



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

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Date: July 5, 2017
To: Interested Person
From: Puja Bhutani, Land Use Services
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NOTICE OF A TYPE II 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 17-116741 DZ – NEW VEHICULAR RAMP

GENERAL INFORMATION

Applicant: Jack Lyon | Studio 410
11575 SW Pacific Hwy Suite 111
Tigard, OR 97223
Studio410@comcast.net | 503-805-1818

Owner: Lithia Real Estate Inc
360 E Jackson Street
Medford, OR 97501-5825

Site Address: **2233-2255 SW Jefferson Street**

Legal Description: BLOCK 6 LOT 3-5&8-10 TL 6800, ARDMORE; BLOCK 6 LOT 11&12 EXC PT IN ST, ARDMORE; BLOCK 6 E 25' OF S 110' OF LOT 1, ARDMORE; BLOCK 6 S 40' OF W 25' OF LOT 1 S 40' OF LOT 2, ARDMORE

Tax Account No.: R035201090, R035201070, R035200970, R035200980
State ID No.: 1N1E33CD 06800, 1S1E04BA 04800, 1N1E33CD 07000, 1N1E33CD 06900

Quarter Section: 3027

Neighborhood: Goose Hollow, contact planning@goosehollow.org.
Business District: Goose Hollow Business Association, contact Angela Crawford at 503-223-6376.

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City Plan District - Goose Hollow Subdistrict
Zoning: CX, R5d, s – Central Commercial, Residential 5,000 with Design Overlay and Scenic Resources Overlay

Case Type: DZ – Design Review
Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

Applicant seeks Design Review approval for a new ramp to provide vehicular access to the 2nd floor of the existing building in the Goose Hollow Sub district of the Central City Plan District. The existing building is used for automobile inventory storage, exclusively for the BMW dealership. The ramp is located at the rear of the lot and along the north property line. Proposed materials for the ramp include smooth concrete retaining wall, and black steel railing. The east elevation of the building will be altered to include a new overhead door.

The site is split zoned CX, Central Commercial, and R5, Residential 5,000. The proposal work is limited to the CX zoned portion of the site. Non-conforming upgrades are triggered since the value of proposed alterations on the site exceeds \$158,400, as per 33.258.070.D.2. The proposed upgrades include perimeter landscaping to portions of the existing surface parking and driveway, that equate to 10% of the project value.

Relevant Approval Criteria:

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

- Central City Fundamental Design Guidelines
- Goose Hollow District Design Guidelines

ANALYSIS

Site and Vicinity: The site is currently improved with a 2 story brick and concrete building used for automobile inventory storage for the exclusive use of the BMW dealership. It is located directly below the Vista Bridge, at the entrance to the Goose Hollow district. The north edge is bound by a densely vegetated steep slope. The site fronts on to SW Jefferson Street and the MAX line and is classified as a Major City Traffic street, Regional Transit way & major Transit Priority street, City Bikeway, City Walkway & a Community Main street.

Zoning: The Residential 5,000 (R5) single-dwelling zone is intended to preserve land for housing and to provide housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-dwelling housing. Minimum lot size is 3,000 square feet, with minimum width and depth dimensions of 36 and 50 feet, respectively. Minimum densities are based on lot size and street configuration. Maximum densities are 1 lot per 5,000 square feet of site area.

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 "d" overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Scenic Resource Zone "s" overlay is intended to protect Portland's significant scenic resources as identified in the Scenic Resources Protection Plan; enhance the appearance of Portland to make it a better place to live and work; create attractive entrance ways to Portland and its districts; improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors; and implement the scenic resource policies and objectives of Portland's Comprehensive Plan. The purposes of the Scenic Resource zone are achieved by

establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Goose Hollow Subdistrict of this plan district.

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

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **March 29, 2017**. The following Bureaus have responded with no issues or concerns:

- Water Bureau

The Bureau of Environmental Services responded with the following comment. Please see Exhibit E-3 for additional details.

“In the previous response addendum, BES recommended that the applicant provide additional information related to the existing private sanitary sewer easement and existing pipe within the location of the proposed new ramp. Historic records indicate that 2210 SW Kings Ct may be served through this easement. The applicant did not determine the connection location for 2210 SW Kings Ct. However, according to the submitted memo, they believe that the existing pipe crossing the property is no longer in use and that the pipe will not be disturbed by the proposed development. BES has no specific approval criteria for design review applications, and this is a private easement and therefore a private matter. *The applicant should be aware that access must be maintained for any property served through that private easement.*”

The Bureau of Transportation Engineering responded with the following comment: Please see Exhibit E-1 to E-4 for additional details.

“The applicant is advised that the western-most driveway along the site’s frontage is in excess of the 30-ft max driveway length as identified in Code Section 17.28.110.C.2. Prior to Building Permit issuance, the applicant will need to reduce the length of this driveway such that it satisfies the above referenced limitation. The applicant may submit a Driveway Design Exception request to retain the driveway in its current configuration – submittal of said request does not guarantee an approval.”

The Fire Bureau responded that all applicable Fire Code requirements shall apply at the time of permit review and development: Please see Exhibit E-5 for additional details.

The Site Development Review Section of BDS responded with no objection but that a complete geotechnical report shall be required at the time of permit review and development: Please see Exhibit E-6 for additional details.

The Life-Safety Review Section of BDS responded with no objection but that a complete life-safety review would be provided at the time of permit review and development: Please see Exhibit E-7 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 29, 2017. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Ann Duggan & Lyle Harris, 4/15/17, wrote in opposition to the proposal. Please see Exhibit F-1 and F-2 for additional details. They expressed concerns regarding the following:
 - the increased noise levels and the associated loss of livability due to cars using the new ramp, and by the large car delivery vehicles. They also stated the leaf blowers currently

used in the parking lot were gas-powered, two-stroke, polluting and requested they be replaced with quieter, greener, electric models.

- the potential of converting the roof top of this building into another parking lot. They questioned if there some review process associated with the change of use for this building, and if a new parking garage would have been allowed in this location as they thought that was what was effectively happening with this conversion.
- damage to the hillside and potential landslides due to the proposed ramp construction and additional vehicular traffic on the ramp. They questioned if there would be a geological/ecological survey done to determine the impact of 1.) the construction phase and 2.) the long-term effects of installing this ramp and the ensuing traffic it would carry? There were also concerned about hitting potential buried oil tanks. They also expressed concern about environmental impacts on wildlife and trees on the hillside.
- site lighting impacts and whether all lighting in the parking lot and/or building could be directed south, away from our property?
- parking issues resulting from the change of use of the parking lot from employee parking to a car display lot.

The applicant has provided a response to these concerns. Please see Exhibit A-6 for more details.

Staff appreciates and has reviewed the comments carefully and provides the following response:

- There are no approval criteria in the guidelines that address noise impacts. Similarly, staff has no regulatory authority to require the use of electric leaf blowers. Noise levels are regulated by Title 18, Noise Control, and are implemented by the Office of Neighborhood Involvement (ONI). Staff recommends that the neighbors contact Paul Van Orden, Noise Control Officer, ONI at 503.823.5829, in case high noise levels are experienced as a result of this project. The applicants have provided an informal sound level study using a digital sound meter at Kings Court. They noted that the area had generally high ambient noise levels due to constant traffic, and that it was not possible to identify noise from the vehicles entering and exiting the site.
- The site is located in CX, central commercial zone, and as per 33.130.245 no exterior display of goods, storage and work activities are allowed. However, the site is currently used for exterior display and storage of cars, and the current proposal maintains this existing non-conforming use. An expansion of the non-conforming use to allow potential roof top parking would have to be approved through another design review and potentially a non-conforming situation review. The applicants have also stated that the building roof structure is insufficient to support vehicles.
- A geotechnical report stamped by a registered design professional will be required at the time of building permit review. The report will evaluate the proposed development with respect to the mapped landslide and must confirm that the development will not adversely impact the stability of the hillside. The report will need to include stability analyses demonstrating adequate factors of safety for localized slope stability under static and earthquake loading. The Bureau of Environmental Services will review the project for conformance to the 2008 Stormwater Management Manual, and for infiltration near the slope setbacks.
- The proposal does not include any changes to the existing site and building lighting levels.
- The existing building and lot is used for car inventory storage and should not impact employee parking. The applicant also notes that the building is not a commercial parking structure and that vehicles will only occasionally be moved to and from the building to the showroom at 20th and Jefferson for customer viewing and purchase. More significantly there are no approval criteria in the guidelines that will allow staff to deny the proposal based on parking impacts.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

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

Goose Hollow District Design Guidelines and Central City Fundamental Design Guidelines

The Goose Hollow District is envisioned to be a predominantly urban residential, transit-oriented community located on the western edge of the Central City between Washington Park and Downtown Portland. When riding light rail through the West Hills tunnel to the Central City, it is the first neighborhood experienced before entering downtown Portland. The Urban Design Vision celebrates the sense of arrival from the west at Jefferson Street Station and Collins Circle, and from the north at the Civic Stadium Station and Fire Fighter's Park. This is done by integrating the history of the community with its special natural and formal (man-made) characteristics.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Goose Hollow District Design Goals

The Goose Hollow District Design Goals are specific to the Goose Hollow District. These urban design goals and objectives are to:

- Enhance mixed-use, transit-oriented development around the light rail stations to make it a pedestrian-friendly station community.
- Provide open spaces to accommodate active public life.
- Strengthen connections to adjacent neighborhoods through light rail, bike and pedestrian access and assure a safe and pleasant bike/pedestrian environment.
- Preserve and enhance the community's history and architectural character.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

A5-4. Enhance SW Jefferson Street. Enhance SW Jefferson Street as a boulevard connecting Washington Park on the west to the Park Blocks in downtown. This guideline may be accomplished by any or all of the following:

- a. Enhancing the pedestrian environment using street furniture, art work and other amenities to make it a pleasant walkway;
- b. Orienting buildings to have the front entrances facing the street, and punctuating the ground floors with stopping places and display windows;
- c. Locating driveways and garage entrances on side streets where feasible, rather than across the sidewalks along SW Jefferson Street; or
- d. Buffering the pedestrian from the traffic on the street by separating the sidewalk from the street, using street trees, plantings or street furniture.

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

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

A9-1. Provide a Distinct Sense of Entry and Exit. When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

Findings for A5, A5-4, A8, A9, A9-1 and B4: The proposed vehicular ramp provides access to the second floor of the existing building. The ramp has been located at the far north edge of the site, so as to minimize the impact on the pedestrian environment along Jefferson Street. The ramp runs along the north hillside and hence also minimizes conflicts resulting from vehicular loading with the sidewalk uses. No new curb cuts are proposed, and the existing western most curb cut will be reduced. New landscaped areas are proposed along Jefferson Street and will help screen the parking lot, soften and better define the street edge and improve the pedestrian experience. *These guidelines are met.*

A6. Reuse/Rehabilitate/Restore Buildings. Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Findings for A6: The existing building is used for automobile inventory storage with no real access to the Second Floor. It is used exclusively by BMW dealership personnel and the public is not allowed in the building for sales, service, or other reasons. The proposed ramp will provide access to the second floor of the existing building. Currently, the only way to utilize the second floor of the building is to first lift vehicles by crane to a gravel pad on grade at the west end of the building and then bring them in through a six-foot door opening. The new ramp in the east parking lot will help ease operations by allowing quick and convenient access by all sizes of automobiles. This improvement will help more fully use the existing structure. *This guideline is met.*

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

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

C3. Respect Architectural Integrity. Respect the original character of an existing building

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

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

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 A4, C2, C3, C4 and C5: The proposed improvements are limited to the side, east elevation and no exterior building improvements are proposed for any other elevations or height of the existing structure. The changes to the east elevation are minimal and include inserting an overhead door within an existing bay on the second floor. The height of the overhead door matches existing window height. The ramp is designed to match the industrial character of the existing building. Good quality and durable materials are proposed, and the ramp will be constructed in two parts. The lower portion will be poured in place concrete to match the existing concrete building texture and color. The upper portion will be a galvanized steel framed bridge element. This will allow additional vehicle storage below a portion of the ramp, and utilize the available space on site, as well as minimize the structural impact in the hillside area of the site. Galvanized steel posts with cable railings will provide a minimally obtrusive profile to the ramp while meeting the building codes guardrail requirements. The black steel railing will match the existing railings on the site. The proposal will hence be compatible with the existing industrial character of the building. *These guidelines are met.*

C1-1. Integrate Parking. Design surface parking and parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by any or all of the following:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;
- b. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians; or
- c. Accommodating vending booths along sidewalks adjacent to parking facilities when active ground level uses are not possible.

C3-1. Locate Buildings to Provide for Future Infill on Surface Parking Areas. Locate and shape buildings to provide for future infill development on surface parking areas.

Findings for C1-1 and C3-1: The existing vehicular inventory storage area, both within the building and on-site surface parking, is not being expanded. The automobiles will continue to be stored in the fully enclosed existing structure. The new ramp has been located at the far north edge of the site, so as to minimize the impact on the pedestrian environment along Jefferson Street. Furthermore, pushing the ramp to the far north edge of the property opens up the front of the site for future development of the parking lot. A new building could be built up to the southern property line which reinforces the street edge per the Goose Hollow Design Guidelines. New landscaped areas are proposed along Jefferson Street and will help screen the parking lot, soften and better define the street edge and improve the pedestrian experience. *These guidelines are 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 proposed ramp and exterior elevation changes are compatible with the style and use of the existing building, and minimize impacts on the pedestrian environment. The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets all the applicable design guidelines and therefore warrants approval.

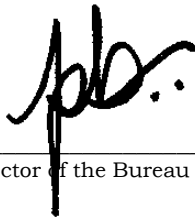
ADMINISTRATIVE DECISION

Approval of a new ramp to provide vehicular access to the 2nd floor, and new overhead doors on the east elevation of the existing building, within the Central City Plan District - Goose Hollow Subdistrict.

Approved per the approved site plans, Exhibits C-1 through C-7, signed and dated June 22, 2107, 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 17-116741 DZ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

Staff Planner: Puja Bhutani



Decision rendered by: _____ **on (June 22, 2017.)**
By authority of the Director of the Bureau of Development Services

Decision mailed: July 5, 2017

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 February 6, 2017, and was determined to be complete on March 22, 2017.

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 February 6, 2017.

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 requested that the 120-day review period be extended by 60 days with Exhibit A-7. Unless further extended by the applicant, **the 120 days will expire on: 9/18/2017.**

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.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on July 19, 2017** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional 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.

Attending the hearing. 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 the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

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 **July 20, 2017** 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 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 of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

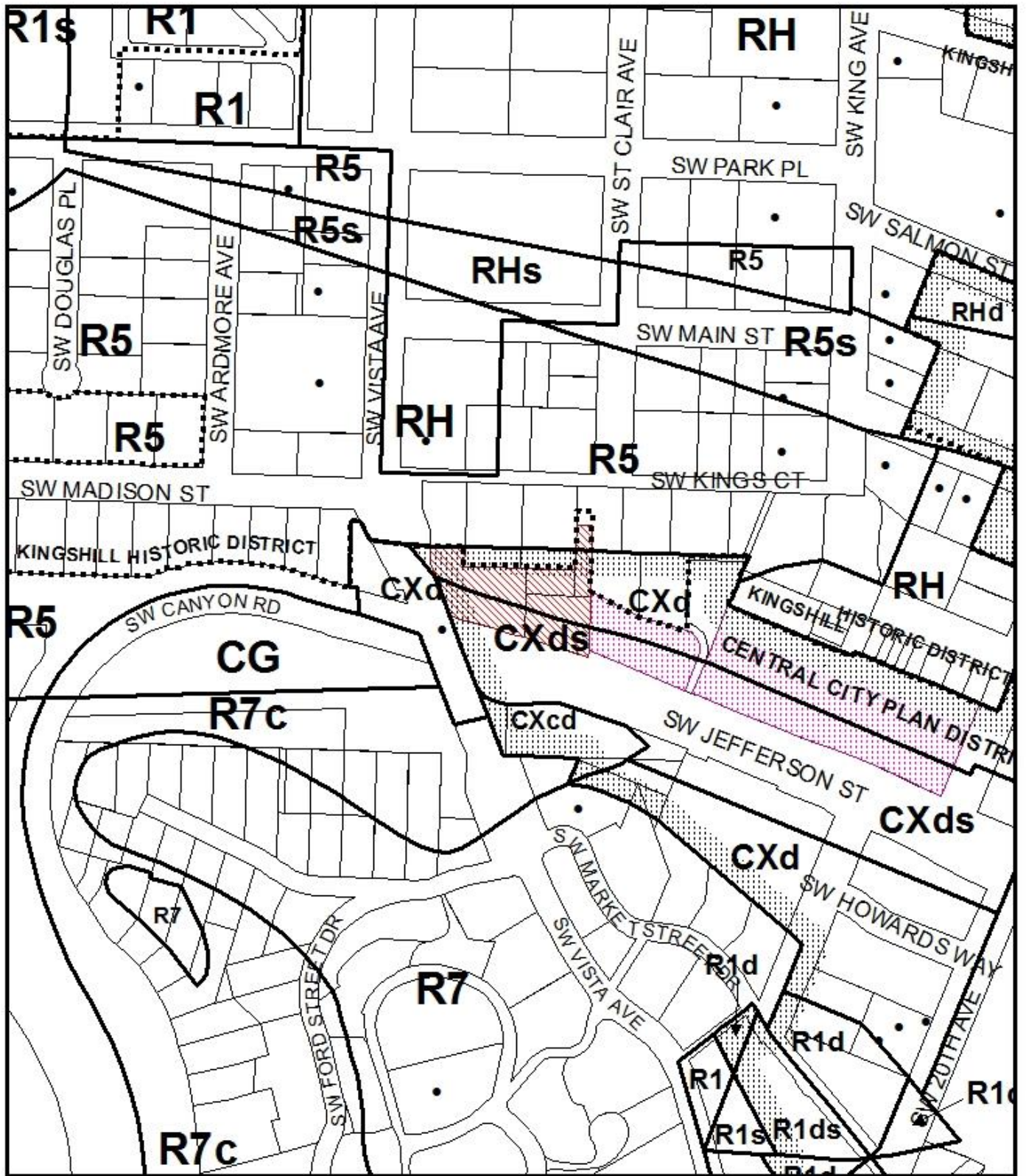
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Original Narrative, dated 2/2/17
 2. Revised Narrative, dated 3/21/17
 3. Original Drawing set, not approved, for reference only
 4. Stormwater Management Report
 5. Memo addressing BES comments, 5/16/17
 6. Memo in response to public comment, 4/19/17
 7. Request for extension of 120-day period
 8. Existing First and Second Floor Plan
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Existing Site Plan
 2. Proposed Site Plan (attached)
 3. Existing and Proposed East and South Elevations
 4. Enlarged South Elevation and Overhead Door
 5. Ramp and Railing details
 6. Overhead Door cut sheet
 7. Utility Plan
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Bureau of Environmental Services, 4/19/17
 2. Bureau of Environmental Services Addendum, 5/31/17
 3. Bureau of Environmental Services Second Addendum, 6/15/17
 4. Bureau of Transportation Engineering and Development Review
 5. Fire Bureau
 6. Site Development Review Section of BDS
 7. Life-Safety Review Section of BDS
- F. Correspondence:
 1. Ann Duggan & Lyle Harris, 4/15/17, wrote opposing the project
 2. Ann Duggan & Lyle Harris, 4/30/17, wrote opposing the project
- G. Other:

1. Original LU Application
2. Incomplete letter send by staff, 2/21/17

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



This site lies within the:
CENTRAL CITY PLAN DISTRICT
GOOSE HOLLOW SUBDISTRICT

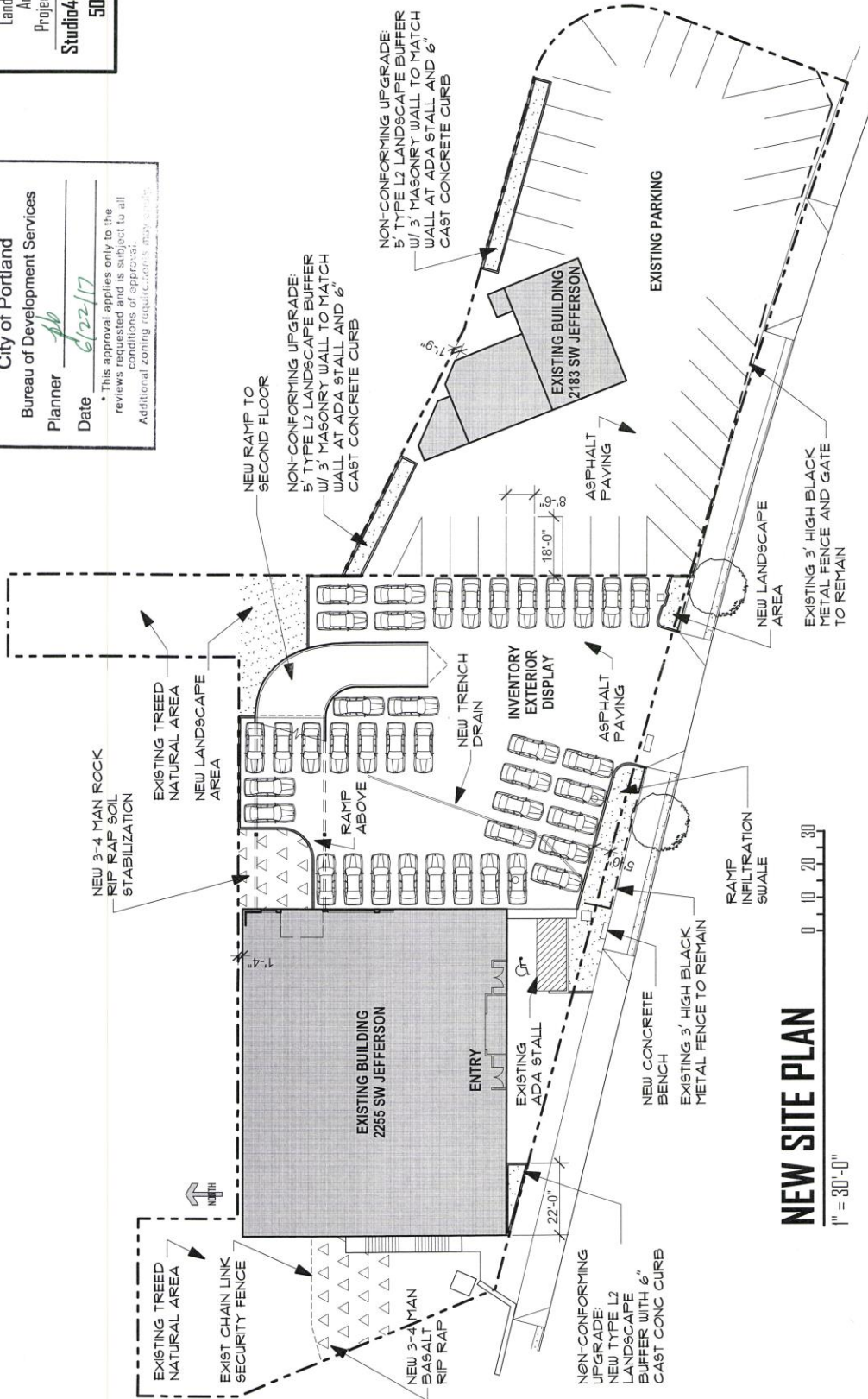
- Site
- Also Owned Parcels
- Historic Landmark

File No.	LU 17-116741 DZ
1/4 Section	3027 3127
Scale	1 inch = 200 feet
State_Id	1N1E33CD 6800
Exhibit	B (Feb 10, 2017)

Approved
City of Portland
Bureau of Development Services
Planner *pk*
Date *6/22/17*

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

BMW ANNEX 2255 SW JEFFERSON



NEW SITE PLAN
1" = 30'-0"