face of the window sash will be approximately six-inches deep, and will appear deeper due to the additional depth created by the stucco window mouldings. At level two, where bays are framed with additional stucco detailing, the transom windows and operable French doors are recessed one-foot two-inches from the face of the exterior surrounds. The deep recess of the French doors, creates an elegant condition that draws attention to the rich detailing at this level, including custom aluminum balusters at each French door bay, designed to relate to the unique muntin pattern of the Landmark's leaded windows.

At the ground level, the applicant proposes to recess the storefront bays between pilasters by approximately two feet. A granite stone sill beneath the storefront bays matches the granite stone base of each pilaster, and serves to protect the storefront bays from moisture from the sidewalk. Beneath the storefront windows, the applicant proposes painted wood paneling. While wood is not always recommended at the ground level, in this situation it is proposed in a location and design that are consistent with many nearby commercial storefronts that have demonstrated durability for more than a century. To ensure resilience, the applicant has proposed red oak panels, with a paint finish. The stone sill below, the two-foot-deep recessed condition between pilasters, and the fixed overhead awnings at each storefront bay serve to minimize the wood's weather exposure as well as its exposure to pedestrian impacts. The limited deployment of the wood elements and their accessibility to the sidewalk ensure ease of maintenance access, should repair or repainting be necessary.

The hotel's primary street-facing corner, at the intersection of NW 19<sup>th</sup> Avenue and NW Flanders, is accentuated with curved stucco and baluster detailing and the main entrance located at the chamfered corner. The entrance is highlighted with a unique, custom aluminum and glass canopy that provides deep coverage while also reinforcing the curved detailing of upper levels at the pedestrian realm.

The details provided demonstrate careful consideration of the materials proposed and that they are applied in a manner that ensures their durability and facilitates ease of access for maintenance and repair. The deep punches and rich detailing are consistent with the historic masonry aesthetic and with the surrounding historic context. The Commission highlighted a single concern, that the proposed transom above the storefront windows did not carry over the entry doors. This is atypical in the District, where transom window bars typically continue above all the windows and doors within the bay. Therefore, the Commission added a condition of approval that at each ground floor storefront bay, the transom bar shall extend across the entire opening width, with a consistent set of transom windows above all storefront windows and entry doors. With this condition, the proposed design strikes the appropriate balance between being an attractive stand-alone contribution to the Alphabet Historic District while also being a deferential neighbor to the existing adjacent Landmark.

*Therefore, with the condition of approval that the ground level transom bar shall extend across the entire opening width, with a consistent set of transom windows above all storefront windows and entry doors, this guideline is met.*

### **33.846.060 G - Other Historic Approval Criteria**

- 1. Historic character.** The historic character of the landmark or contributing resource will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the historic significance of the landmark or contributing resource will be avoided.
- 2. Record of its time.** The landmark or contributing resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided.
- 3. Historic changes.** Most resources change over time. Those changes that have acquired historic significance will be preserved.
- 4. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the historic feature in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
- 7. Differentiate new from old.** New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a landmark or contributing resource. New work may be differentiated from the old if the differentiation does not diminish the character, features, materials, form, or integrity of the landmark or contributing resource and, if in a Historic District, the district as a whole.
- 8. Architectural compatibility.** New additions, exterior alterations, or new construction will be compatible with the massing, size, scale, and architectural features of the landmark or contributing resource and, if in a district, the district as a whole. When retrofitting to improve accessibility for persons with disabilities or accommodate seismic improvements, design solutions will not compromise the architectural integrity of the landmark or contributing resource.
- 9. Preserve the form and integrity of historic resources.** New additions, exterior alterations, or new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the landmark or contributing resource and, if in a district, the district as a whole would be unimpaired.
- 10. Hierarchy of compatibility.** New additions, exterior alterations, or new construction will be designed to be compatible primarily with the landmark or contributing resource and, if located within a district, secondarily with contributing resources within 200 feet and, finally, with the rest of the district. Where practical, compatibility in districts will be pursued on all three levels.

**Findings for 1, 2, 3, 4, 5, 7, 8, 9, and 10:** The existing First Church of Christ Scientist, an individually-listed Historic Landmark is being retained and preserved. Its character-defining leaded windows and domed roof are being retained and restored, and it will continue to serve as a record of its time. The proposed exterior alterations are minor elements intended to allow the adaptive reuse of a challenging structure, and are mostly limited to the north façade, which is the building's only non-street facing façade. Extensive restoration and repair work is proposed to the existing windows, the cut stone cladding and the roofing.

Due to building code requirements, activation of the flat rooftops to create terraces with outdoor seating required the introduction of multiple new egress doors. The applicant

proposes modest new stair and elevator overruns tucked toward the center of the rear façade, furthest from the street-facing facades. These additions are proposed to be clad in stucco, to complement the color of the cut stone cladding but to differentiate these minor service elements from the original architecture.

Additionally, a secondary egress is needed from both the east and west side of the roof in order to facilitate the rooftop conversion to publicly accessible outdoor space. At staff's direction, the applicant explored multiple locations for this additional door, including replacing south-facing windows with doors, or modifying the tallest windows on level three of the east and west facades. With the goal of limiting the introduction of new regulating lines caused by the door frame, the applicant is proposing to insert a custom ten-foot door into the center of both of these windows. At that height, the door will infill the entire height of the existing window opening, eliminating the need for an infill panel above the door. The original window glazing will be modified and retained on either side of the door to maintain the character-defining leaded window pattern. To ensure that this modification may be reversed in the future, the Commission added a condition of approval that the existing center window bay on the east and west level three windows shall be carefully removed and retained on site in preparation for installation of new egress doors.

At the Design Advice Request, a Commissioner suggested the applicant explore opportunities to utilize the site's slope to introduce a new ADA ramp to the front door. The applicant provided explorative diagrams of various ADA access schemes. However, the investigation ultimately revealed that due to an eight-inch step at the main entrance door, and the location of existing historic columns, a ramp at this location does not meet the requirements for ADA turning radius and ramp width, and meeting the requirements would require fundamentally changing the design of the original entrance. Therefore, the applicant is proposing accessible entrances off both the east and the west facades. An accessible path through the new east courtyard provides access from NW 18<sup>th</sup> Avenue to the proposed basement level coffee shop at this frontage. At the west entrance, located at the north end of the west façade, the ramped entry will bring users into the main level, and doubles as a primary entrance for guests arriving via the hotel or those accessing the new proposed spill-out garden seating on the west side of the hotel. While it would be more equitable to ensure all guests are able to arrive via the same entrance, the design, location and programming of the west ADA entrance demonstrate that it will be a primary entrance for users of all abilities and that guests arriving via these doors will not be navigating back of house conditions.

*Therefore, with the Condition of Approval that the center window bay on the level three east and west windows shall be carefully removed and retained on site in preparation for the installation of new egress doors, these criteria are met.*

### **33.846.070 Modifications Considered During Historic Resource Review**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic resource review process. These modifications are done as part of historic resource review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through historic resource review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource 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.

**Modification #1: Building Height, PZC 33.130.210.B.1 / Table 130-2 / Table 130-3 - increase the allowed building height by ten feet, from the allowed 60-feet to 70-feet above basepoint.**

*Purpose Statement:* The height limits are intended to control the overall scale of buildings. The height limits in the CM2 and CE zones allow for a greater building height at a scale that can accommodate the growth intended for centers and corridors, while relating to the low- to mid-rise scale of neighborhood residential areas. Exceptions to height limit standards accommodate minor projections that do not significantly increase the visual scale of buildings; provide flexibility in the height of parapets and railings to facilitate rooftop outdoor spaces and equipment screening; and accommodate ground-floor spaces with high ceilings to encourage ground-floor commercial uses, mechanical parking, and other uses that benefit from high ceilings.

*Standard:* 33.130.210.B.1 - The base height standards for all structures, except detached accessory structures, are stated in Table 130-2. Table 130-2 states that the base height in the CM2 zone is 45 feet, and bonus height is in Table 130-3. Table 130-3 states that the maximum height in the CM2 zone with bonus is 55 feet.

*Note:* the applicant has combined numerous code-allowed height exceptions with allowed bonus heights to achieve an allowable height of 60-feet. These include a 45-foot base height, plus a five-foot high ceilings height exception, plus a ten-foot height bonus for providing an affordable commercial space, for a total of sixty-feet of allowable height. The ten-foot Modification request is in addition to that sixty-feet.

- A. **Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and

**Findings for A:** The modification is to increase the height of the building to allow for occupiable space at the rooftop penthouse level (in addition to the mechanical, stair and elevator overruns that are already allowed by code). The code allows for height exceptions for mechanical and stair/elevator overruns, provided they fall within specific height limits and are set back a minimum of fifteen feet from roof edges on all street facing facades. The proposed occupiable space is set back more than fifteen feet from the street facing roof edges, and meets the ten-foot height limitation allowed for rooftop mechanical, except for where the stair and elevator overrun are located. These elements meet the sixteen-foot height exception in the code. Only the occupiable floor area at the rooftop level necessitates this modification request.

The modification better meets the guidelines D1 – Outdoor Areas and D3 – Landscape Features. The benefits of allowing the penthouse-level interior space are that it facilitates the active use of a rooftop, creating an additional publicly accessible commercial space with a rooftop restaurant, and opportunity for outdoor activity in a vibrant and densifying neighborhood. As the city grows, it is increasingly important to maximize the use of outdoor spaces. Private outdoor space is a privilege many do not have access to, and rooftops are

one of the underutilized opportunities for introducing new places for the public to enjoy Portland's mild climate and phenomenal views.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified.*

**Findings for B:** The proposal meets the purpose of the standard because the proposed interior penthouse level space meets the height limits and setbacks required for allowed rooftop mechanical and overruns and does not dramatically alter the building's perceived height or scale, particularly within its immediate context. Sight line diagrams indicate that the mass is set back sufficiently to not be seen from the adjacent rights of way, and is only slightly visible from a block away, where the higher grade allows pedestrians to see the roofline of the new mass. It will have little impact on the building's perceived scale. Further, immediately across NW 19th Avenue, an existing non-conforming apartment building is over 129-feet tall, with additional mechanical elements extending above that height.

The proposal better meets the approval criteria and the purpose statement for the standard being modified.

*Therefore, this Modification merits approval.*

**Modification #2: Loading Space Size, PZC 33.266.310.D.a – decrease the standard A loading space size from the required 35-foot long, 10-foot wide and 13-foot clearance to 25-foot long, 10-foot wide and 13-foot clearance.**

**Modification #3: Forward Motion, PZC 33.266.310.F.1 – allow loading space to be accessed and exited in a rearward motion.**

*Purpose Statement:* 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.

*Standard:* 33.266.310.D.a: Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

*Standard 33.266.310.F.1:* Outside the Central City plan district. Outside the Central City plan district, loading facilities generally must be designed so that vehicles enter and exit the site in a forward motion. Standard B loading spaces that are accessed from a Local Service Traffic Street are exempt from this requirement

**A. Better meets historic resource review approval criteria.** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

**Findings for Modification #2.A:** The modification to reduce the length of the proposed loading space better meets approval criteria E1 – The Pedestrian Network and E3 – The Sidewalk Level of Buildings. The modification request is based on loading data collected by the applicant and reviewed by the Portland Bureau of Transportation engineer. The collected data demonstrated that the vehicles utilized to service this size and type of program do not require the 35-foot length of a Standard A space, but are too large to be served by a Standard B space. Therefore, the modified dimensions are proposed to ensure that the space is adequately sized to serve the vehicles that will be accessing the space but that it is not unnecessarily large. The reduced size allows the floor area to be better utilized

for other uses accessory to the retail sales and service program. Maximizing the active uses at the ground floor benefits the sidewalk environment and pedestrian realm, facilitating more opportunity for visual interest at the sidewalk level of the building.

**Findings for Modification #3.A :** The modification to reduce the length of the proposed loading space better meets approval criteria E1 – The Pedestrian Network and E3 – The Sidewalk Level of Buildings. In order to meet the code standard requiring a loading space may be entered and exited in a forward motion, the proposal would need to have a one-way driveway wrapping around the building. Neither PBOT nor BDS supported this proposal, as it would have required a large percentage of the site area to be allocated to surface vehicle area, and PBOT determined that having a truck exit in a rearward motion onto NW Flanders Street will create fewer traffic conflicts than having vehicles exit onto NW 19<sup>th</sup> Avenue near the complex intersection of NW 19<sup>th</sup> Avenue and NW Everett streets.

Minimizing the amount of on-site vehicle area, with a design that internalizes the loading space into the building mass upholds the approval criteria dedicated to fostering an active and vibrant pedestrian realm.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified.*

**Findings for Modifications #2 and #3 B:** The proposal meets the purpose of the standard, since the requested loading space dimension reflects the size of trucks servicing the site, and is derived from data collected specific to this use and size of program. The appropriately sized loading space ensures 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.

Allowing vehicles accessing the loading space to enter or exit in a rearward motion has been deemed the safest option, and will result in fewer conflicts with other vehicles, bicyclists and pedestrians than if the standard were met with a one-way driveway around the site.

The proposal better meets the approval criteria and meets the purpose statement of the standard proposed to be modified.

*Therefore, these Modifications merit approval.*

**Modification #4 : Short Term Bike Parking Locations, PZC 33.266.210.E.1.a.(3)– increase the maximum distance that short-term bike parking may be located from a main entrance, from 50 feet to 65 feet.**

*Purpose 33.266.210:* These standards ensure that required bicycle parking is designed so people of all ages and abilities can access the bicycle parking and securely lock their bicycle without undue inconvenience. Bicycle parking is in areas that are reasonably safeguarded from theft and accidental damage. The standards allow for a variety of bicycle types, including but not limited to standard bicycles, tricycles, hand cycles, tandems, electric motor assisted cycles and cargo bicycles. Long-term bicycle parking is in secure, weather protected facilities and is intended for building and site occupants, and others who need bicycle parking for several hours or longer. Short-term bicycle parking is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street and is intended for building and site visitors.

**Standard 33.266.210.E.1.a** - For a building with more than one main entrance, the bicycle parking must be along all façades with a main entrance, and within 50 feet of at least one main entrance on each façade that has a main entrance, as measured along the most direct pedestrian access route.

**A. Better meets historic resource review approval criteria.** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

**Findings for A:** The proposal to increase the maximum distance allowed between the required short-term bike parking and the main entrances on both buildings better meets historic resource review approval criteria E1 – The Pedestrian Network. Because the new hotel is built to the property line on both street frontages and does not have any on-site space within fifty feet of the main entrances where short term bike parking could meet the locational standards, the applicant had the option to buy into the short-term bike parking fund. This would have eliminated the requirement to provide any short-term bike parking on site, however there is no guarantee that PBOT will be able to use the associated fees to locate bike parking in the adjacent right-of-way. The applicant desires to provide convenient, on-site bike parking accessible to each of their retail sales and service uses, despite not all the short-term bike parking being located within the maximum 50-foot distance from a main entrance.

This solution better meets the approval criteria, as the resulting proposal cumulatively provides all the required short-term bike parking spaces but separates them into three distinct locations, located off three separate street frontages. The site has four street frontages, and while locating all the bike parking in one location may have met the code standard, it would not have resulted in convenient, findable bike parking facilities for all guests to the site. The dispersed bike parking proposal is more efficient, pleasant and safe, as it locates bike parking in convenient areas that are adjacent to windows, sidewalks and other active spaces where many people can see into the bike parking areas.

**B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified;*

**Findings for B:** The proposed short-term bike parking proposal is designed so people of all ages and abilities can access the bike parking. It is conveniently located adjacent to three of the site's four frontages. The locations are highly visible, close to primary entrances to many of the retail sales and service uses in both buildings.

The proposal better meets the approval criteria and meets the purpose statement of the standard proposed to be modified.

*Therefore, this Modification merits approval.*

## CONCLUSIONS

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 respectfully converts an existing Landmark church building into a complicated program of multiple new retail sales and service uses. It will adaptively reuse the existing building to house numerous active uses, while prioritizing minimal exterior alterations. The new hotel is designed to complement both the adjacent Landmark and the surrounding historic district context. It models an excellent ground level and maximizes opportunities for activation adjacent to the streets. However, the proposal lacks



necessary details to determine quality and resilience guidelines. Therefore, it does not yet warrant approval.

**LANDMARKS COMMISSION DECISION**

It is the decision of the Landmarks Commission to approve of the restoration of an existing Historic Landmark to a private club with rooftop dining and retail sales and service uses, and the construction of a new six-story hotel within the Landmark boundary, and approval of the following Modification requests:

1. Increase the allowed building height by ten feet, from the allowed 60-feet to 70-feet above basepoint (PZC 33.130.210.B.1 / Table 130-2 / Table 130-3);
2. Decrease the standard A loading space size from the required 35-feet long, 10-feet wide and 13-foot clearance to 25-feet long, 10-feet wide and 13-foot clearance (PZC 33.266.310.D.a);
3. Allow loading space to be accessed and exited in a rearward motion (PZC 33.266.310.F.1); and
4. Increase the maximum distance that short-term bike parking may be located from a main entrance, from 50 feet to 65 feet (PZC 33.266.210.E.1.a.(3)).

Approvals per Exhibits C.1-C-74, signed, stamped, and dated March 24, 2023, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 22-204531 HRM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. At the east and west third floor of the Landmark, the level three existing center window bays shall be carefully removed and retained on site in preparation for installation of new egress doors.
- D. At each ground floor storefront bay, the transom bar shall extend across the entire opening width, with a consistent set of transom windows above all storefront windows and entry doors.
- E. No field changes allowed.

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By:   
Andrew Smith, Landmarks Commission Chair

Decision Filed: March 14, 2023

Decision Mailed: March 28, 2023

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

**Procedural Information.** The application for this land use review was submitted on November 16, 2022, and was determined to be complete on January 23, 2023.

*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 November 16, 2022.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A.2. The **120 days expire on:** January 23, 2024

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

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Landmarks Commission with input from other City and public agencies.

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

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

**Appeal of this decision.** This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on April 11, 2023. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477>. The completed appeal application form must be e-mailed to [BDSLUSTeamTech@portlandoregon.gov](mailto:BDSLUSTeamTech@portlandoregon.gov) and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <https://www.portlandoregon.gov/citycode/28197>.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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

**Who can appeal:** You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,789.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services website: <https://www.portlandoregon.gov/bds/article/411635>. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

**Recording the final decision.**

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

- *Unless appealed*, the final decision will be recorded after **April 11, 2023** by the Bureau of Development Services.

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

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

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

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

**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 Submittal
  - 2. Full Extension, November 28, 2022
  - 3. Rooftop Egress Door Options, January 13, 2023
  - 4. Request from Applicant to deem complete, January 19, 2023
  - 5. Response to Incomplete, January 23, 2023
  - 6. Final Submittal, dated February 21, 2023
  - 7. Revised Final Submittal, dated March 8, 2023
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Not used
  - 2. Site Plan (Landmark) (attached)
  - 3. Basement Floor Plan (Landmark)
  - 4. First Floor Plan (Landmark)
  - 5. Second Floor Plan (Landmark)
  - 6. Third Floor Plan (Landmark)
  - 7. Roof Plan (Landmark)
  - 8. Black and White South Elevation (Landmark)
  - 9. Black and White West Elevation (Landmark)
  - 10. Black and White East Elevation (Landmark)
  - 11. Black and White North Elevation (Landmark)
  - 12. Color South Elevation (Landmark)
  - 13. Color West Elevation (Landmark)
  - 14. Color East Elevation (Landmark)
  - 15. Color North Elevation (Landmark)
  - 16. Demolition South Elevations (Landmark)
  - 17. Demolition West Elevations (Landmark)
  - 18. Demolition East Elevations (Landmark)
  - 19. Demolition North Elevations (Landmark)
  - 20. Existing Conditions (Landmark)
  - 21. Details – new door at Landmark level 3 (Landmark)
  - 22. Rooftop addition – Landmark level 3 (Landmark)
  - 23. Window Awning Details
  - 24. Exterior Materials
  - 25. Window Repair and Replacement Scope (Landmark)
  - 26. Not used
  - 27. Site Plan (New Hotel)
  - 28. Floor Plans (New Hotel)
  - 29. Floor Plans (New Hotel)
  - 30. Black and White West Elevations (New Hotel)
  - 31. Black and White North Elevation (New Hotel)
  - 32. Black and White South Elevation (New Hotel)
  - 33. Black and White East Elevation (New Hotel)
  - 34. Color West Elevations (New Hotel)
  - 35. Color North Elevation (New Hotel)
  - 36. Color South Elevation (New Hotel)
  - 37. Color East Elevation (New Hotel)
  - 38. Details – Storefront (New Hotel)
  - 39. Details – Awning and Baluster (New Hotel)
  - 40. Details – Wall Section
  - 41. Details – Penthouse Wall Section and Awning
  - 42. Details – Main Entrance Canopy
  - 43. Affordable Commercial Space

44. Exterior Materials
  45. FAR Summary
  46. Short Term Bike Parking
  47. Long Term Bike Parking
  48. Ground Floor Windows (New Hotel)
  49. Height Diagram (New Hotel)
  50. Window and Door Cutsheets
  51. Oasis Multifold Door
  52. Oasis Multifold Door
  53. French Door
  54. French Door
  55. Garage Door Cutsheet
  56. Stucco Cutsheet
  57. Mechanical Screen & Exterior Lighting
  58. Glass Railing Cutsheet
  59. Rooftop Mechanical Cutsheet
  60. Rooftop Mechanical Cutsheet
  61. Landscape Tree Plan
  62. Landscape Site Plan
  63. Landscape Roof Plan
  64. Landscape Planting Plan
  65. Landscape Planting Plan – Roof Decks
  66. Landscape Planting Sections
  67. Existing Civil Plan (New Hotel)
  68. Existing Civil Plan (Landmark)
  69. Civil Plan (Hotel)
  70. Civil Plan (Landmark)
  71. Utility Plan (Hotel)
  72. Utility Plan (Landmark)
  73. Stormwater Plan (Hotel)
  74. Stormwater Plan (Landmark)
- 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. Bureau of Transportation Engineering and Development Review
  3. Water Bureau
  4. Fire Bureau
  5. Bureau of Parks, Forestry Division
  6. Site Development Review Section of BDS
- F. Letters
1. Shannon and David Lea, February 24, 2023, neighbors support the proposal, including the height. Some concerns about on-street parking impacts.
  2. Dennis Harper, February 25, 2023, neighbor has some concern about the proposed fence and lack of landscaping details. Supports the rooftop canopy design proposed for the penthouse of the new hotel.
  3. Steve Pinger (NWDA), February 23, 2023. The NWDA strongly supports the project concept, including the renovation and repurposing of the existing landmark building, and the proposed new hotel building on the adjacent parcel.

4. Charisse Tooze, March 6, 2023, neighbor has concerns about the impacts of the new development on on-street parking availability.

G. Other

1. Original LUR Application
2. Incomplete Letter, December 7, 2022

H. Hearing

1. Staff Report #1, dated March 3, 2023
2. Staff Report # 2, dated March 10, 2023
3. Staff Presentation
4. Staff Memo to Commission
5. Applicant Presentation