



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

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Date: November 23
To: Interested Person
From: Puja Bhutani, Land Use Services
503-823-7226 / Puja.Bhutani@portlandoregon.gov

NOTICE OF A TYPE Ix DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision 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.

CASE FILE NUMBER: LU 15-205954 HR – ADA ACCESS ALTERATIONS

GENERAL INFORMATION

Applicant: Dick Kirschbaum / GBD Architects
1120 NW Couch Street, Suite 300 / Portland OR 97209

Kevin Johnson / Gbd Architects
1120 NW Couch Street / Portland, OR 97209

Portland Custom House LLC
120 Presidential Way #300 / Woburn, Ma 01801-1182

Owner: Dan Sullivan / Eastern Real Estate Llc
120 Presidential Way / Woburn MA 01801

Site Address: 220 NW 8TH AVE

Legal Description: BLOCK 51 EXC PT IN ST HISTORIC PROPERTY POTENTIAL
ADDITIONAL TAX, COUCHS ADD

Tax Account No.: R180204500
State ID No.: 1N1E34CB 05500
Quarter Section: 3029
Neighborhood: Pearl District, contact Patricia Gardner at 503-243-2628.
Business District: Pearl District Business Association, contact Carolyn Ciolkosz at 503-227-8519.

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - River District
Other Designations: Historic Landmark pursuant to listing in the National Register of Historic Places as the US Customs House on May 2, 1974.

Zoning: CXd, Central Commercial with Historic Resource Protection Overlay and Design Overlay

Case Type: HR, Historic Resource Review
Procedure: Type Ix, an administrative decision with appeal to the Oregon Land Use Board of Appeals (LUBA).

Proposal:

The applicant is seeking Historic Design Review approval for proposed work intended to make the primary entrance compatible with American Disability Act (ADA) accessibility as well as Fire & Life-safety code standards. This includes:

1. The stair set from the sidewalk to the exterior courtyard (5 steps), fronting NW 8th Avenue, will be modified to allow for installation of a wheel chair incline lift. The lift assembly will be supported by a post and rail system, anchored to the courtyard slab and granite stair treads. No anchorage to vertical surfaces is proposed. The incline lift system will include a 90 degree turn at the top of the stairs to access the inner courtyard.
2. Two existing fixed iron security gates within the arched colonnade will be modified with the addition of hinges to swing gates. This to allow for the installation of the incline lift assembly, and to provide access to the entire stair width for improved fire/life-safety conditions. All metal gates and security assemblies will be painted gloss industrial black to match existing color and finish.
3. Two handrails will be repositioned to the centerline of courtyard columns, in similar orientation as the existing rails at the interior courtyard stairs leading to the ground floor.
4. One new handrail, located on the south west corner of the steps, will be provided to match the existing adjacent rail assemblies.
5. The existing ADA signage and post will be relocated behind the existing bicycle loop.
6. The interior courtyard steps (10 steps) will receive a standard wheel chair incline lift in a straight run. The inclined lift assembly will be supported by a post and rail system anchored to the courtyard slab and granite stair treads. No anchorage to vertical surfaces is proposed

Historic Resource Review is required because the work includes non exempt alterations to a historic landmark.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33.

The relevant approval criteria are:

- 33.846.060 G Other Approval Criteria
- Central City Fundamental Design Guidelines
- River District Design Guidelines

ANALYSIS

Site and Vicinity: The subject property is a large, stone, three and four story, Beaux Arts style federal building which originally served as the local US Customs House for the port of Portland. Over time it has also housed many other federal agencies. The building occupies the entire block bounded by NW 8th, Everett, Broadway, and Davis, and faces west toward the North Park Blocks. It was completed in 1901, just prior to the great upsurge in the population of Portland following the Lewis and Clark Exposition, and was listed in the National Register of Historic Places on May 2, 1974. Its setting is enhanced by the green an tree covered presence of the North Park Blocks across NW 8th Avenue.

Zoning: The commercial zones implement the commercial policies and plan map designations of the Comprehensive Plan. The zones are for areas of the City designated by the Comprehensive Plan for commercial uses. The differences in the zones reflect the diversity of commercial areas in the City. The zones are distinguished by the uses allowed and the intensity of development allowed. Some of the zones encourage commercial areas that are supportive of surrounding residential areas, while other zones allow commercial areas which have a community or regional market. The regulations promote uses and development which will enhance the economic viability of the specific commercial district and the city as a whole.

In general, a wide range of uses is allowed in each zone. Limits on the intensity of uses and the development standards promote the desired character for the commercial area. The development standards are designed to allow a large degree of development flexibility within parameters which support the intent of the specific zone. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed.

The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

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

The Design Overlay Zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design Overlay Zone also promotes quality high-density development adjacent to transit facilities. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

- LU13-127610: Approval of replacement handrails, bicycle parking, new plantings, and directional/information signage.

Agency Review: A Notice of Proposal in your Neighborhood was mailed on **October 7, 2015**. The following Bureaus have responded with no issues or concerns about the proposal:

- Bureau of Life-Safety, 10/12/2015, responded with the following comment:
A separate Building Permit is required for the work proposed and the proposal must be designed to meet all applicable building codes and ordinances. The structure is enrolled in the Facilities Permits Program and the applicant should contact the facilities plan examiner for building code requirements. Please see Exhibit E-1 for additional details.

- Jeff Rago, 9/15/2015, in an email correspondence with the applicant confirmed that based on the proposal submitted and the approval from the appeals board, there should not be any outstanding Life-Safety issues which may obstruct the decision for the historical review approval. Please see Exhibit E-2 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **October 7, 2015**. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Philip Papworth, 10/15/2015, responded with the following summarized comments:

Mr. Papworth was concerned about the visual impacts on the historic east façade and questioned whether the proposal was the best design solution. He noted that if the current proposal was the only solution, then the negative visual impacts “must be absorbed to provide accessibility.” However, if it was the preferred solution because it was cheaper, then the developer should be asked to provide a more visually compatible alternative. He explained that the existing accessible entrance on Broadway should suffice and it was 250 feet shorter than the proposed ADA access on 8th from current transit options. It was also equal in distance from 8th avenue for car access and parking. He felt that the current proposal was “ugly, a violation of the historic character of the building and I think not essential but convenient to the current tenants business operation.”

Staff Comments: The 8th avenue entrance is the primary entrance to the building, and the proposed ADA accessibility improvements are required for compliance with current Fire/ Life-safety codes. Staff appreciates Mr. Papworth’s comments and has worked with the applicant on exploring possible options, including vertical platform lift devices, which might reduce the visual impacts on this historical primary façade. The proposed design alternative is the only viable option that will not have a significant visual impact on the subject façade. The solution has been vetted with State Historic Preservation Offices (SHPO) as the least intrusive measure to meet the accessibility requirement. Please read staff findings below, for additional detail.

ZONING CODE APPROVAL CRITERIA

Chapter 33.846, Historic Reviews

Purpose of Historic Design Review

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

Historic Design Review Approval Criteria

Requests for historic design 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 Historical Landmark. Therefore the proposal requires historic design review approval. The relevant approval criteria are listed in 33.846.060 G. 1.-10. In addition, because the site is located within the Central City and the River District, the relevant approval criteria are the Central City Fundamental Design Guidelines and the River District Design Guidelines.

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

G. Other Approval Criteria:

- 1. Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided;
- 3. Historic changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved;
- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource;

Findings for 1, 3 & 8. The proposed work is intended to address ADA accessibility guidelines as well as fire/life safety code compliance. The building has two entrances, both of which are now required to be accessible. The non-primary entrance on the east elevation was made accessible in the 1970's under federal ownership with the addition of a ramp on the east elevation. The proposed improvements will convert the primary entrance on the west elevation to accessible standards. The existing exterior courtyard is served by a stairway width which spans 3 of the 5 security grille bays of the façade, however only one of the openings is currently in the form of a gate allowing for egress. With the property changing from federal to private ownership, the courtyard has been utilized as a temporary event gathering area, and as such the egress capabilities have been identified for modification to allow for safer use of the courtyard during special events.

The existing building was constructed with the ground floor level above the flood plain, or approximately 8'-6" above the surrounding sidewalk grade. Access to the subject primary entrance is currently negotiated via 2 separate stairs groups. The stair set from the sidewalk to the exterior courtyard (5 steps) will be modified to allow for the installation of a wheelchair incline lift. The lift will be installed at a location which is currently secured by an iron security grille. The grille will be modified with the addition of hinges to allow for the installation of the incline lift assembly. The inclined lift assembly will be supported by a post and rail system. The posts are anchored to the courtyard concrete slab and granite stair treads. No anchorage to vertical surfaces is required. The incline lift design keeps the assembly within the property line by incorporating a 90 degree turn at the top of the stairs allowing the installation to be held close to the courtyard facade. The modified iron-gate will be manually operated and secured according to business hours. After hours ADA access is available at the secondary entrance and ramp off of Broadway Avenue. The stair currently has 3 openings in the courtyard wall. The center opening and gate assembly will remain unchanged. The north opening will be revised as described above to accommodate the new incline lift. The south opening, currently closed with an iron security grille, will be modified in similar fashion as the north side to provide access to the entire stair width for improved fire/life safety egress conditions at times when the courtyard is used for special events with a temporary increase in occupant load. Handrails will be added to match existing or repositioned for code compliance, and located in similar orientation as the existing rails at the interior courtyard stairs leading to the ground floor.

The interior courtyard stairs (10 steps) will receive a standard wheel chair incline lift in a straight run. The inclined lift assembly will be supported by a post and rail system. The posts are anchored to the courtyard concrete slab and granite stair treads. No anchorage to vertical surfaces is required. The north leaf of the existing exterior door pair will be fitted with an ADA power door operator mounted to the interior side of the door.

The proposed inclined lift system has been identified as the least intrusive measure to meet accessibility requirement. Potential other solutions to the accessibility issue for this project have been studied and include ramp schemes, vertical platform lift devices and modifications of existing window openings, as described below:

A. Ramp:

- i. Outer Courtyard There are five arched openings in the courtyard wall. The outermost two have an original 15" high stone "threshold," though these two outer openings are the only possible locations for a ramp to end because there is no stair at these locations. A ramp of approximately 50 feet in length would be required, and the minimum width for a ramp would extend into the right-of-way for at least the length of the opening to the corner of the building. For such a distance, a permanent encroachment would not be tolerated. A ramp of this length would also have a significant detrimental visual impact, even if created entirely of stone to match the building.

- ii. Inner Courtyard The number of steps at the interior courtyard would result in an unworkable scheme for a ramp. There is no room within the courtyard to provide the required length of ramp and still retain the side stairs. The character (and usability) of the courtyard would be dramatically altered.
- iii. Some other location. There is an accessible ramp along the Broadway side of the building currently. The point of the current proposal is to actually create an accessible entry at the building's primary entrance, which is via the courtyard. While a window opening elsewhere could potentially be cut down to create a door, a substantial ramp would still be required on the exterior of the building to take up the over 8 feet in height between the sidewalk and first floor level. Such a ramp would be visually overwhelming.

B. Vertical Lift:

- i. Outer Courtyard There are five arched openings in the courtyard wall. The outermost two have an original 15" high stone "threshold," though these two outer openings are the only possible locations for a vertical lift because there is no stair at these locations. A vertical lift at one of these locations would require the removal of a portion of the stone "threshold;" a new permanent installation of the lift itself at the sidewalk level, which would unnecessarily extend into the right-of-way; and alteration of the wrought iron gate to allow it to swing open. At the sidewalk level, a low wall would have to be constructed around two sides of the lift in order to protect the mechanisms. There is not enough path of travel for a wheelchair user to move in the direction from the curb directly towards the building, so the lift would need to be entered from the side. The resulting "box" obstruction in the sidewalk, and the loss of the granite "threshold" are both a loss to the visual symmetry and character of the front elevation, as well as an irreversible loss in historic material.

The corresponding scheme in which a similar lift in a similar location extends vertically all the way to the top of the "threshold" could potentially save the granite piece across the opening, but creates a correspondingly much taller "box" in the sidewalk (or a low solid wall with railing on top), and also creates a substantial problem of getting down to the courtyard level from the top of the lift, using a 15' long ramp. This scheme's trade-offs were judged too severe to the visual character of both the front elevation and the courtyard, despite the "saving" of historic material.

- ii. Inner Courtyard A vertical lift could be employed at one of the exterior window openings adjacent to the primary entry stair, with the window being cut down to create an entry door. The path of travel into the lobby would also require the existing interior door from the office space into the lobby space to be widened. The courtyard and interior lobby itself are the most character-defining spaces of the historic resource, and are both ranked as the highest preservation priority for the building. Accordingly, the scope of these two substantial changes would have a significant impact on the building's historic character. The SHPO office strongly recommended against this option.

The proposed inclined lift system that brings the primary entrance in compliance with ADA access requirements will have the least impact on the historic façade. Removal of historic materials or alterations of features and spaces that contribute to the property's historic significance have been minimized. The defining five arched openings and the cast iron security grilles have been carefully modified to so as to retain their original appearance. The grilles will be modified by adding hinge components similar to the existing hinged gate at the center opening of the courtyard sidewalk stair. Existing handrails will be repositioned similar to the rails at the main building stairs. The new rail w at the south side of sidewalk stair will match the existing rails. Existing holes in granite steps left exposed by handrail relocation will be plugged with core drill salvage from new holes. All elements of the inclined lift system will be painted to match and hence blend in with the masonry base. *These criteria are therefore met.*

2. **Record of its time.** The historic 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;
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 property. New work will be differentiated from the old;

Findings for 2, 5 & 7: There are no architectural elements from other buildings or conjectural features being proposed. Historic materials will be protected during the proposed modification for ADA access. Core drill granite salvage will be used to fill in and patch the post holes in the steps resulting relocating the handrails. Existing holes and/or steel embeds in the masonry will be reused to support hinge assemblies for modifications from security grille to swing gate. The proposal adds an inclined lift system and can be clearly differentiated as an ADA accessibility measure. *These criteria are therefore met.*

9. **Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired; and
10. **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.

Findings for 9 & 10: The proposed lifts are clearly additive elements to the building. Both of them are designed to have a minimal impact on historic materials, anchored into concrete where possible and into granite only when necessary. These lifts are both removable, so the attachment points could be filled with colored concrete to match and the (non-original) gate returned to its previous design. The lift at the outer courtyard gates will enable the lift platform to be parked inside the courtyard, making the additive or altered elements unobtrusive from the sidewalk. The new rails will sit neatly along the courtyard face and will not create a negative visual impact on the architectural character or integrity of the building. From the interior of the courtyard, the outer lift will be able to sit on the courtyard floor, with only a vertical rail at the side. This will keep the courtyard planter elements as the primary “objects” within the enclosed courtyard. Finally, the inner lift at the primary stair will sit along one side of the stair. Again, the lift platform itself will be parked at the courtyard floor, without need for any vertical component except for the rail on one side. The diagonal rails themselves will sit over the treads, so one will perceive the stair still in its original symmetrical design and full width. The platform can be folded to a vertical position when not in use. All elements of the inclined lift system will be painted to match and hence blend in with the masonry base

No major removal or alterations of historic materials will occur. Two existing fixed iron security gates within the arched colonnade will be modified with the addition of hinges to swing gates. The grilles will be modified by adding hinge components similar to the existing hinged gate at the center opening of the courtyard sidewalk stair. Existing handrails will be repositioned similar to the rails at the main building stairs. A new rail added at the south side of sidewalk stair will match the existing rails. Existing holes in granite steps left exposed by handrail relocation will be plugged with core drill salvage

from new holes. All metal gates and security assemblies will be painted gloss industrial black to match existing color and finish. *These criterions are therefore met.*

Central City Fundamental Design Guidelines

B7. Integrate Barrier-Free Design.

Integrate access systems for all people with the building's overall design concept.

C3. Respect Architectural Integrity.

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

C5. Design for Coherency.

Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for B7, C3 & C5: The proposed inclined lift system is intended to bring the building into ADA accessibility compliance as well as meet Fire and Life-Safety code requirements. Several alternatives for resolving the accessibility requirements were studied for visual impacts to the historical west façade. As explained above, the railing and platform for the lift system has been positioned such that existing five arched opening, the interior courtyard planters and steps remain the dominant elements. All elements of the inclined lift system will be painted to match and hence blend in with the masonry base. Two existing fixed iron security gates within the arched colonnade will be modified with the addition of hinges to swing gates. Existing handrails will be repositioned and a new handrail added to the south side of steps, similar to the rails at the main building stairs. Existing holes in granite steps left exposed by handrail relocation will be plugged with core drill salvage from new holes. All metal gates and security assemblies will be painted gloss industrial black to match existing color and finish. The proposed system will require the least exterior modification to the existing façade and has been vetted by SHPO/NPA as the least intrusive measure to meet the accessibility requirement. *These criterions are therefore met.*

C2. Promote Quality and Permanence in Development.

Use design principles and building materials that promote quality and permanence.

Findings: The proposed lifts are constructed to withstand outdoor conditions and ongoing use over time. They will be permanently attached to each run of steps, with durable platforms, rails, and railings that will enable all visitors and tenants to enter at the building's primary historic entry. The platform, supports and handrail are powder coated and color will match that of the masonry base. These finishes will ensure that the appearance of the lifts will remain attractive over time. *Therefore this criterion is met.*

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

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

ADMINISTRATIVE DECISION

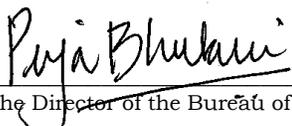
Approval of the following exterior alterations to the Landmarks Structure in the Central City Plan District:

- Modifications of the stair set from the sidewalk to the exterior courtyard (5 steps), fronting NW 8th Avenue for installation of a wheel chair incline lift.
- Modify two existing fixed iron security gates within the arched colonnade with the addition of hinges to swing gates. All metal gates and security assemblies will be painted gloss industrial black to match existing color and finish.
- Reposition two handrails to the centerline of courtyard columns, and one new handrail located on the south west corner of the steps.
- Relocate the existing ADA signage behind the existing bicycle loop.
- The interior courtyard steps (10 steps) will receive a standard wheel chair incline lift in a straight run.

Approved per the approved site plans, Exhibits C-1 through C-6, signed and dated November 16, 2015, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.6. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 15-205954 HR."

Staff Planner: Puja Bhutani

Decision rendered by:  **on (November 16, 2015.)**

By authority of the Director of the Bureau of Development Services

Decision mailed: November 23, 2015

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 July 23, 2015, and was determined to be complete on October 1, 2015.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 23, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. The 120 day expires on January 29, 2016.

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

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project 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.

This decision, and any conditions associated with it, is final. It may be appealed to the Oregon Land Use Board of Appeals (LUBA), within 21 days of the date the decision is mailed, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period for this land use review. Contact LUBA at 775 Summer St NE Suite 330, Salem, OR 97301-1283 or phone 1-503-373-1265 for further information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Recording the final decision.

If this Land Use Review is approved, the final decision must be recorded with the Multnomah County Recorder. A building or zoning permit will be issued only after the final decision is recorded. The final decision may be recorded on or after **November 23, 2015**. The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder’s office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-7617.

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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

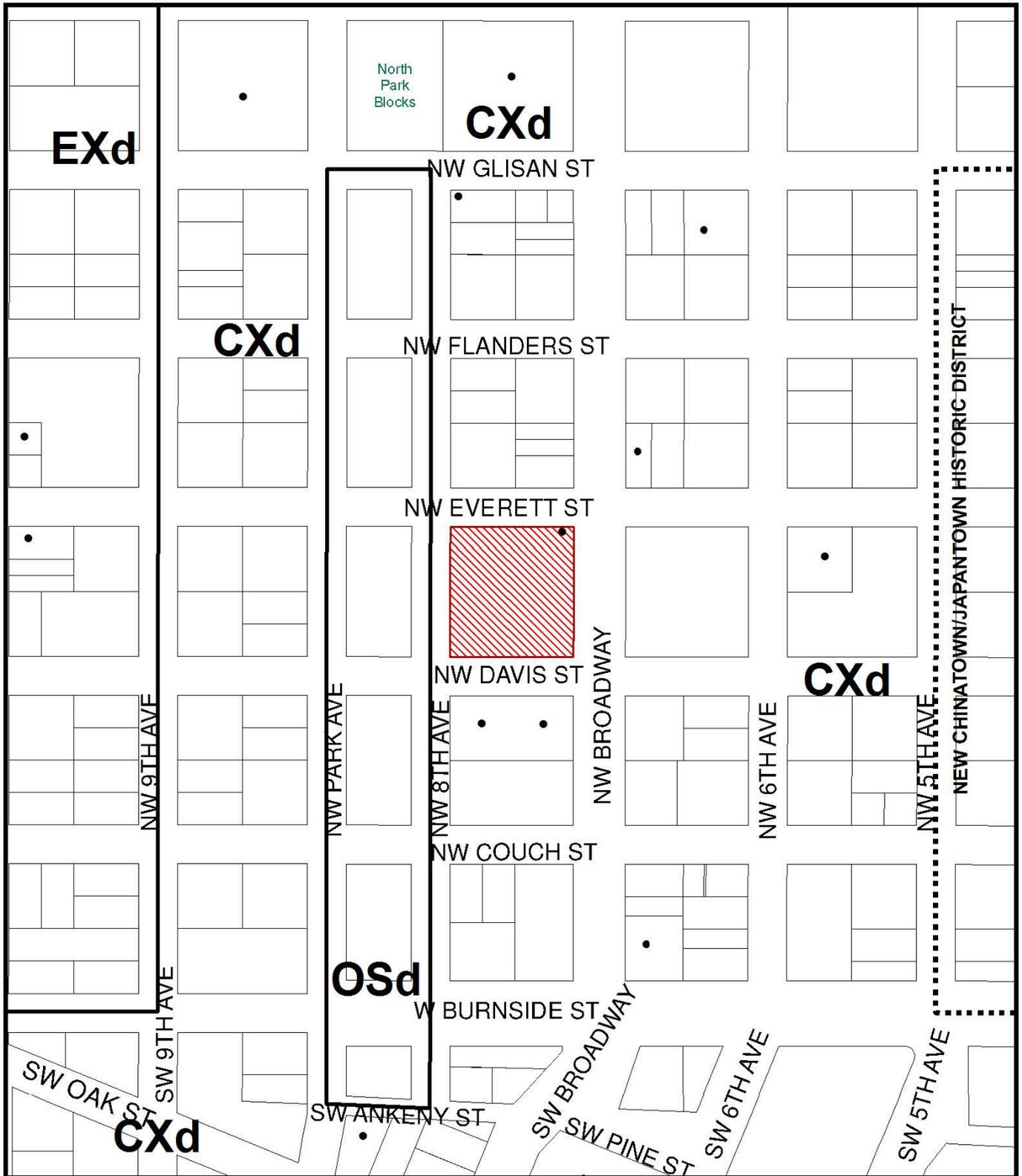
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code for the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Original Applicant Statement with photographs
 - 2. Original Plan Set- for reference only, NOT APPROVED
 - 3. Revised Applicant Statement, including design alternatives study
 - 4. Color samples for the inclined lift system
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. General Information
 - 2. Site Plan (attached)
 - 3. West elevation
 - 4. Swing gate details
 - 5. Enlarged inclined lift plans
 - 6. Stair and handrail elevation (attached)
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Police Bureau
- F. Correspondence:
 - 1. Philip Papworth, 10/156/2015, responded with objections to the proposal
- G. Others
 - 1. Original LU Application
 - 2. Incomplete letter, send by staff on 8/19/2015

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).



ZONING

-  Site
-  Historical Landmarks

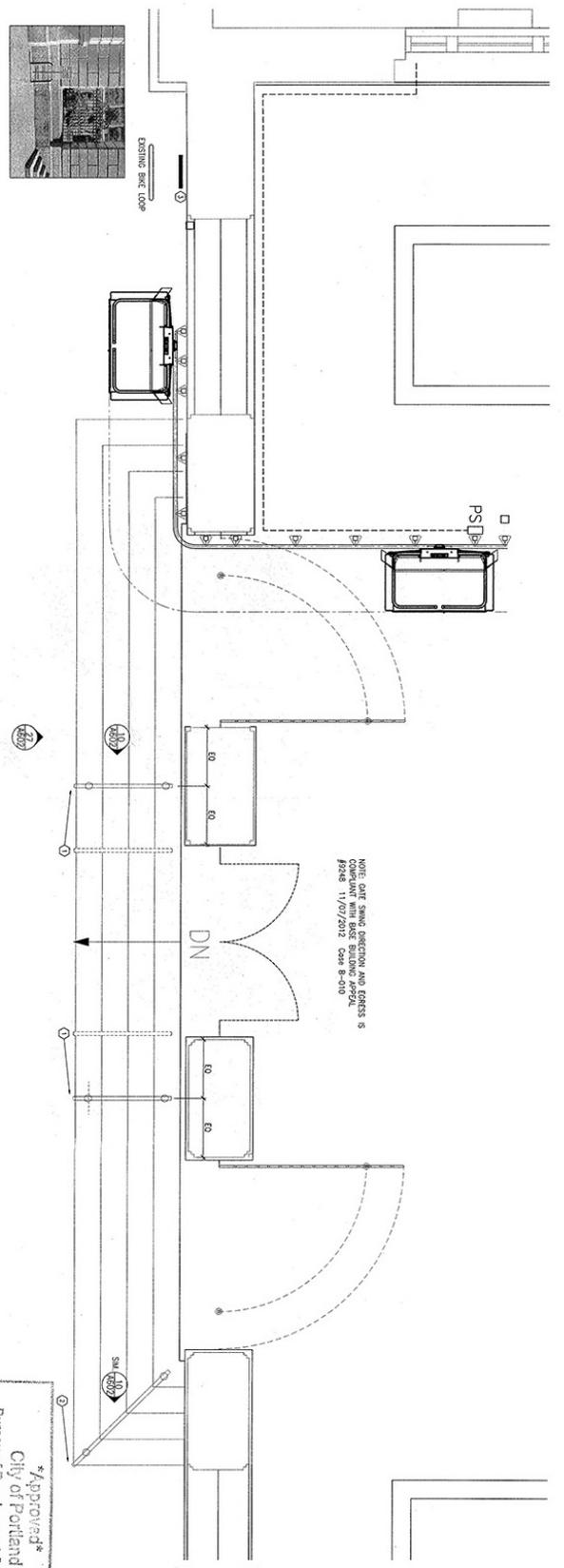


This site lies within the:
CENTRAL CITY PLAN DISTRICT
RIVER DISTRICT SUBDISTRICT

File No. LU 15-205954 HR
 1/4 Section 3029
 Scale 1 inch = 200 feet
 State_Id 1N1E34CB 05500
 Exhibit B (Jul 27, 2015)

Approved
City of Portland
Bureau of Development Services
Planner
P. Blumhail
Date: *11/16/2015*

This approval only is the review requested and is subject to all applicable zoning requirements may apply.



NOTES

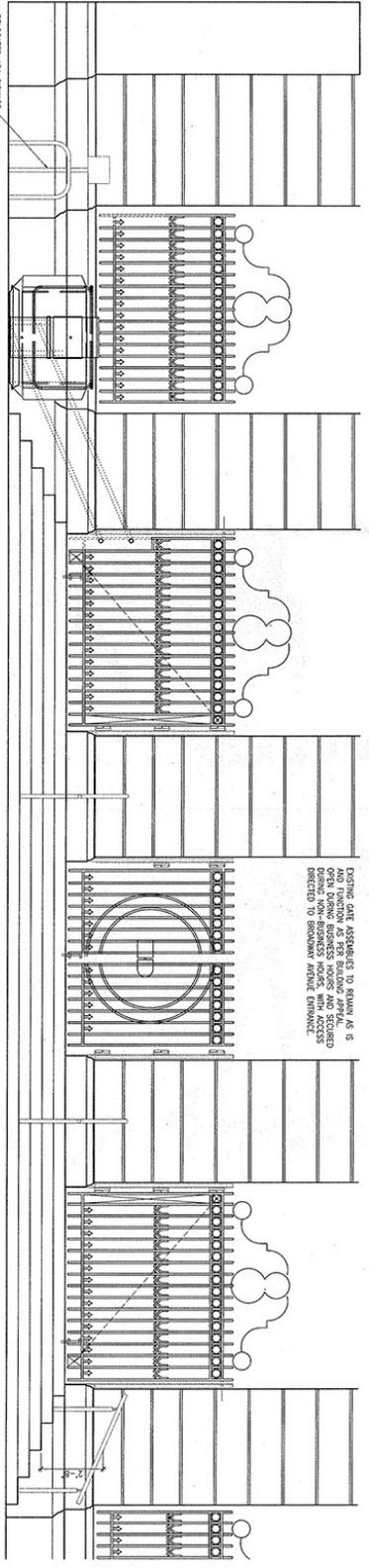
- ① RELOCATE EXISTING HANDRAILS TO CENTERLINE OF COORDINATE COLUMNS. USE CORE BELL GRANITE SQUARE TO FILL AND PATCH OLD HOLES.
- ② RELOCATE EXISTING HANDRAILS TO CENTERLINE OF COORDINATE COLUMNS. USE CORE BELL GRANITE SQUARE TO FILL AND PATCH OLD HOLES. REMOVE POST TO BELL AND SQUARE END CAP INSERT AT BELL ENDS.
- ③ REMOVE NEW HANDRAIL TO MATCH EXISTING ADJACENT BELL ASSEMBLY.
- ④ RELOCATED EXISTING ADA SINK AND POST

34 HANDRAL PLANS • SIDEWALK

1/2" = 1'-0"

10 HANDRAL ELEVATION

1/2" = 1'-0"



27 STAIR AND HANDRAL ELEVATION

1/2" = 1'-0"