



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

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Date: June 29, 2018
To: Interested Person
From: Tanya Paglia, 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 18-170803 HR – PARAPET BRACING

GENERAL INFORMATION

Applicant: Brian Emerick & Brian Apple | Emerick Architects
321 SW 4th Avenue #200 | Portland OR 97204
apple@emerick-architects.com

Owner: Stadium Court Garage LLC
601 SW 2nd Avenue #2100 | Portland, OR 97204-3158

Party of Interest: Wade Younie | DCI Engineers
400 SW 6th Avenue, Suite 605 | Portland, OR 97204

Representative: Walter Mcmonies | Jeanne Manor Apartments, LLC
601 SW Second Avenue, Suite 2100 | Portland, OR 97204

Property Manager: Karen Czopek | Kbc Management Inc
2107 NW 23rd Avenue | Portland, OR 97210

Site Address: **124 NW 20th Avenue**

Legal Description: BLOCK 277 LOT 19&20 TL 9500 HISTORIC PROPERTY POTENTIAL
ADDITIONAL TAX, COUCHS ADD

Tax Account No.: R180227310

State ID No.: 1N1E33DB 09500

Quarter Section: 3028

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

Business District: Nob Hill, contact Nob Hill at nobhillportland@gmail.com.

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

Plan District: Central City - Goose Hollow

Other Designations: Contributing Resource in the Alphabet Historic District and
Individually Listed National Register Landmark

Zoning: **RHd** – High Density Residential with Design Overlay and Historic Resource Protection Overlay

Case Type: **HR**- Historic Resource Review

Procedure: **Type II**, an administrative decision with appeal to the Landmarks Commission.

Proposal:

The applicant is seeking Historic Resource Review approval for a proposal to add steel bracing along the east and west unreinforced masonry parapet walls of the *Rose City Electric Automobile Garage*, a contributing resource in the Alphabet Historic District. The proposed bracing will be formed by a new steel pedestal that is attached directly to existing roof joists. This pedestal will have a steel brace that runs at an approximate 45-degree angle to within a few inches of the top of the parapet. Here the brace is bolted to a horizontal "L" brace which is bolted to the unreinforced masonry parapet walls. This will leave only the bolts and 3" square washers visible at the parapet on the exterior elevations. These visible washers will be painted to match the existing wall.

Historic Resource Review is required because the proposal is for non-exempt exterior alterations in the Alphabet Historic District.

Relevant Approval Criteria:

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

- Central City Fundamental Design Guidelines
- Criteria in Section 33.846.060.G of the Portland Zoning Code
- Historic Alphabet District: Community Design Guidelines Addendum

ANALYSIS

Site and Vicinity: The subject property is a single-story brick commercial building with stucco trim work constructed in 1910. Originally named *Rose City Electric Automobile Garage*, the structure is a contributing resource in the Alphabet Historic District. The building is located in the Nob Hill neighborhood of Northwest Portland, facing west on NW 20th Ave, located mid-block between W Burnside and Everett Streets. The structure was designed and built as an electric automobile showroom and repair facility by local architect/builder Lewis & Lewis. It was built in the Late 19th and Early 20th Century Movements American Commercial Style. In its National Register nomination the *Rose City Electric Automobile Garage* is noted as being remarkable for being one of the two earliest known extant automobile facilities in Portland, and as one of the few extant examples of work by the Portland architectural firm of Lewis & Lewis.

The following is taken from the National Register nomination for the *Rose City Electric Automobile Garage* (Exhibit G-2):

The one story red brick building was built in 1910 just after the transition of the Nob Hill district into an apartment house neighborhood began. Ten years earlier, both sides of the street scape consisted nearly entirely of simple two bedroom residences. Down the block, on the northwest of 20th and Everett, is the Isom White House (NR), designed by Whidden & Lewis in 1904. On the northeast corner was the grand victorian mansion residence of Rt. Reverend B. Wistar Morris, Episcopal Bishop for Oregon. And on the southeast corner was the 1904 Joseph Goodman House (NR). To the east at the rear of the lot were the Trinity Episcopal Church (NHL), and the Trinity Place and Belle Court apartments, constructed in 1910 and 1912 respectively. Along Washington (Burnside) were several other apartment complexes.

Today, the area surrounding the Rose City Electric Garage is a mix of commercial and multifamily residential. Immediately across the street is a Fred Meyer Store, occupying most of the south portion of the block. To the south is the art deco Frank Warren Automotive Repair Shop and an apartment building. To the north are several 2-story

bungalow houses. Two have been restored as residences and one has been divided into apartments.

The historic Rose City Electric Automobile Garage was built as a showroom and garage for top-name electric automobiles at the height of their competitive promise in 1910. When, soon after, electric cars were superseded by the affordable gasoline-powered, assembly line-produced Model T Ford, the building entered into its long tenure as a mechanic's garage and sometime facility for storage and light industry. In view of the closure of the electric auto garage operation by its proprietors after 1913, the building's historic period of significance is correctly drawn at three years. The property meets National Register Criterion A as a rare well-preserved automotive facility dating from the earliest phase of automobile use in Oregon's metropolis. The only other garage of comparable date remaining in the city of Portland is the Packard Service Building of 1910, which stands on NW 23rd Avenue and was registered in 1994. There are four or five other auto garages that ante-date 1920. The Rose City Garage is the only one of these early facilities known to have been constructed expressly for electric cars. The building's design, an example of modest industrial architecture with a conservative commercial-style facade, is attributed to the father and son construction and architectural firm of Lewis and Lewis, which was founded locally by English-born builder William P. Lewis in 1898 and was dissolved in 1913. Thereafter, son Robert continued in building trade independently.

The building is illustrative of the phenomenon of dramatic growth in the automotive trade in Portland between 1901, when the automobile emerged as a practical form of personal transportation locally, and 1910, when there was an exponential burst in the number of dealerships. Dealerships and service facilities expanded west of the city center along Burnside, a main arterial historically known as Washington Street, which defined the commercial boundary of the fashionable Nob Hill residential area.

The property proposed for nomination was acquired and developed in 1910 by Nat Simon and J.V. Beach, partners in a law firm that was active in the Portland Railway Light & Power Company. These two were in a position to purchase surplus power generated by PRL&P at favorable rates. They held the exclusive dealership for Baker and Ohio electric cars and positioned themselves to profit from the boom that was envisioned in the electric car business, a vision that was eclipsed by the Model T.

This one-story brick building was configured as two 50-foot wide bays separated by a brick bearing wall. The timber truss roof framing system is exposed in one section. The facade is symmetrically organized with low, stepped gables centered over either bay and central doorways with straight-topped, stuccoed and keystoneed lintels that are flanked on either side by two segmental-arched openings with stuccoed lintels. A finely detailed corbelled string course demarcates the parapet wall. The interior has always had a sparsely-finished industrial character.

The concrete floor slab is intact and exposed brick walls were characteristic. As a consequence of the latest adaptive use of the now-vacant building, the facade openings were filled in with concrete block. It is the owner's intention to rehabilitate the building for use as an automobile garage serving nearby multi-family housing. Plans call for removing the concrete block infill and reinstalling wood door frames and window sash appropriate to the building's historic period.

The site is also within the Northwest Pedestrian District. The area is characterized by a grid of narrower, more tree-lined, east-west residential streets, named alphabetically after prominent Portlanders of the day, which are crossed by generally more robust north-south avenues. The site is within a typical 5-minute walk (a quarter of a mile distance) from a number of retail, commercial and open space resources. Across the street to the west is Fred Meyer. To the north of the site is Couch Park as well as a number of the restaurants, cafes and retail facilities on NW 21st Avenue. To the south of the site is W Burnside with a number of national chain retail and fast-food outlets. Also to the south is Providence Park (formerly PGE Park then Jeld-Wen

Park) venue of the Portland Timbers. Amenities to the east include the NW Children’s Theater and School, Pearl Hardware and the McMenamins Mission Theater as well as the shops, restaurants and cafes at the western edge of the Pearl District.

Alphabet Historic District was listed in the National Register of Historic Places on November 16, 2000, with periods of significance of 1875-1899, 1900-1924, and 1925-1949. The Historic District is an area of Portland significant for its concentration of intact late 19th and early 20th Century, mostly middle class, housing stock and small-scale commercial buildings. Of special note are the many mid-sized apartment and institutional buildings. Many of these are in the various Period Revival styles, e.g. Tudor, Spanish Colonial, Byzantine, Jacobean, etc, and this is especially the case in the immediate vicinity of the proposed new development.

Zoning: The High Density Residential (RH) is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will range from 80 to 125 units per acre. Allowed housing is characterized by medium to high height and a relatively high percentage of building coverage. The major types of new housing development will be low, medium, and high-rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services. Newly created lots in the RH zone must be at least 10,000 square feet in area for multi-dwelling development. There is no minimum lot area for development with detached or attached houses or for development with duplexes. Minimum lot width and depth standards may apply.

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

The 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 that prior land use reviews include the following:

- LU 96-013610 CU (reference number: LUR 96-00723) Denial of a Conditional Use permit for day-care use for the site and approval of a Conditional Use permit for retail sales and service and office uses, subject to conditions.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **May 31, 2018**. The following two Bureaus, Divisions and/or Sections responded with no objections and both of these included comments found in Exhibit E1 and E2:

- Life Safety Division of the Bureau of Development Services (Exhibit E-1)
- Fire Bureau (Exhibit E-2)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on May 31, 2018. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.846.060 - Historic Resource Review

Purpose of Historic Resource Review

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

Historic Resource Review Approval Criteria

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

Findings: The site is a designated Historic Landmark within the Alphabet Historic District and the proposal is for a non-exempt treatment. Therefore Historic Resource Review approval is required. The approval criteria are the *Historic Alphabet District Community Design Guidelines Addendum* and those listed in *33.846.060 G – Other Approval Criteria*. Because the site is within the *Central City Plan District* the *Central City Fundamental Design Guidelines* are also approval criteria.

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

33.846.060.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.
- 4. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
- 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.

Findings for 33.846.060.G 1, 4, 5 and 9: The proposed project will preserve the *Rose City Electric Automobile Garage's* historic character and make the building more resilient to natural hazards thus strengthening its longevity. The addition will generally allow the essential form and integrity of the resource to still be expressed. The new roof system (white Thermoplastic Polyolefin on top of plywood sheathing) will bring no visual change to the building. The outermost white sheathing will have the same aesthetic as the current white roof, resulting in no visible exterior change to the roof surface. The new seismic bracing will bring exterior change to the roof, however, given the height of the parapet and the building's flat roof, visibility of the new steel bracing will be limited to above-ground vantage points, of which there are few.

Only the bolts connecting the parapet to the bracing and 3" square washers will be visible on the building's facades from the sidewalk vantage point. These will be painted to match the building. The steel bracing along the east and west unreinforced masonry parapet walls will thus significantly extend the building's longevity with minimal visible change from the public realm. No historic materials will be removed and features

contributing to the resource's historic significance will not be altered. The proposed project does not entail any chemical or physical treatments that would damage any of the *Rose City Electric Automobile Garage's* historic materials.

These criteria are met.

33.846.060.G - Other Approval Criteria

- 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.
- 3. Historic changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved.
- 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.

Historic Alphabet District - Community Design Guidelines Addendum

- 1. Historic Changes.** Most properties change over time; those changes that have acquired historic significance will be preserved.
- 2. Differentiate New from Old.** New additions, exterior alterations, or related new construction will retain historic materials that characterize a property to the extent practicable. Replacement materials should be reasonable facsimiles of the historic materials they replace. The design of new construction will be compatible with the historic qualities of the district as identified in the Historic Context Statement.

Findings 33.846.060.G 2, 3, 7, and HADCDA 1, 2: The proposed project does not include the addition of any features that would create a false sense of historic development. The building will remain a physical record of its time, place, and use. The existing roof, which will be replaced, is not historic. No historic materials or features will be destroyed through installation of the new roof. New features are limited to steel bracing and the associated bolts and washers. Given the utilitarian nature of the resource, the bolts and washers are kept to minimal size and lack a decorative component to avoid a false sense of history. The proposed project does not entail removal of any non-original features that have acquired historic significance in their own right. The new roof materials and seismic bracing will clearly be a recent, non-historic addition to the historic resource.

These criteria are met.

33.846.060.G - Other Approval Criteria

- 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.
- 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.

Historic Alphabet District - Community Design Guidelines Addendum

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

Findings for 33.846.060.G 8, 10, and HADCDGA 3: The proposed project does not entail any noticeable change to the building’s massing, size, scale or architectural features. The new roof and steel bracing will not be visible from the public right-of-way, with the exception of the associated bolts and washers which will be painted to match the building so as to disappear to the extent possible. Alterations are thus compatible with the resource, adjacent properties and the Alphabet Historic District.

These criteria are met.

Central City Fundamental Design Guidelines

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development’s overall design concept.

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

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.

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

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.

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 A2, A4, A5, A6, C2, C3, and C5: The *Rose City Electric Automobile Garage* contributes to the identity of the Alphabet Historic District as well as the City of Portland as part of the area’s historic urban fabric. Preserving the building with seismic upgrades including parapet bracing and a more resilient roof will ensure that the building continues its role as a contributing resource in the district and city’s identity and image. As a representative commercial structure from the early twentieth century, it is linked to other historic buildings throughout the city that collectively retain the city’s identity over time. The character of the building’s area is enhanced by its ongoing presence. It is not only a link to history, but an attractive human scale element in the district’s fabric with simple but visually interesting architecture and high-quality materials that forms an interesting composition for pedestrians to view.

The seismic bracing of the unreinforced masonry parapet and new roof will generally allow the essential form and integrity of *Rose City Electric Automobile Garage* to continue to be expressed. The visibility of the seismic bracing and new roof will be limited to above-ground vantage points. This upgrade will make the building safer during a seismic event while having little to no impact on the building’s current historic identity. This project respects the architectural integrity of the building as a product of its own time by minimizing the visual impact of the seismic upgrade. Only the bolts connecting the parapet to the bracing and 3” square washers will be visible on the elevation. These will be painted to match the wall while the roof system replacement will have the same aesthetic as the current white roof.

These guidelines are met.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building’s overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City’s skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings for B2, C1, and C11: The alterations will ensure the building’s continued use and preservation while being minimally visible from the pedestrian realm. The new roof system will bring no visual change to the building being virtually indistinguishable from the current condition from all vantage points. The seismic upgrade in turn will result in few noticeable changes to the exterior, allowing the *Rose City Electric Automobile Garage* to retain its historic aesthetic from the pedestrian vantage point while making the building more seismically resilient and sustainable. Only the bolts connecting the parapet to the bracing and 3” square washers will be visible on the elevation. These will be painted to match the existing wall and will not detract from the pedestrian environment.

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 requirements of Title 11 can be met, and 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 alterations to the *Rose City Electric Automobile Garage* will not diminish the building’s historic character while making the building more resilient to natural hazards. While the bracing will be a visible change on the roof, its visibility will be limited to above-ground vantage points which are few. The white exterior roof membrane will appear identical after the project is complete and will be indistinguishable from the current condition. 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. The addition of seismic bracing along with roof membrane replacement will generally allow the essential form and integrity of the *Rose City Electric Automobile Garage* to be expressed, while modernizing the building for seismic resilience. These updates will help ensure that the building continues its role as a distinct resource in the Alphabet Historic District. This proposal meets the applicable Historic Resource Review criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of the addition of steel bracing along the east and west unreinforced masonry parapet walls of a contributing resource in the Alphabet Historic District, per the approved site plans, Exhibits C-1 through C-5, signed and dated 6/27/2018, 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 18-170803 HR." 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: Tanya Paglia



Decision rendered by: _____ **on 6/27/2018.**
By authority of the Director of the Bureau of Development Services

Decision mailed: 6/29/2018

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 May 14, 2018, and was determined to be complete on May 25, 2018.

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 May 14, 2018.

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. Unless further extended by the applicant, **the 120 days will expire on: 9/22/2018.**

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 Landmarks Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on 7/13/2018** 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 Landmarks 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 Landmarks 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 16, 2018** 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:

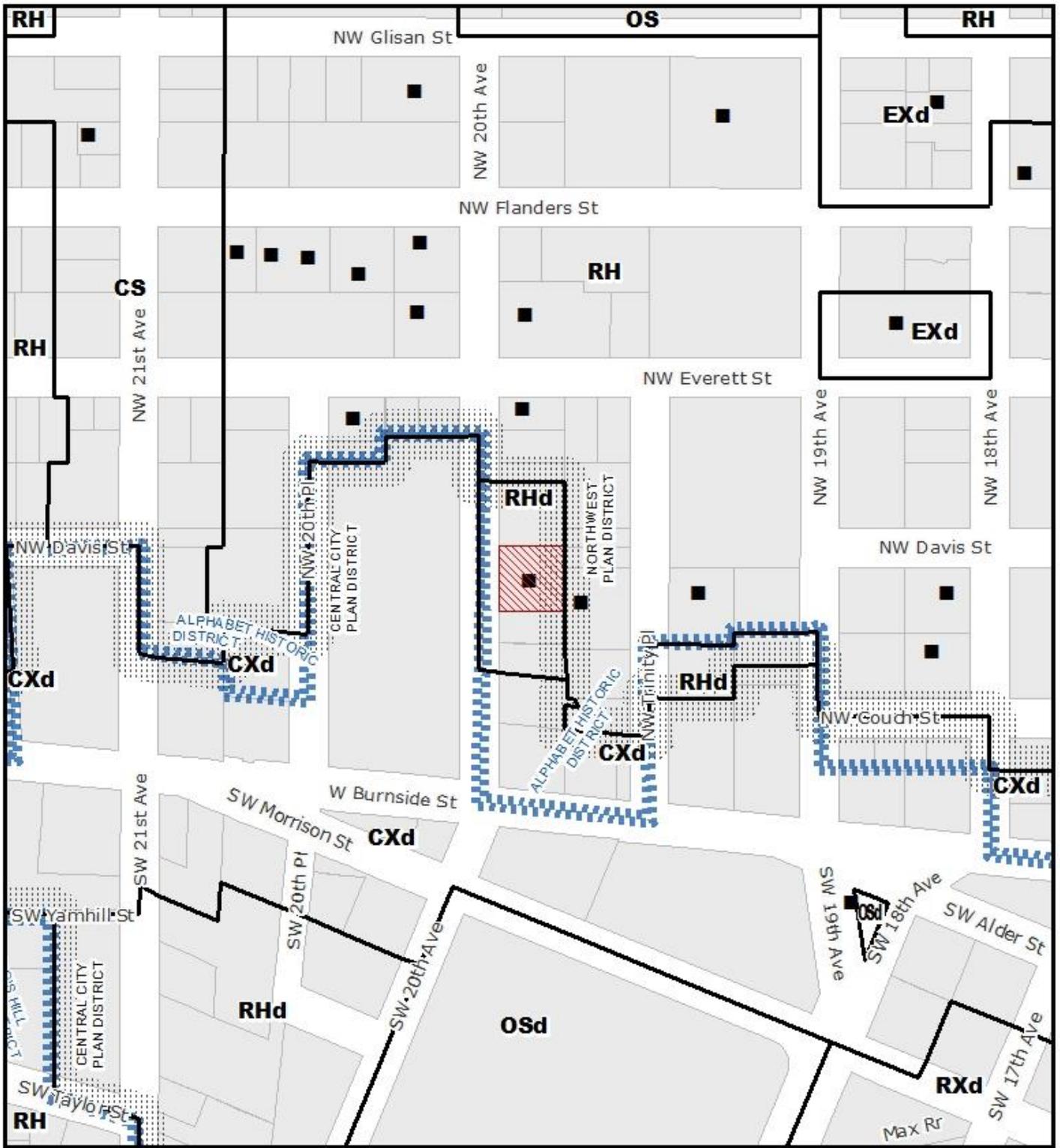
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittal
 1. Applicant's Project Description and Response to Approval Criteria, 4/25/2018
 2. Photos of existing conditions
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Cover Sheet and Vicinity Map
 2. Site Plan (attached)
 3. Roof Plan
 4. East and West Elevations (attached)
 5. Section and Nailing Detail
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Life Safety Division of the Bureau of Development Services
 2. Fire Bureau
- F. Correspondence: None received
- G. Other:
 1. Original LU Application
 2. National Register of Historic Places Inventory Nomination Form
 3. Oregon Historic Site Record

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
 ALPHABET HISTORIC DISTRICT



Site



Historic Landmark

| | |
|-------------|-------------------|
| File No. | LU 18-170803 HR |
| 1/4 Section | 3028 |
| Scale | 1 inch = 200 feet |
| State ID | 1N1E33DB 9500 |
| Exhibit | B May 17, 2018 |

Approved*
 City of Portland - Bureau of Development Services
 Planner: [Signature]
 Date: 6/27/2018
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



1 SITE PLAN
 1/32" = 1'-0"

STADIUM COURT GARAGE
 HISTORIC REVIEW (LUR)

EMERICK ARCHITECTS

NOT FOR CONSTRUCTION

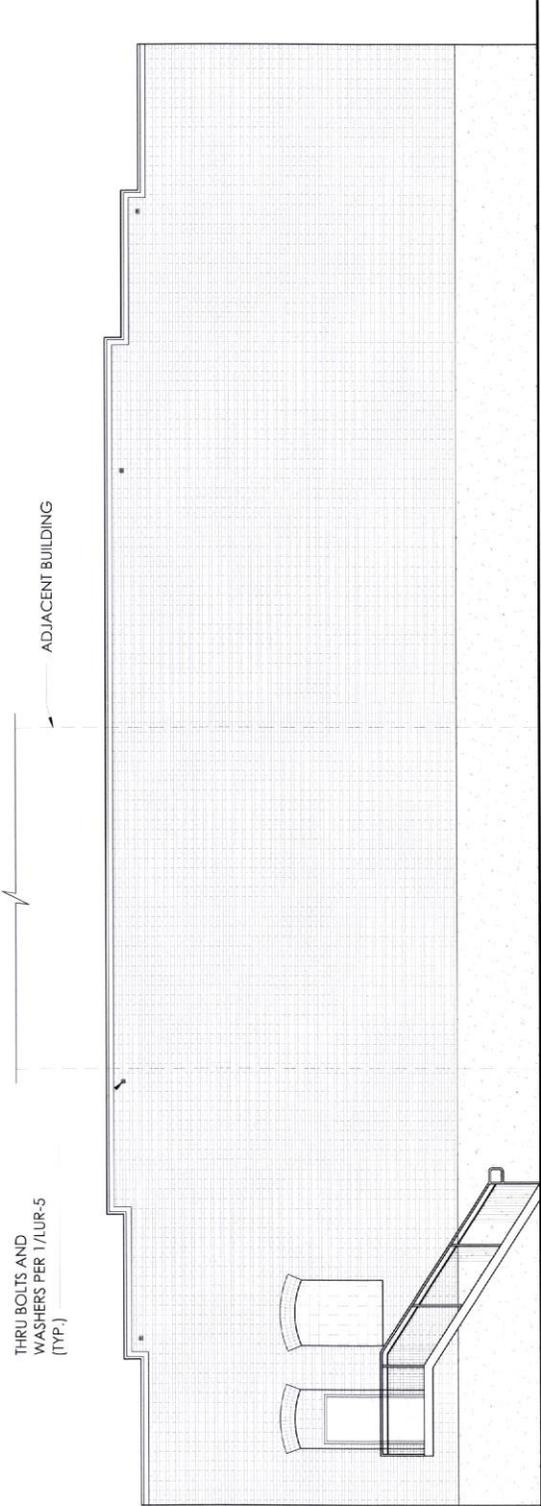
LA 18-170803 HR
 STADIUM COURT GARAGE
 JOB #: 1804
 LUR-2
 DATE: 05.14.18
 C-2

Approved
City of Portland - Bureau of Development Services

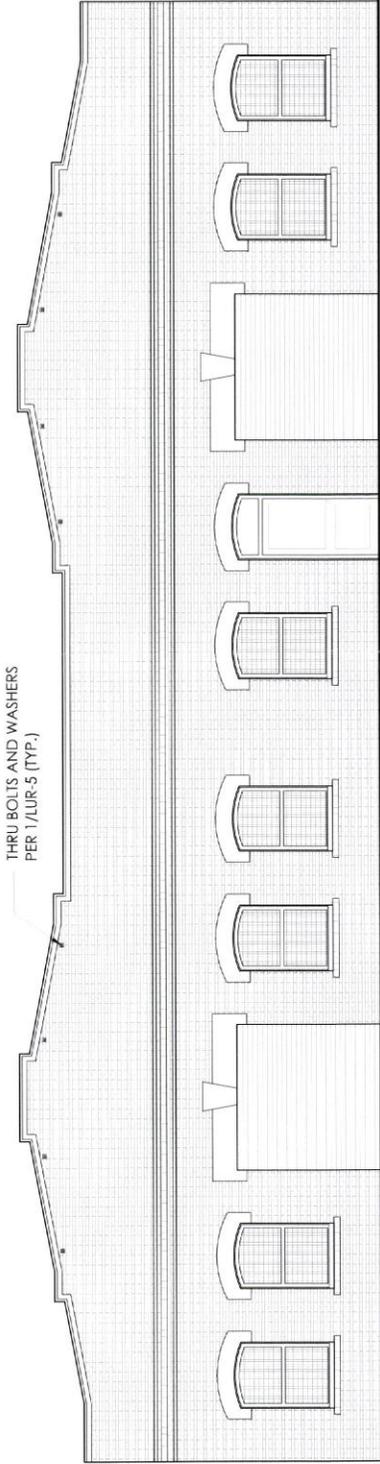
Planner [Signature] Date 8/27/2018

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

NOTE:
 NO PROPOSED WORK
 ON NORTH AND
 SOUTH ELEVATIONS



1 EAST EXTERIOR ELEVATION
 1/8" = 1'-0"



2 WEST EXTERIOR ELEVATION
 1/8" = 1'-0"

W 18-170803 HR
 LUR-4 C-4
 DATE: 05/14/18

STADIUM COURT
 GARAGE
 JOB #: 1804

EMERICK ARCHITECTS

STADIUM COURT GARAGE
 HISTORIC REVIEW (LUR)

NOT FOR CONSTRUCTION