



Planning Commission Meeting Minutes February 18, 2020

The Harrisburg Planning Commission met on this date at the Harrisburg Municipal Center, at the hour of 7:00pm. Presiding was Pro-Tem Rhonda Giles. Also present were Commissioners Jeremy Moritz, Kurt Kayner, Kent Wullenwaber, and Youth Advisor Quinton Sheridan. Also present were Contract Planner Jordan Cogburn, and City Recorder/Assistant City Administrator Michele Eldridge. Absent were Chairperson Todd Culver, Vice-Chair Roger Bristol, and Commissioner David Smid.

CALL TO ORDER AND ROLL CALL: Because both the Chairperson, and Vice-Chair were absent, Rhonda Giles became the Pro-Tem Chairperson, by unanimous consent of Planning Commissioners present.

CONCERNED CITIZEN(S) IN THE AUDIENCE. All present were for items on the agenda.

NOMINATIONS FOR THE 2020 CHAIRPERSON AND VICE-CHAIRPERSON

- Kayner **motioned to appoint Todd Culver to be the 2020 Chairperson. He was seconded** by Wullenwaber, and the **Planning Commission voted unanimously to approve the appointment of Todd Culver to be the 2020 Planning Commission Chairperson**
- Wullenwaber **then motioned to nominate Rhonda Giles to the Vice-Chair position and was seconded** by Kayner. The **Planning Commission then voted unanimously to approve the appointment of Rhonda Giles as the 2020 Planning Commissioner Vice-Chairperson.**

APPROVAL OF MINUTES

- Wullenwaber **motioned to approve the minutes and was seconded** by Kayner. The **Planning Commission then voted unanimously to approve the Minutes from November 19, 2019.**

LaSalle Crossing Apartment LLC Site Plan Review (LU 417)

Pro-Tem Rhonda Giles read aloud the order of proceedings, and the procedures to ask for a continuance, or to leave the record open.

At the hour of 7:05PM, the Public Hearing was opened.

Giles asked if there were any Conflicts of Interest, or Ex Parte contacts. There were none declared; she then asked if there were any rebuttals of such. There were none.

Giles then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. She also directed the audience of how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.

Staff Report: Cogburn noted that this site plan for 700 LaSalle St is on property that is zoned R-2 and was an expansion of the LaSalle St. apartments. The complex would result in 20 new residential units; and the property is 3.7 acres in size. A recent replat added in 1.7 acres to what was previously there. There is existing access onto 6th St., and LaSalle St, from the fully developed apartments already on the project site. The applicant has met minimum parking requirements, but he would like to note specifically that there is a discrepancy between the site plan, and the civil utilities plan. The correct parking is shown on the civil engineering site plan. There was some concern expressed by the City Engineer, from Branch Engineering, in relation to the storm drainage. A storm drainage plan will be required prior to the issuance of the building permit and is one of the conditions. Otherwise, the security measures, and protecting the general public from injury, has been adequately addressed. Staff recommends approval of this land use request.

- Moritz asked about clarification on item no. 4 on pages 12 and 13.
- Cogburn read aloud the Condition of Approval No. 3, "Prior to the issuance of a building permit, the applicant is required to submit a stormwater drainage plan providing sufficient evidence to support adequate-drainage from the newly impervious areas, including structures and parking areas.
- Moritz asked where the standing water would be?
- Cogburn said that there are no surface drains shown on this plan, therefore, we are requiring them.
- Kayner thought it sounds like you caught that.
- Cogburn said that actually, it was the City Engineer who caught that.

Applicant Presentation:

- Jamie Paddock, who will be the general contractor on this project, introduced himself, and the architect, Jonathan Stafford. The site managers are also here this evening; they are here to answer any questions that he can't.
- Stafford had no complaints about the staff report.
- Moritz asked if there were going to be more in the future than these 4 complexes?

- Paddock told him no. They will build this in two phases; two of the buildings will be constructed immediately this summer, but the others will be in the future.
- Moritz asked if there was any more space on the property, or was it maxing out?
- Paddock told him it wasn't.
- Moritz then asked if the property could only hold these 4 units, or could more possibly go in in the future?
- Paddock didn't think that they were planning on that, because the owners want open space.
- Moritz commented that you are building this in such a way that you could add more units, and he wanted to make sure that they were certain of this configuration, so that they don't limit themselves.
- Paddock said that he supposed that there could be a chance in the future, if they decided to do that.

Giles asked for public testimony in favor of the land use request, then in opposition, as well as those that were neutral. Despite a number of people in the room, there were none expressed, and no rebuttals of such.

At the hour of 7:16pm, the Public Hearing was closed.

- Cogburn asked when the original apartments were built?
- Paddock told him it was about 20 years ago. When asked if he had read through the Conditions of Approval, he stated that he was aware of them. It's mainly having to do with storm water, and the drainage on the property, and making sure they used the civil engineering parking plan.
- Kayner then **motioned to Approve the LaSalle Crossing Apartment LLC Site Plan Review, (LU 417-2020), Subject to the Conditions of Approval. He was seconded** by Wullenwaber. **The Planning Commission then voted unanimously to approve the site plan review for the LaSalle Crossing Apartment LLC.**

Freeman Variance and Historic Alteration Permit Application (LU 411 & LU 416)

Pro-Tem Rhonda Giles read aloud the order of proceedings, and the procedures to ask for a continuance, or to leave the record open.

At the hour of 7:25PM, the Public Hearing was opened.

Giles asked if there were any Conflicts of Interest, or Ex Parte contacts. There were none declared; she then asked if there were any rebuttals of such. There were none.

Giles then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. She also directed the audience of how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.

Staff Report: Cogburn noted that this is a Historic Alteration Permit and subsequent Variance request, for the property located at 190 Smith St. The property is currently zoned C-1 as well as H-1, and is also known as the IOOF (International Order of Oddfellows) building, which is also a historic structure on the main historic list, which is used as a standard against other historic properties in town. The applicant would like to change the Façade structure, to allow parking inside the structure. The City has no proof that this was used for this reason in the history of the building. It does create some concern for him in relation to the existing architectural features, and spacing to the alley way, which is supposed to be 24' , but the spacing here will be only 14', which is why they need a variance. You'll notice, where the project doesn't quite meet the standards. Starting at HMC (Harrisburg Municipal Code) 18.35.150, they are widening the doorway, which may not meet the original intended use of that site. It's not to say it can't be used today for that purpose. The state historical preservation office is in favor of it being allowed. Under that condition of criteria, the Planning Commission should desire an alternate design that shows how they will meet that request. Under parking standards, of HMC 18.35.190, it states that parking standards within the historic district shall therefore be as follows: 1. Parking shall be accessed from a public alley unless the City Planner determines this cannot reasonably be accomplished. The City hasn't been given any information that shows that it can't reasonably be accomplished, which is usually given by an architect or an engineer's opinion on why that can't be done.

- Moritz asked if that was required?
- Cogburn told him to look at it from current state of the structure, as it states in this standard. He had a hard time determining that it wasn't reasonable; it just wasn't addressed. Then under two, they are not supposed to be parking from access from a street. Again, they are asking for a variance in relation to the spacing standard. And again, there is not enough information for why this is being done. Finally, in three, Harrisburg's downtown is short on parking spaces, and this action is kind of denying an actual parking space for this area, when it's removed.
- Jeremy Moritz asked if it wasn't intended for residential use.
- Eldridge noted that it's been an Oddfellows building from the beginning.
- Moritz said ok, so it's probably not for that use. Or if it was, at some point, the commission or somebody converted it.
- Cogburn, told him the existing zoning allowed for it. It had to pass the test of zoning criteria. He has a concern about the parking standards, because they are removing a parking space, and why they are doing so. On 18.105, because this is a target building, if they alter the doorway, they will have created a jog with the transom. With elevations, the state had guidelines, and this created a vertical jog in the architecture not shared by any other part of the building. On several of the findings, he has asked for an alternate design of doors, showing that they can meet those standards. To allow the permit to go forward, it has to meet one of those three, has to be specific, and the decisions need to be made specific to those designs. They

do have some options on this. It looks like they had no data, for alterations or construction on the building; or permits, or photos showing alterations. Again, the pictures that are submitted, are stylistic features, but need more design in order to meet the guidelines. Under 6, if they are replacing features, it's not clear whether the door would meet this standard. To meet SHPO standards, they made it clear, they wouldn't approve an overhead door as depicted. In HMC18.115, the variance criteria, is because there is spacing now of 14' to the alley, and if they are allowed to enlarge the door, there will be only 10' to the alley. They have submitted no parking studies, or anything that helps support this change. They did take pictures, of an existing location on 1st St, which is located about 10' from the alley, that was approved in the 90's. That was approved in the past, and it's not quite the same. In 4, it states that the variance shall not confer a special privilege upon an applicant. Since this is a hardship created by their own actions, he had trouble signing off on that, and feels that there is no need or support for this variance, but again, it's up to the Planning Commission.

- Moritz asked him if that wouldn't be the case if there was alley access.
- Cogburn told him right. So, going over the staff report, there are a number of criteria adequately addressed, so his recommendation, is to have the applicant provide us with the detail we need, plus they also have to make SHPO happy.
- Wullenwaber asked then if the alley access is the one that abuts The Voo?
- Cogburn told him that was correct. Staff would like to see something from the architect, that says that here is the proof for why they can't access a garage from the alley.
- Moritz thought it would be hard with the existing buildings, because they were built a long time ago. He thought this alley was narrower, in relation to the existing buildings. There is no turn radius, and it's a unique area of existing buildings.
- Wullenwaber knew that there was another alley in town, where somebody built a garage, and the alley was wider than the one behind The Voo. Those people have to back up a couple of times to get their vehicle in the garage with wider access than what this would give.
- Kayner said that its hard to look at this and say yeah, but the burden of proof are on these guys.

Applicant Testimony: Patrick and Donnell Freeman, were both present this evening. They had a handout for the Planning Commission, which is shown in Addendum No. 1. Donnell related that they have been lucky to find grants, otherwise, they likely wouldn't have been able to do what they are doing now. They want to live in the top part of the building, with a commercial tenant in the bottom; and at least, if they visit here, they could come for extended stay's, and their baby could be closer to grandma and grandpa.

- Patrick Freeman noted that they've spent a lot of time, resources, and money to do this, and with help from the city and state, they might be able to see their vision made real. Jordan did great in the project overview. They are requesting a curb cut, which will be 16" wider than each side of the doorway. That door is being replaced because it's inoperable. It's great historically, but it's falling apart, and in fact, there are worries about the safety of that entire side of the building, if that door fails. It doesn't make sense to replace it with another non-working door. They aren't using it as a main door, but it should be a usable doorway, that still retains the historical aesthetic. They have the same overall goals in restoring and preserving the building, and would replace it with a period appropriate door, which would match the other door, and would provide a pleasing aesthetic. Then they found out, that wow....the city was doing a sidewalk project, and street project, so they can tie in with that, for curb cuts and signage, and can provide the appropriate safety for pedestrian traffic on 2nd St. The other opinions for allowing the variance, is that they've worked really closely with SHPO, and they've signed off on our design. While the architectural drawings do show an overhead door, they would certainly work with the city to come up with a solution. The state signed off on an overhead door, as long as it looks like French doors. We can't do actual carriage doors, because we can't have the doors moving over the sidewalk, or into the building. Cogburn made a good point about the alley, and it's not on paper, but we've talked with the engineer, and there isn't any turn radius there, and they also don't think the state would allow another opening. They want us to stick to the original façade as much as possible. They were ok too, with not changing the existing window above; they want to keep the windows and doors the same to match with all the others.
- Donnell added that she spoke with The Voo, the Post Office, and Gods Storehouse, and explained what we are doing. They all got the notice of the meeting, but they (the Freeman's) had them sign letters in support of their garage opening.
- Patrick added that they have more things that they will install in the garage to help with the safety aspects there. They felt that this is one thing that is stopping them from moving forward. If they can't change it, then this will remain one part of the building that sticks out because it's not matching. He felt it would be good for the City to allow them to install a good looking, but historically relevant door.
- Donnell said that if they look at the letter from SHPO, they were willing to accept a door that looks historically accurate but is still an overhead door. They would work with the historic team with the state, making sure it gets signed off and approved. They found a local company that can provide a door that meets the recommendations. Maybe that's something they should provide later. They looked for drawings, on a historical basis, of whether that was built as a little garage, but they have no pictures of a buggy here. There actually wasn't a sidewalk there, when the door was put in.

- Patrick agreed, and said that you can find older photos, showing a dirt road, and board walk. That door looks like they used it as an access door for the bakery, for deliveries. He reiterated that he didn't want them to think that they were out of towners; they are locals, and we are asking for the Planning Commission support to finalize what they can do with this building.
- Donnell said that she is open to suggestions for other safety features, like changing the alley to a one-way only. They could also hang up mirrors. They haven't conducted a study, but they also spoke with Chuck, who told them that there wasn't any parking studies in this area.
- Patrick added that they could use audio warnings. Those aren't historic, but from a safety standpoint, it works.
- Kayner asked if they got grants to do this, then there are criteria attached to the grants. So, they were financing this through historic preservation grants? He asked if the money is tied to anything like work being done in an alleyway?
- Patrick told him it was mutually exclusive.
- Kayner said ok then, it was money to restore the building, so we won't be crossing any lines.
- Donnell confirmed that and said that they have to clearly show how they used the money, and SHPO has to approve it.
- Kayner asked then If we don't approve this, then you wouldn't be able to add more commercial space downstairs? Does the space, or this solution, resolve some of those issues?
- Patrick told him this is how its zoned right now. We are allowed to have mixed use development; the garage is part of the residential use.
- Kayner asked even those its zoned commercially, you can have this kind of use?
- Moritz told him it's like Golden Chopstix. They have a residence on the 2nd story. That is mixed use. He wondered, though, where they park?
- Giles told him that her grandson is best friends with their son...they park in the parking lot there.
- Eldridge added that they own that entire parking lot.
- Moritz asked then if we have to provide the variance, for them to have street access.
- Cogburn told him that the approval of the widened door would create the need for a variance.
- Patrick said that the door is already in violations of today's 'old code'.
- Moritz said that these old buildings are all established, but it has the current code applied to it too. It's hard to apply the new code to old buildings, when the current door, as it stands now wouldn't be allowed.
- Cogburn told him that it's not that we know of. There is no record of that. He thought it would have been a delivery door.

The Planning Commission discussed the door for a while, and Moritz expressed that it's hard to determine this, because this is the target building for the entire historic zone, and it's what everyone else looks at. Kayner felt that he had a hard time with this

decision and didn't want to keep kicking the can down the road. He understands where they are coming from, but he doesn't feel comfortable enough yet, to say yeah, lets do this. It makes sense, but it's a historic part of our community, so let's fix it nice, and meet the grant criteria. He would simply like more information. He knows that puts the burden on them. Wullenwaber added that it becomes a precedent, because everyone will say, hey, you gave them a variance. Donnell and Patrick asked them for guidelines for what they'd like to see from them. Kayner asked if they have to prove that they can't get through the alley, or if structurally, the building wouldn't allow an opening. Cogburn said yes, the architect or engineer won't sign off on that without knowing that for certain.

Public Testimony in favor, in opposition, and neutral testimony was requested, but there was nobody here for this issue, and therefore, no rebuttals.

Donnell told them that their engineer told them that wood would hold that wall weight, but we didn't want to have to pay him for the calculations, until we knew if the curb cut would be allowed. So, is that ok? Kayner said that you had an architect look at this already. Donnell told him yes; he already did the drawings, and those were approved by SHPO. Kayner asked if that was proof on the alleyway not being accessible. Donnell said that they started with the Historic Preservation Office. They don't want us to take it outside of the historical designation. She said that SHPO didn't have a problem with the door, but as far as with the alley, we don't know if creating a new hole in the building wouldn't be approved.

Cogburn said we should back up here...the State has ultimate authority over historically registered buildings. The City has the authority of how those buildings get developed over time, so architectural elements have to be the same, and be approved by the state, if a structure is only 50 years old. The City can be more restrictive than the state. If we had a statement from the state, that they wouldn't allow access from the alley, then that would be sufficient for our needs. Moritz thought it would be easier for us then, if they say that, because then we'd only need to approve the design of the door. Cogburn said that it's unfortunately, a burden on the applicant to prove. Donnell asked if the Planning Commission needed anything else to be comfortable on the decision on the door...if they say no to access from the alley, then it's ok? Moritz said it shouldn't be a blanket letter. We want to know if it's approved, or not approved. We want to know if the state would allow it. Wullenwaber said then what if we had that letter, and the state says they wouldn't allow a new hole in the building. Patrick thought they would say it's ok. He's fairly confident on that. Kayner asked if they say it's not historically allowed, or that there can't be more openings. Moritz agreed, and said it's whether or not they will allow a fresh cut in the wall. Donnell said if SHPO says ok, you can, then they will find out the radius, and whether they could access a garage there. But if we move forward on this, and they allow the door, and variance, would you guys want more information? Kayner asked which door would they show us? Wullenwaber said it should be a materials design; everything. Moritz told the Freeman's that it's important that they approve what they will actually install, rather than a drawing or picture that say's, 'it's like this'. If we allow you to widen the door, then we need to know exactly what it's going to be. If you give us options, then we don't have to pick it out for you. You can say here are our options, and give us 3 options, and if we like all of them,

then you can put in any one of those. Kayner apologized and said that we don't deal with this type of issue very much. Donnell said it was helpful to know which direction to move in.

Cogburn said that they wouldn't need to return for the next meeting. Instead, they can just send the information. Moritz also didn't want a blanket approval from SHPO. He knows that they just submitted another picture of a different door, but he wants actual doors to choose from.

At the hour of 8:15pm, the public hearing was closed.

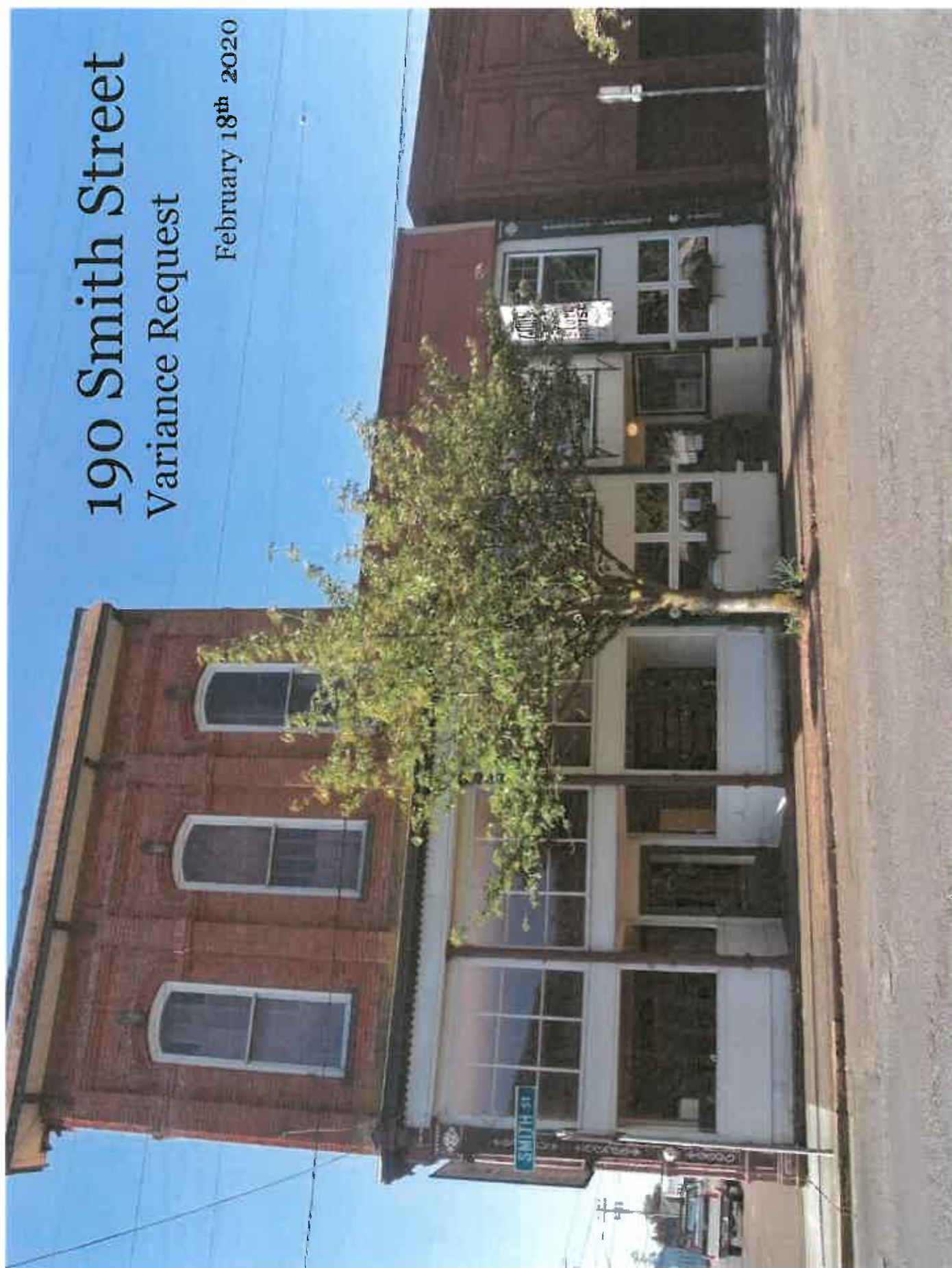
- Kayner wasn't sure as to what rules we were postponing.
- Cogburn told him that you are requesting additional information. He noted that the legalities of the public hearing process, is that you can request a specific time to keep the record open, but since the public hearing is closed, if there is additional public testimony, we have to make it clear that the public is involved. The motion could be to continue the hearing to the next meeting.
- Kayner said that he doesn't want to deny it. He just wants to hear more details.
- Moritz agreed.
- Kayner then **motioned to postpone the decision, on page 65, and to continue the hearing for LU 411 and 416 to the next available meeting.** Wullenwaber **seconded the motion, and the Planning Commission voted unanimously to postpone the decision and continue the hearing to the next meeting.**
- Kayner then **motioned to continue the Freeman Historic Alteration Permit Application after the applicant provides more information to staff, to the March 17, 2020 meeting.** He was **seconded by Wullenwaber, and the Planning Commission voted unanimously to continue the Historic Alteration Permit Application to the next Planning Commission meeting being held on March 17, 2020.**

OTHERS: None

ADJOURN: The meeting was adjourned at the hour of 8:20pm.

190 Smith Street Variance Request

February 18th 2020



Project Overview

Project Overview

Property Details

- ***Project Variance Details***
 - Request to widen the existing small access door along Eastern wall of 2nd Street
 - Requested opening and current opening from access door to alley does not meet the minimum distance required
 - Widen by only 16” on each side, preserve historical architectural design
 - Allow for a curb cut along 2nd Street for access to opening
- ***Project Timing***
 - Start Date: (pending approval)
 - Completion Date: ~Two months after approval
- ***Property Cost***
 - Not using City or State grant funding

Scope of Work

Variance Request Details

■ Project Goals

- Replace an inoperative doorway to create a usable doorway fitting a modern use but retaining the historical aesthetic
- Work with the State Historical Preservation Office ('SHPO') and the City of Harrisburg to create a historical accurate replacement for the access door which matches the other planned exterior doorways
- Prepare for future commercial growth by creating a more functional commercial space suitable for a restaurant loading dock, etc.
- Enhance the structural integrity of the building by addressing a dilapidated section of this historical brick building
- Improve the exterior aesthetics of the building to match the City's street improvement plans

Variance Request Details

- **Opinions for allowing the variance**
 - Neighboring businesses are in agreement with the variance request confirmed by signed letters
 - Existing precedent has been set with neighboring businesses (see image)
 - The doorway was built in 1906 as a garage which is not sufficient for today's vehicles
 - Making safety for pedestrians and traffic along 2nd Street a top priority
 - Allows owner to improve the structural integrity of building ultimately extending the life of the structure



Variance Request Details *Continued*

- **Opinions for allowing the variance**
 - Sophisticated team is already in place with preliminary masonry, drawings and engineering already completed
 - Creation of a cohesive aesthetic along one of the main streets of Harrisburg
 - SHPO has already signed off and agreed to the project (see addendum C)
 - Not using grant funds for this project
 - Allows for potential future expanded commercial use

Project Team

General Contractor – Access Door

Bid - Ives Construction

- Ives Construction – Steve Ives
 - steve@ivesconstructioninc.com
 - 541-914-6415
- Inspection: Nov. 20th, 2019
- Scope of Work
 - Job set up and general conditions.
 - Demo opening and remove material
 - Build structure to allow for installation of new access door
 - Oversee repair of masonry walls and installation of new access doorway
 - Ensure the safety of the public and project workers



Architect & Engineer – Access Door

Will Dixon – Architect and Adam Clough – Structural Engineer

- Architect – Will Dixon
 - wcd@willardcdixon.com
 - 541-689-3548
- Inspection: Feb 20th, 2018
- Scope of Work
 - Draw interior framing detail
 - Provide specs and details on exterior aesthetic details
 - Coordinate, draw and submit plans in conjunction with the engineer
- Engineer – Adam Clough
 - adam@pioneerengr.com
- Scope of Work
 - Support drawing details with engineering support
 - Assist GC, mason and architect with engineering throughout construction
 - Coordinate, draw and submit plans in conjunction with the architect

Mason- Access Door

Ben Swartzendruber

- Ben Swartzendruber
 - steve@ivesconstructioninc.com
 - 541-914-6415
- Inspection: Oct 20th, 2019
- Background
 - Completing all current mason work on exterior of building
 - Experience with historical brick buildings throughout Oregon
- Scope of Work
 - Repair masonry around new access door utilizing current bricks and matching historical mortar.

Addendums

Addendum A

Precedent Images – Before and After



Addendum B

Notice of Complete Application



City of Harrisburg
120 Smith Street P.O. Box 376
Harrisburg, OR 97446
Ph: (541) 895-8655
www.ci.harrisbur.or.us

January 8, 2020

Patrick & Donnell Freeman
Clyde the Glide, LLC
310 S Williams Street
Denver, CO 80209

NOTICE OF COMPLETE APPLICATION

Freeman Variance Application & concurrent Historic Alteration Permit Application
(LU-411-2019) Assessor's Map 15-04-16-AA, Lot 5300

Dear Mr. and Mrs. Freeman,

This letter is in regard to the submitted Variance Application & concurrent Historic Alteration Permit Application for the property located at Map 15-04-16-AA, Lot 5300, addressed 190 Smith Street. Your completed submission materials, including a signed application, were received by the City of Harrisburg on July 15, 2019, with revised and additional materials received on October 22, 2019 and January 3, 2020.

After reviewing the submitted materials, the application has been deemed "complete" for processing purposes. A review of the proposal can now be carried out to determine whether it is consistent with the applicable regulatory provisions. The first review of the submitted materials has been scheduled for a Planning Commission Public Hearing on **February 18, 2020 at 6pm**. A notice regarding the location and time will be sent to you in the coming weeks.

If you have any questions, please feel free to contact me at jordanc@branchengineering.com or at 541-746-0637.

Sincerely,

Jordan Cogburn
City Planner
Harrisburg, OR
File: LU-411-2019

Worked closely with Jordan Cogburn to
present the most complete variance
application to this committee

Addendum C

Feedback from SHPO

Worked closely with Joy Sears to ensure we're following all protocol outlined by the State Historical Preservation Office.

Hello Patrick and Donnell,

Thank you for sending this information as I was certain I was missing something! I thought this was an existing industrial garage door that I was not seeing on the building. Or you were proposing a large industrial auto repair garage door that would not be appropriate that I would have denied. I see you are referring to the little over 5 foot access door on the side which I am sure was used for deliveries. This door is a historic component of the building and should be moved inside as an stabilized artifact if not reused in the building somewhere. Keep in mind if this had not been an existing opening, we would be having a different conversation. Since this is an existing opening that would be widened to create a residential size garage door which doesn't interfere with the window above that would meet the Standards but it cannot have a generic garage door installed as drawn. If the widen opening didn't have a new wider door installed, it should be flat (not arched) opening as shown and the new door should look like 2 large carriage doors that swing out but functions as an overhead door. My design suggestions are below as better examples to consider.

Please let me know if you have any questions.

Take care,

Joy

Joy Sears

Restoration Specialist

Oregon State Historic Preservation Office (SHPO)

725 Summer Street NE, Suite C

Salem OR 97301

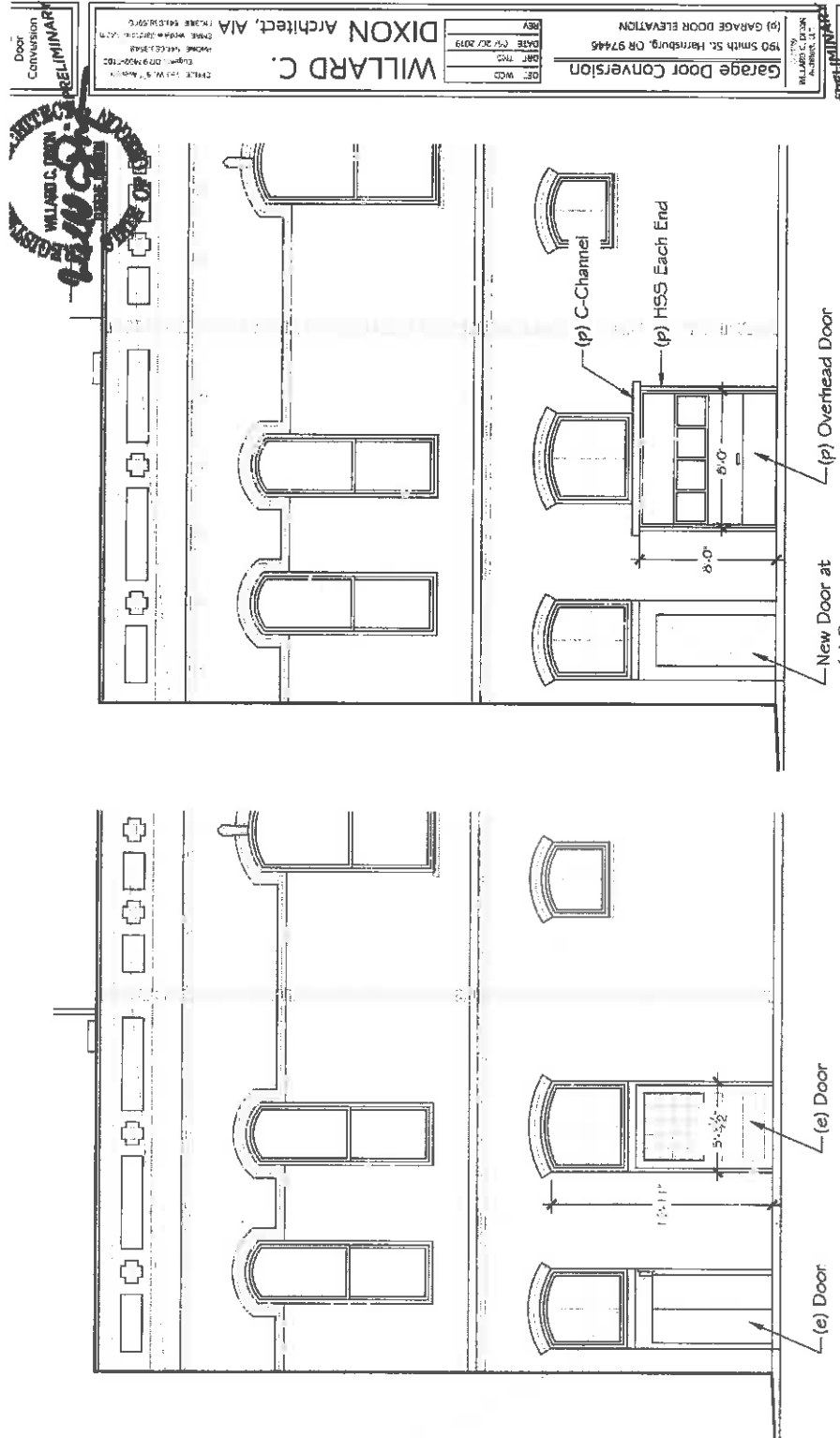
Phone 503-986-0688

Email: Joy.Sears@oregon.gov

Website: www.oregonheritage.org

Addendum D

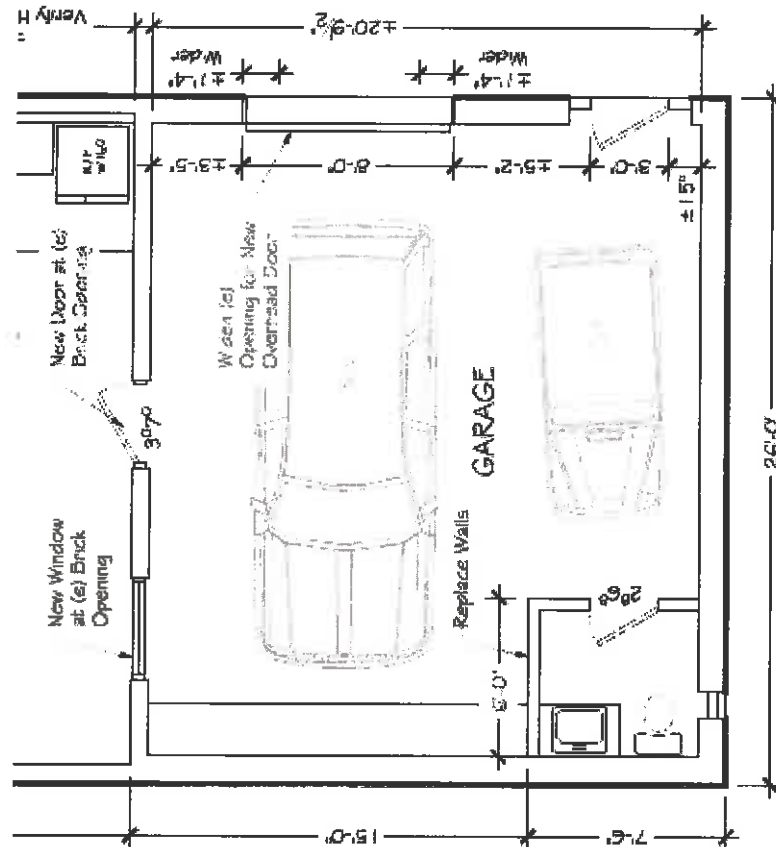
Drawing - Elevation



Note: Ignore garage door aesthetic in this drawing – standard architectural door for schematic set

Addendum E

Drawing – Inside – Measurements



February 13, 2020

The Voo,
2nd Street
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello Dan,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2nd Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office ("SHPO") and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.

A handwritten signature in black ink, appearing to read "Paul O. Miller", is written over a horizontal line.

February 13, 2020

God's Storehouse,
Smith Street
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello Vesta,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2nd Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office ('SHPO') and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.

Vesta Craigen

February 13, 2020

City of Harrisburg Post Office,
204 Smith Street
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2nd Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office (SHPO) and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

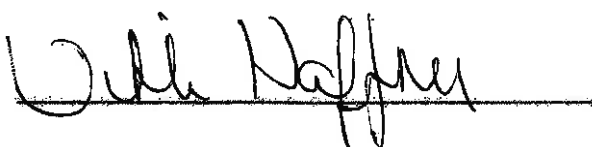
We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.

A handwritten signature in black ink, appearing to read "Willie Haffner", is written over a horizontal line.

City of Harrisburg

PLANNING COMMISSION

NOTICE OF DECISION

REQUEST:

The applicant requests a Site Plan Review approval to construct four (4) new 5-plex Multifamily Residential buildings, totaling 20 new units, on a vacant lot adjacent to existing Lasalle Crossing Apartments Multifamily apartment complex for the purposes of expanding the adjacent use.

The site is located at the southeast corner of Lasalle Street and South 6th Street, is approximately 3.77 acres in size, and is currently developed with a large apartment complex with eight (8) structures totaling 36 units. A recent Property Line Adjustment approval resulted in the present configuration, adding additional development area of approximately 74,730 square feet (1.7 acres). The applicant intends to develop the remainder of the subject property with multi-family dwelling facilities totaling 10,200 square feet, with pedestrian facilities, parking areas, and associated drive aisles in compliance with the Harrisburg Municipal Code (HMC)..

LOCATION:

700 Lasalle Street, and known as tax lot 3300 of Linn County Assessor's Map 15S04W15BC.

HEARING DATE:

February 18, 2020

ZONING:

R-2, Multifamily Residential

**APPLICANT/
OWNER:**

Jamie Paddock, Paddock Construction
PO Box 2447
Eugene, OR 97402

APPEAL DEADLINE:

March 1, 2020, at 5:00 p.m.

DECISION:

The Harrisburg Planning Commission conducted a hearing on February 18, 2020, and voted to approve the request, subject to the attached conditions of approval. The Planning Commission adopted the findings contained in the February 11, 2020 Staff Report, and portions of the minutes from the

meeting that demonstrate support for the Planning Commission's actions.

APPEALS:

The decision may be appealed by filing a Notice of Appeal with the City Recorder at 120 Smith Street. The Notice of Appeal should be filed by the Appeal Deadline date listed above. Specific information on the requirements for an appeal or a copy of the complete file of this land use action may be obtained at Harrisburg City Hall. There is a fee of \$425.00.

EFFECTIVE DATE:

March 1, 2020, unless an appeal has been filed with the City Recorder.

EFFECTIVE PERIOD:

Site Plan Review approvals shall be effective for one year from the date of approval. If the applicant has not begun the work associated with the approval within one year, all approvals shall expire. Where the Planning Commission finds that conditions have not changed, at its discretion and without a public hearing, the Commission may extend the period one time for a period not to exceed one additional year.

Unless appealed, this Site Plan Review Approval will expire on February 18, 2021.


Rhonda J. Giller
Planning Commission Chairperson

CONDITIONS OF APPROVAL

1. **Consistency with Plans** - Development shall comply with the plans and narrative in the applicant's proposal identified as Exhibit A, except as modified by this approval or the conditions of approval below.
2. **Off-Street Parking** - The applicant is required to adhere to the site grading and paving plan, sheet C-2, as shown in the application materials.
3. **Stormwater Drainage** - Prior to the issuance of a building permit - the applicant is required to submit a Stormwater Drainage Plan providing sufficient evidence to support adequate drainage from the newly impervious areas, including structures and parking areas.
4. **Time Limit on Approved Land Use Application** - Applicant must apply for a building permit for phase two of construction prior to February 18, 2022, or will be required to apply for a site plan review for phase two.