



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

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**Date:** April 29, 2011  
**To:** Interested Person  
**From:** Chris Caruso, Land Use Services  
503-823-5747 / [Christine.Caruso@portlandoregon.gov](mailto:Christine.Caruso@portlandoregon.gov)

## **NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD**

The Bureau of Development Services has **denied** a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

### **CASE FILE NUMBER: LU 10-203846 DZM** **TONKIN TOYOTA MAZDA REMODEL**

#### **GENERAL INFORMATION**

**Applicant:** Daniel Drake  
LRS Architects  
720 NW Davis St, Ste 300  
Portland, OR 97209

**Owner:** Brad Tonkin  
TOMA, LLC  
P.O. Box 20368  
Portland, OR 97220

**Representative:** Peter Finley Fry  
Planning Consultant  
[pfinleyfry@aol.com](mailto:pfinleyfry@aol.com)

**Site Address:** 750 SE 122ND AVE

**Legal Description:** TL 1800 0.27 ACRES, SECTION 02 1S 2E; TL 1700 0.61 ACRES, SECTION 02 1S 2E; TL 1600 6.84 ACRES, SECTION 02 1S 2E

**Tax Account No.:** R992021110, R992021700, R992021730

**State ID No.:** 1S2E02BB 01800, 1S2E02BB 01700, 1S2E02BB 01600

**Quarter Section:** 3143

**Neighborhood:** Mill Park, contact Rosemary Opp at 503-256-4591.

**Business District:** Gateway Area Business Association, contact Fred Sanchez at 503-256-3910.

**District Coalition:** East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

**Plan Areas:** Outer Southeast & 122<sup>nd</sup> Avenue Station Area Study

**Zoning:** CGd, General Commercial with design overlay

**Case Type:** DZM, Design Review with Modifications

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

**Proposal:**

The applicant seeks design review approval for exterior renovations to the Tonkin Toyota Mazda on SE 122<sup>nd</sup> Avenue to include the following:

- Removal of the existing building entry canopy;
- Installing a new internally illuminated glass portal wall in front of the main Toyota retail entry;
- Adding a mezzanine level above the northern Mazda portion of the building and finishing it with metal panels and vertical metal siding;
- Installing new metal panel wall finishes and parapets to the entire front façade;
- Adding a new metal panel finished service wing to the southern end of the building;
- Relocating the existing Toyota monument sign along SE 122<sup>nd</sup> Ave and refurbishing its design;
- Installing a new Mazda monument sign along SE 122<sup>nd</sup> Ave;
- Installing 11 new illuminated signs across the western street-facing building façade;
- New parking lot landscaping and stormwater treatment facilities;
- New painted metal entry gates with concrete support columns at the SE 122<sup>nd</sup> Ave and SE Stark St. frontages; and
- New sidewalks and street trees along SE 122<sup>nd</sup> Ave.

**Requested Modifications to Design Review include:**

1. 33.130.225 Landscaped Areas – Replace more than one-third of the 45,796 SF of required on-site landscaping with an additional 5,505 SF of pervious paver display pads between the parking lot and the street.

Design review is required for projects with ‘d’ overlay who cannot meet the Community Design Standards.

**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:

- 33.825 Design Review
- Community Design Guidelines

## ANALYSIS

**Site and Vicinity:** The site consists of two parcels covering a total area of 324,500 square feet. The property is located on the east side of SE 122<sup>nd</sup> Avenue. The site is L-shaped, with the deeper part of the property fronting SE 122<sup>nd</sup> Ave and a narrow leg extending north to SE Stark Street

The area around the site is developed with a variety of uses. To the north and south, along 122<sup>nd</sup> and Stark, there are mainly commercial uses including a branch of the Multnomah County Library. The MAX light rail line is located one block to the north on East Burnside Street and a park-and-ride lot is located directly to the north of the site, between Ash and Burnside. The area to the east and south of the site is mainly residential, with a mix of single and multi-dwelling uses whose rear and side yards directly abut the dealership. Additional homes are located southwest of the site across SE 122<sup>nd</sup> Avenue as well as further west starting at SE 119<sup>th</sup> Avenue.

SE 122<sup>nd</sup> Avenue is classified as a Regional Corridor, Major City Traffic Street, Transit Access Street, City Bikeway, City Walkway, Major Truck Street, and Major Emergency Response Street. SE Stark Street is classified as a Regional Corridor, Major City Traffic Street, Transit Access Street, City Bikeway, City Walkway, Major Truck Street, and Major Emergency Response Street for all other transportation modes. The streets are fully developed, with

existing curbs and sidewalks, but the width of the sidewalks on SE 122<sup>nd</sup> and SE Stark do not meet current design standards.

**Zoning:** The General Commercial (CG) zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

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.

**Land Use History:** City records indicate there is one prior land use review for this site:

- 58-100342 MCF (MCF 8-58 ZC) – Zone change from A-2 to C-2 in 1958.

**Agency Review:** A “Notice of Proposal in Your Neighborhood” was mailed **March 29, 2011**.

The following Bureaus have responded with no issues or concerns:

- Water Bureau (Exhibit E-1)
- Fire Bureau (Exhibit E-2)
- Life Safety Review Section of BDS (Exhibit E-3)
- Bureau of Environmental Services (Exhibit E-4)

The Bureau of Parks-Forestry Division responded with the following comment: *Street trees will need to be 3" caliper and shown on building permit plan.*

The Bureau of Transportation Engineering responded with the following comment: *Dedications along both frontages; applicant to reconstruct frontage along SE 122nd only.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on March 29, 2011. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steven M. Bierig – concerned that adequate sight lines have not been established at the Stark Street security gates to allow vehicles to see pedestrians.

*Staff Response: The applicant provided sight line studies showing that all the security gates allow for vehicle visibility of pedestrians. The Stark Street gate is an existing site feature that is not being altered as part of this proposal.*

## **ZONING CODE APPROVAL CRITERIA**

### **[1] 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 guidelines for the area.

**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 Community Design Guidelines.

### **Community Design Guidelines**

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

**P1. Plan Area Character.** Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

**D7. Blending into the Neighborhood.** Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

**Findings for P1 & D7:** While the area is currently developed with large surface parking lots and buildings set far back from the street, it is intended that this neighborhood gradually change to a more pedestrian-friendly environment with enhanced landscaping and wide sidewalks, while retaining the commercial development pattern with sustainable infill and renovation. Vehicle sales and service are expected to remain a part of this area. The proposed renovation and addition to the car dealership does some of these things by creating a wider sidewalk with creative landscaping and pedestrian connections along SE 122<sup>nd</sup> Avenue. The current use of vehicle sales will remain to support the area's commercial endeavors. Sustainability objectives are also addressed through the installation of vegetated stormwater facilities between the rows of cars and by areas of new interior parking lot landscaping. The types of materials proposed, the rectilinear storefront bays and parapet walls all fit into the design aesthetic of the adjacent commercial area as they are low in height and simply articulated. *These guidelines are therefore met for all parts of the project except the portal wall. See findings below for that portion of the project.*

**E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

**E2. Stopping Places.** New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.

**E5. Light, Wind, and Rain.** Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.

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

**Findings for E1, E2, E5 & D2:** The proposal retains existing pedestrian sidewalks along both street frontages and is reconstructing the sidewalk along SE 122<sup>nd</sup> Avenue to current City standards, improving the pedestrian environment. An additional defined walkway is provided from SE 122<sup>nd</sup> Ave and the main entrance to link the building to the sidewalk.

Walkways are not provided through the narrow portion of the lot to SE Stark Street as this is an employee-only area with an existing security gate. It is expected that pedestrians will access the facility from SE 122<sup>nd</sup> Avenue.

New street trees and perimeter landscaping that includes native plantings, clusters of trees, and decorative rock pillars will be located along SE 122<sup>nd</sup> Avenue and will provide a physical as well as visual buffer between the pedestrian and vehicle areas. The trees will help control the adverse effects of weather by providing shade and some rain protection. Stopping places are created at five spots along SE 122<sup>nd</sup> Ave by proposing triangular-shaped paved sections on the property that allow pedestrians to step out of the public right-of-way and view the landscaping as well as the vehicles on display.

The main entrances to both dealerships as well as service areas are oriented to SE 122<sup>nd</sup> Ave, a frequent transit street, and are prominently highlighted with taller parapets and signage. They are accessible by pedestrians via the internal walkway from SE 122<sup>nd</sup> Avenue. *These guidelines are therefore met for all parts of the project except the portal wall. See findings below for that portion of the project.*

**D1. Outdoor Areas.** When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians;

**D3. Landscape Features.** Enhance site and building design through appropriate placement, scale, and variety of landscape features.

**D4. Parking Areas and Garages.** Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

**D5. Crime Prevention.** Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.

**Findings for D1, D3, D4 & D5:** The proposal creates numerous large outdoor areas along the SE 122<sup>nd</sup> Avenue frontage by pulling the landscaping back at various places and providing paved viewing pads. Site landscaping is varied in style, size, and location with stormwater planters between vehicle parking areas, perimeter buffer landscaping of trees and shrubs and a creative interplay of trees, plants, and basalt columns along SE 122<sup>nd</sup> Avenue. These all enhance the site by breaking up the large paved areas, and shielding views of cars from the sidewalks and adjacent homes. The site is proposed to be fully lit with pole fixtures throughout both parking areas. There are also exterior fixtures mounted to the building perimeter to provide security at night. *These guidelines are therefore met.*

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

**D8. Interest, Quality, and Composition.** All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

**Findings for D6 & D8:** The proposed exterior alterations to the front façade of the building create a cohesive composition by presenting an organized pattern of repeating rectangular modules broken into structural bays that are interspersed with clear storefront glazing. Signs are logically placed within newly created sign bands above the different entrances and the building clearly distinguishes between the two dealerships.

The proposed mezzanine is also rectangular in form, is wrapped in vertical metal siding and aligns with the top of the entry portal, providing visual interest to this portion of the building. The character of the existing building as a low-slung, horizontal commercial

structure is retained with the proposed renovation. Metal and glazing are already present on the building and the new materials compliment the existing structure.

Proposed materials include metal siding and panel systems, metal canopies, a glass portal wall, plaster stucco, and aluminum storefront, all of which are quality materials that lend a sense of permanence to the building. *These guidelines are therefore met for all parts of the project except the portal wall. See findings below for that portion of the project.*

**[2] 33.825.040 Modifications That Will Better Meet Design Review Requirements:**

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

- A. **Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. **Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

**Modification #1: Landscaped Areas, PZC 33.130.225 – Replace more than one-third of the 45,796 SF of required on-site landscaping with an additional 5,505 SF of pervious paver display pads between the parking lot and the street.**

*Purpose Statement:* Landscaping is required in some zones because it is attractive and it helps soften the effects of built and paved areas. It also helps reduce stormwater runoff by providing a surface into which stormwater can percolate. Landscaping is required for all commercial-zoned lands abutting R zoned lands to provide buffering and promote the livability of the residential lands.

*Standard* The required amounts of landscaped areas are stated in Table 130-3. Sites developed with a house, attached house or duplex are exempt from this standard. Required landscaped areas must be at ground level and comply with at least the L1 standard as stated in Chapter 33.248, Landscaping and Screening. However, up to one-third of the required landscaped area may be improved for active or passive recreational use or for use by pedestrians. Examples include walkways, play areas, plazas, picnic areas, and unenclosed recreational facilities. Any required landscaping, such as for required setbacks or parking lots, applies towards the landscaped area standard.

**A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines E2 Stopping Places, D3 Landscape Features, and D4 Parking Areas and Garages; and*

**Findings:** The proposed vehicle areas include perimeter landscaping along the western lot line facing SE 122<sup>nd</sup> Ave, upgraded interior and perimeter landscaping in the parking area that extends north to SE Stark St, and vegetated stormwater facilities between the rows of parked cars located between the building and the street. The landscaping along SE 122<sup>nd</sup> Ave also contains a number of vehicle display pads and plazas areas. While these areas reduce the amount of overall landscaping on site, they create a visually interesting street edge and pedestrian experience through the creative use of patterned pavers in place of concrete or asphalt, clusters of varying height basalt pillars, and dense plantings in front of each display pad as well as at the ends of the lot.

The entrance to the main pedestrian walkway from the street plus four other spots along the street lot line have been widened and hardscaped to provide stopping places for pedestrians to rest as well as view vehicles on display. A variety of trees in the landscaped setback and are clumped together in groups to provide additional visual interest to the site. The careful placement, density, and visual interest of the plantings and hardscape elements create a physical and visual buffer along the sidewalk that softens the additional vehicle display areas.

**B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

**Findings:** These on-site landscaping is visually interesting and is located in areas that help buffer the pedestrian from the parking lot. The plantings soften the lot's edges, mitigate for stormwater run-off, provide shade to cool areas of the lot, and screen views of cars from the street and neighboring buildings, particularly along the southern and eastern edges.

*The proposed parking lot landscaping better meets the applicable design guidelines and equally meets the purpose of the standard. Therefore this Modification merits approval.*

<p><b>The following are design guidelines and findings for one area found to be <u>in need of additional design consideration</u>:</b></p>
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#### **Internally-Illuminated Portal Wall**

**P1. Plan Area Character.** Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

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

**D7. Blending into the Neighborhood.** Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

**D8. Interest, Quality, and Composition.** All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

**Findings for P1, D2, D7 & D8:** While the majority of the proposal meets these guidelines, the internally illuminated portal wall for the Toyota dealership, does not blend into the neighborhood or compliment the desired plan area character which encourages well-integrated designs that use elements seen in the area.

When illuminated, the portal wall will become the visually dominant feature of the building and does not play off of similar elements seen in the area due to its size and type of illumination. The portal wall is designed to present a large glowing object within the neighborhood which is not consistent with other local commercial buildings nor present a balanced composition for this building. While the applicant did provide lumens data for the portal wall, it is unclear at this time how far the glow of this element will be seen from surrounding areas. In addition to being visible from streets, the portal wall may also impact the rear and side yards of adjacent residential properties when it is illuminated, having potentially adverse impacts on the residents and standing apart from the surrounding neighborhood instead of blending into it.

A reasonable alternate solution to the illumination of the portal wall would be to use more common methods of architectural highlighting, such as exterior uplights with cut-offs, that could satisfy the design guidelines. *For these reasons, the portal wall does not meet the applicable Design Guidelines and is therefore not approvable.*

## 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 design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. With the exception of the internally-illuminated portal wall, the proposal meets the applicable Design Guidelines by being a cohesive, quality project that enhances the pedestrian realm while allowing for the continued presence of vehicular sales in the area. Therefore the proposal, except for the portal wall, warrants approval.

## ADMINISTRATIVE DECISION

Denial of the internally-illuminated portal wall;

Approval for the following parts of the exterior renovations to the Tonkin Toyota Mazda on SE 122<sup>nd</sup> Avenue to include the following:

- Removal of the existing building entry canopy;
- Addition of a mezzanine level above the northern Mazda portion of the building finished with metal panels and vertical metal siding;
- New metal panel wall finishes and parapets along the front façade;
- Addition of a metal panel finished service wing to the southern end of the building;
- Relocating the existing Toyota monument sign along SE 122<sup>nd</sup> Ave and refurbishing its design;
- New Mazda monument sign along SE 122<sup>nd</sup> Ave;
- Eleven new illuminated signs across the western street-facing building façade;
- Parking lot landscaping and stormwater treatment facilities;
- Two painted metal entry gates with concrete support columns along SE 122<sup>nd</sup> Ave; and
- New sidewalks and street trees along SE 122<sup>nd</sup> Ave.

Approval of the following Modification:

33.130.225 Landscaped Areas – Replace more than one-third of the 45,796 SF of required on-site landscaping with an additional 5,505 SF of pervious paver display pads between the parking lot and the street.

Approved per the approved site plans, Exhibits C-1 through C-25 signed and dated April 25, 2011, 2011, 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.25. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 11-118459 DZM. No field changes allowed."

**Staff Planner: Chris Caruso**

**Decision rendered by:**  **on April 25, 2011.**  
By authority of the Director of the Bureau of Development Services



**Decision mailed: April 29, 2011**

**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 December 23, 2010, and was determined to be complete on **March 22, 2011**.

*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 December 23, 2010.

*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: July 21, 2011**.

**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 May 13, 2011** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **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](http://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 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, 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 must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **May 16, 2011 – (the day following the last day to appeal)**.
- A building or zoning permit will be issued only after the final decision is recorded.

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 503-823-0625.

**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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

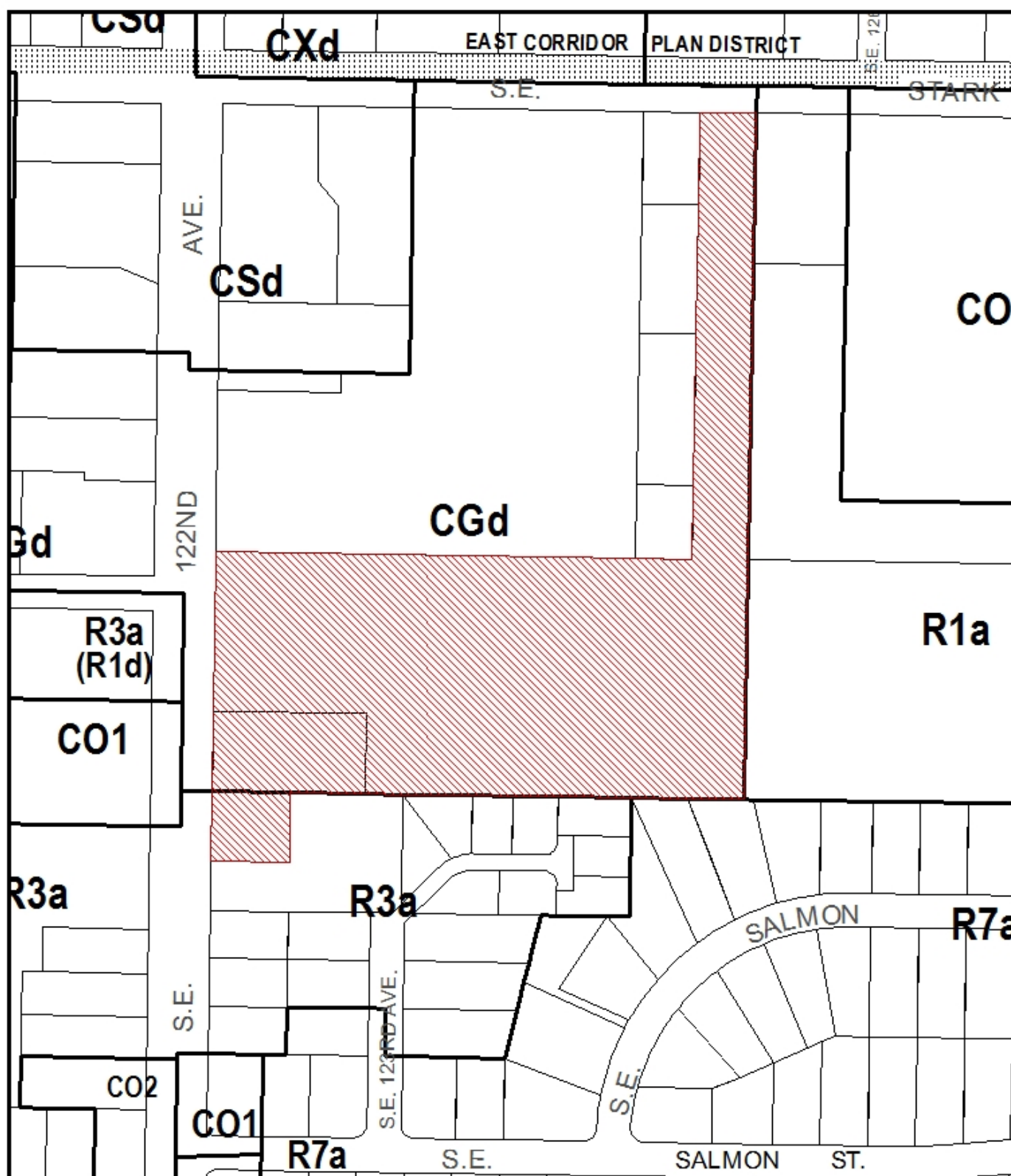
**Applying for your permits.** A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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 Information
  - 1. Narrative
  - 2. Burden of Proof Sign Area
  - 3. Response to Completeness Review
- B. Zoning Map (attached)
- C. Plans/Drawings:
  - 1. A101 Site Plan (attached)
  - 2. A11 Project Information
  - 3. C102 Utilities Plan
  - 4. C103 Detail Sheet
  - 5. C104 Detail Sheet
  - 6. L101 Landscape Planting Plan (attached)
  - 7. L102 Landscape Planting Plan (attached)
  - 8. A102 Site Details
  - 9. A200 Overall Floor Plan
  - 10. A201 Floor Plan Showroom Area
  - 11. A300 Overall Roof Plan
  - 12. A301 Roofplan Showroom Area
  - 13. A401 Building Exterior Elevations (attached)
  - 14. A402 Building Exterior Elevations (attached)
  - 15. A501 Sections – Mazda
  - 16. A502 Sections – Toyota
  - 17. E7-A Corrugated Metal Siding Details
  - 18. Exterior Finish Legend and Renderings
  - 19. Generic Corporate Exterior Signage and Graphics
  - 20. Novum Structures Lumens Calculations
  - 21. Generic Corporate Entrance Portal Design Parameters
  - 22. Mazda Freestanding Sign
  - 23. Toyota Freestanding Sign
  - 24. Parking Lot Light Fixtures
  - 25. In-Ground Flood Lights
- D. Notification information:
  - 1. Mailing list
  - 2. Mailed notice
- E. Agency Responses:
  - 1. Water Bureau
  - 2. Fire Bureau
  - 3. Life Safety Review Section of BDS
  - 4. Bureau of Environmental Services
- F. Correspondence:
  - 1. Steven M. Bierig, April 2, 2011, question about sight lines around Start Street gates
- G. Other:
  - 1. Original LU Application
  - 2. Site History Research

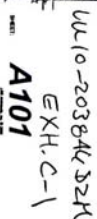
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**



**ZONING**



File No.	<u>LU 10-203846 DZM</u>
1/4 Section	<u>3143</u>
Scale	<u>1 inch = 189 feet</u>
State_Id	<u>1S2E02BB 1600</u>
Exhibit	<u>B</u> (Dec 30, 2010)



750 SE 122nd Avenue  
Portland, Oregon 97233

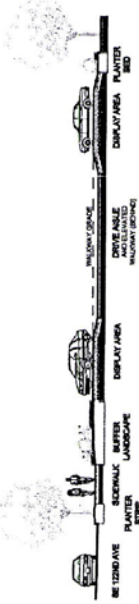
**LR5**  
**ARCHITECTS**  
729 West Chicago    60627-1123  
Chicago, IL 60606  
Phone: 312 589 2277    5  
Fax: 312 589 2278    6  
E-mail: [info@lr5arch.com](mailto:info@lr5arch.com)  
Web: [www.lr5arch.com](http://www.lr5arch.com)

FRANK LAMARCA  
AIA / FAS  
CHICAGO, ILLINOIS

OSCAR LAMARCA



[illegible]



FRONTAGE LANDSCAPE - SECTION 'A'

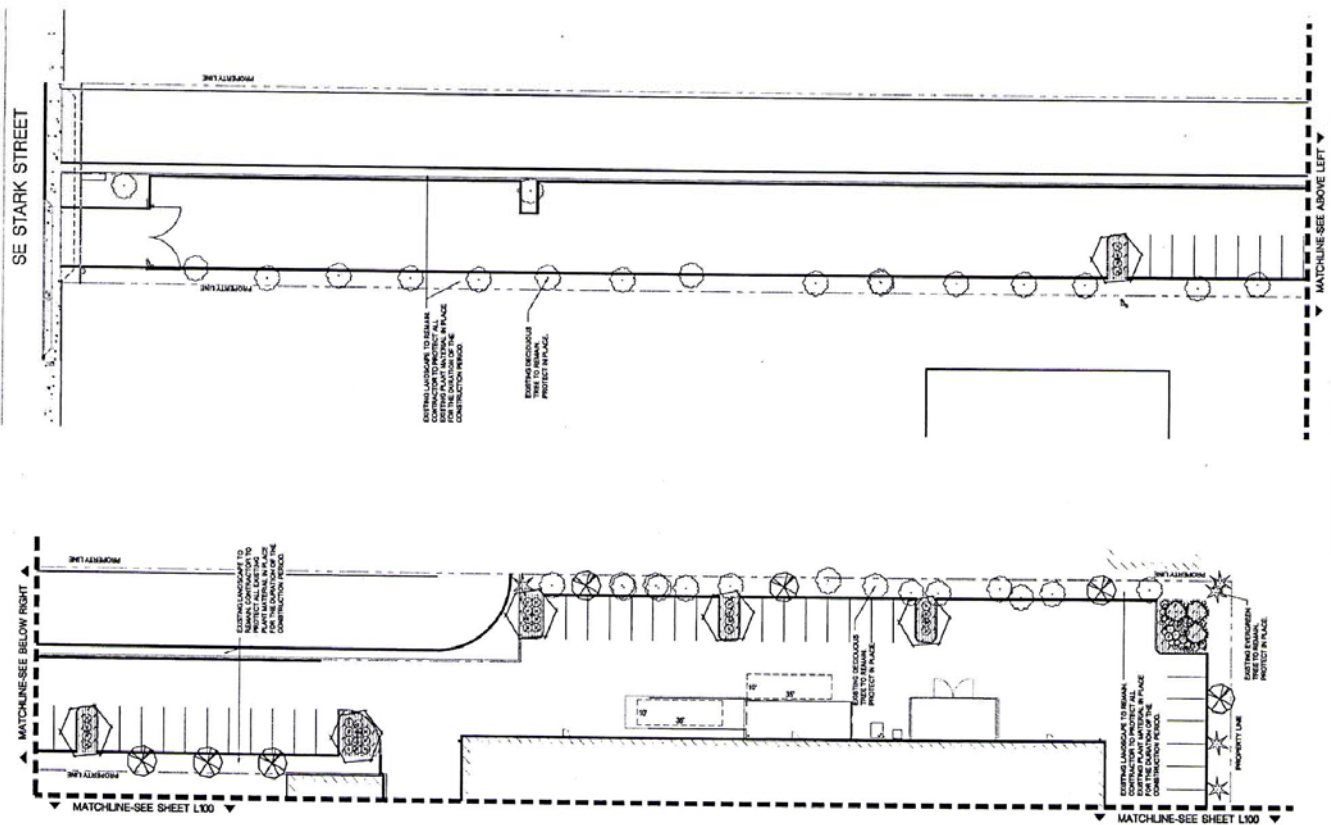
[illegible]

TOTAL PLANT QUANTITIES SHOWN ARE FOR ALL SHEETS



\* This approval applies only to the review requested and a request for conditions of approval. Additional zoning requested may apply.

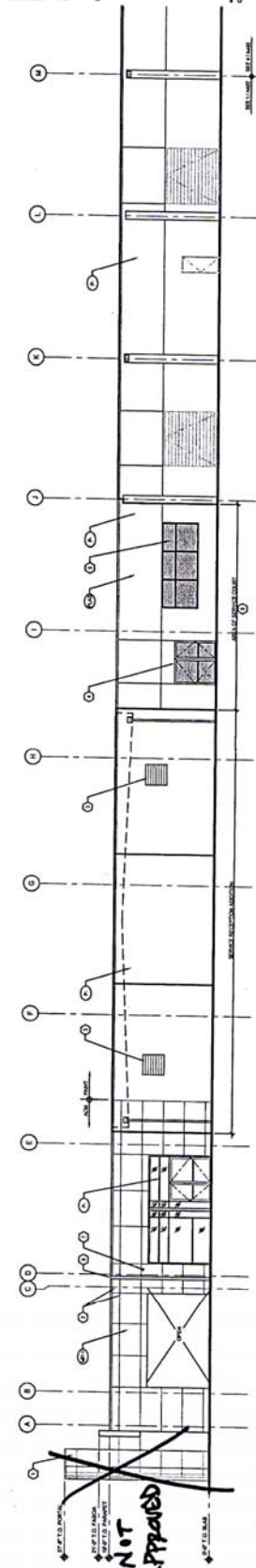
Planner C. Luss  
City of Portland - Bureau of Development Services  
Date 4/25/11



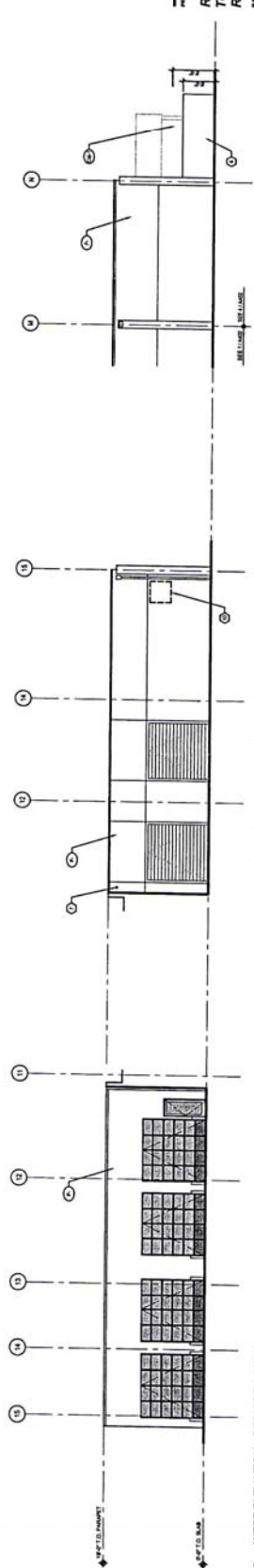




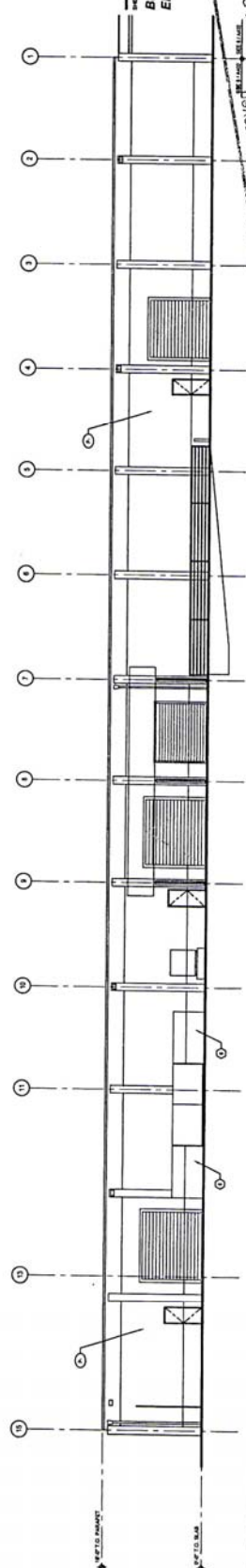




### 1. SOUTH ELEVATION



2. WEST ELEVATION - SERVICE COURT



**EAST ELEVATION**

Approved \_\_\_\_\_ Date 4/25

Bureau of Development Services

City of Portland

**KEY NOTES - TOYOTA**

## GENERAL NOTES

- 2 METAL PANEL JOINT
- 3 LAUNDRY
- 4 NEW TROUSERS IN EXISTING DRESSING
- 5 NEW DRESSING
- 6 EXISTING OIL WALL TO REMAIN
- 7 EXISTING SCRAPING
- 8 NEW EXTERIOR CLAYDITE PLASTER WALL, SEE PLAN FOR WALL TYPE
- 9 INSULATED JOINT
- 10 EXISTING SLOPE, SEE FOR EXPOSED LUMBER FLOOR

1. SEE AHEAD FOR GENERAL NOTES AND SCHEDULE.

**LEGEND**

ITEM NO.	ITEM TO BE MEASURED
NEW GLAZING	

Received 10 October 2005; accepted 12 December 2005

LU 10-203846 DZH  
EXH. C-14  
A402

6. EAST ELEVATION - CONTINUED