



City of Portland  
**Bureau of Development Services**  
Land Use Services Division

1900 SW Fourth Ave., Suite 5000  
Portland, Oregon 97201  
Telephone: (503) 823-7300  
TDD: (503) 823-6868  
FAX: (503) 823-5630  
[www.portlandonline.com/bds](http://www.portlandonline.com/bds)

**NOTICE OF FINAL  
FINDINGS, CONCLUSIONS AND DECISION  
OF THE CITY OF PORTLAND REVIEW BODY  
ON AN  
APPEALED ADMINISTRATIVE DECISION  
(Type II Process)**

**CASE FILE: LU 11-189250 DZ  
LOCATION: 55 NE Broadway, Broadway Toyota**

The original administrative decision for this case, published on March 2, 2012, was appealed to the Portland Design Commission by Steve Maguire of Axis Design Group (the applicant). A first public appeal hearing was scheduled for April 19, 2012. This was postponed by the appellant/applicant to June 21, 2012. This was postponed by the appellant/applicant to August 16, 2012. This was postponed by the appellant/applicant to September 6, 2012 and a hearing was held on this date. At the September 6, 2012 appeal hearing, the appellant/applicant provided new drawings of a revised portal wall and portal sign. The appellant/applicant was directed by the Design Commission to further reduce the overall size of the portal sign. The final appeal hearing was held on October 4, 2012. The original appeal was denied and the revised administrative analysis, findings and conclusions were adopted by the Portland Design Commission. 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.

**GENERAL INFORMATION**

**Applicant/Appellant:** Steven Maguire/Axis Design Group  
11104 SE Stark/Portland, OR 97216

**Owners Representative:** David Pshick  
Portland Management Properties II LLC  
55 NE Broadway St/Portland, OR 97232

**Site Address:** 55 NE BROADWAY

**Legal Description:** BLOCK 1 LOT 1&2 N 29' OF LOT 3 S 16 2/3' OF LOT 5; LOT 6-8; LOT 9&10 EXC PT IN ST; LOT 11-18, ELIZABETH IRVINGS ADD

**Tax Account No.:** R244900010

**State ID No.:** 1N1E27DD 07100

**Quarter Section:** 2830

**Neighborhood:** Eliot, contact Mike Warwick at 503-284-7010.

**Business District:** North-Northeast Business Assoc, contact Joice Taylor at 503-445-1321.

**District Coalition:** Northeast Coalition of Neighborhoods, Chris Lopez at 503-823-4575.

**Plan District:** Central City - Lloyd District

**Zoning:** EX & CXd – Central Employment & Central Commercial with design overlay

**Case Type:** DZ, Design Review

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

**PROPOSAL:**

The applicant seeks design review approval for exterior renovations and additions to the existing Broadway Toyota building in the Lloyd District subdistrict of the Central City Plan District. The proposal includes the following:

- New panelized aluminum skin system wrapping over portions of the existing concrete structure;
- One new 9.7 SF non-illuminated logo sign above the south façade main entry doors;
- New non-internally illuminated glass and metal entry portal wall at the NE Broadway Street main entry; and
- One new 80 SF logo sign centered above the portal opening.

Design Review is required for exterior alterations and additions to existing development in the Lloyd 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:

- 33.825 Design Review
  - Central City Fundamental Design Guidelines
  - Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan

**ANALYSIS:**

**Site and Vicinity:** The site is a multi-block development for the Broadway Toyota Dealership that includes exterior display of cars and a service building. The vicinity includes other commercial properties with associated surface parking areas, with residential development beginning about 2 blocks to the north. Nearby are the Rose Quarter and Memorial Coliseum, and within a half-mile are the Lloyd Center and the Oregon Convention Center. A northbound entrance to I-5 is one block to the west. The subject property is bounded by N Williams to the west, N Victoria to the east, NE Broadway to the south, and NE Hancock to the north. The site straddles two zones and the proposed work under this design review falls within the CX, Central Commercial zone.

The Lloyd District is envisioned as a high-density urban area with commercial, residential, and civic activities happening in specific areas. The site is along the Broadway-Weidler Corridor which is envisioned as a blend of old and new development that creates a pedestrian-oriented subdistrict with special appeal. A character and identity of its own is to evolve in the Broadway-Weidler Corridor which is supportive of and compatible with both the residential areas to the north and high density commercial development to the south. Other desired characteristics of this part of Lloyd District include enriching the pedestrian environment with quality materials and design features that are urban in character and also to unify both sides of Broadway and Weidler by creating a consistent public streetscape. Designs within the Broadway-Weidler Corridor should build upon and be derived from its historic architectural characteristics and relationship to the neighborhoods.

Since the Corridor has a mix of architectural styles, designs should look beyond adjacent buildings to identify elements that would create the compatibility and harmony the fundamental guidelines seek to achieve. The design should demonstrate how it reinforces existing themes by using elements found within the Corridor. Signs within the Broadway-Weidler Corridor should be appropriately scaled and articulated to emphasize pedestrian use and scale, and should be integrated into the ground level of the project. The size and scale of signs in these pedestrian areas should be moderated.

**Zoning:** 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.

The Central Employment (EX) zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area.

The design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. 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.

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

- **LU 08-150177 DZ** – Design Review approval of exterior aluminum cladding, ADA ramp, and 40 SF of signage.
- **LU 08-147680 DZ** - Design Review approval with Modifications for ADA ramp, enclosed customer service area, and perimeter parking lot and vehicle display area landscaping.

**Agency Review:** A “Notice of Proposal in Your Neighborhood” was mailed **February 2, 2012**. The following Bureaus have responded with no issues or concerns:

- Site Development Section of BDS
- Bureau of Parks-Forestry Division
- Life Safety Review Section of BDS (Exhibit E-1)
- Water Bureau (Exhibit E-2)
- Bureau of Transportation Engineering (exhibit E-3)
- Fire Bureau (Exhibit E-4)

The Bureau of Environmental Services has the following concerns (See Exhibit E-5):

“BES cannot recommend approval of this Design Review. Although there are no BES-specific approval criteria, Section 1.5 of the SWMM requires that new landscaped areas must also be utilized as vegetated stormwater facilities where feasible. Additional information needs to be provided in order for BES to assess this project for stormwater management requirements. Because required stormwater facilities can affect the design and layout of the site, it is important to account for them through this review so that additional land use reviews are not necessary at a later date.” *Staff Response: the non-conforming upgrade landscaping is no longer part of the project and the amount of new impervious area at the portal no longer triggers the SWMM.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on February 2, 2012. 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 33.825, Design Review**

##### **Section 33.825.010 Purpose**

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 Lloyd District Special Design Guidelines.

### **Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines**

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon. With the recent completion of the Oregon Convention Center, the District now serves as the "front door for Oregon and our city." The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use. The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

The Central City Fundamental Design Guidelines and the River District 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.

### **Lloyd District Design Goals**

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

### **Central City Plan Design Goals**

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven 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. Central City and Lloyd District Design Guidelines are addressed concurrently.*

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that

help unify and connect individual buildings and different areas.

**Findings:** The proposed metal skin system and appropriately scaled glass portal wall allows the existing building's horizontal and rectilinear form to continue to visually blend into this commercial area of the Lloyd District. Both design features reflect the modern commercial architecture of the building as well the lower-scaled forms of other buildings in the area. Existing housing to the north remains in place and is not dwarfed by the proposed façade elements for this dealership. The proposed exterior treatments and the portal wall recessed can lights contribute to the fine-grained, pedestrian-scaled sidewalk and lighting elements desired in this portion of the Lloyd District. *This guideline is therefore met.*

**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.

**A5-6. Incorporate Landscaping as an Integral Element of Design.** Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

**Findings for A5 & A5-6:** Landscaping on the site containing the proposed renovated building was upgraded to meet code standards in a previously approved land use review and will remain in place as an integral part of this project. Existing planters around the main pedestrian walkway will remain in place. Therefore, the public rights-of-way will remain physically and visually buffered from the adjacent vehicle display areas, which currently enhance the pedestrian experience as desired along this portion of the Broadway-Weidler Corridor. *These guidelines are therefore met.*

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

**A7-1. Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back.**

Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line. Do not set buildings back from the property line within the East Portland Grand Avenue Historic District.

**Findings for A6 & A7-1:** The proposed new smooth metal exterior skin system and entry portal allows the existing building to continue operating as a commercial venture. While the existing building is set back from the street, the sense of urban enclosure is enhanced by the addition of the portal wall which brings the main entry closer to the sidewalk. The existing trees and perimeter landscaping add to the urban edge. *These guidelines are therefore met.*

**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.

**B1-3. Design Projects to Attract Pedestrians to the Broadway/Weidler Corridor.**

Incorporate design features in new projects or building renovation which attract pedestrians and encourage their safe and enjoyable movement throughout the Broadway/Weidler Corridor and which support the corridor as a neighborhood retail area.

**B1-2. Incorporate Additional Lighting.** Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.

**C12. Integrate Exterior Lighting.** Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

**Findings for A8, B1-3, B1-2 & C12:** The glass and metal portal wall, placed in front of the existing building canopy better integrates the building setback with adjacent sidewalks and creates a more distinct and apparent visual and physical connection into the building by moving main entry feature closer to the street lot line and adjacent pedestrianway. The glass and metal portal wall has recessed light fixtures above the wall opening that will illuminate the pedestrian walkway and surrounding area, attracting pedestrians this retail location. The recessed light fixtures and appropriately sized sign also highlight the new architectural portal wall feature while remaining sensitive to the nighttime skyline. *These guidelines are therefore met.*

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building's overall design concept.

**Findings for B1 & B7:** Existing public walkways will remain along all site frontages. The building entries will also remain fully ADA compliant. *These guidelines are therefore 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.

**C1-1. Integrate Parking.**

Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

**Findings for B2 & C1-1:** Vehicle display areas are clearly delineated by existing perimeter landscaping, existing planters on either side of the central walkway, and by the drive aisle being closed off on either side of the portal walkway with this proposal. Street trees are also planted between the sidewalk and traffic on NE Broadway. All of these items buffer pedestrians from vehicular movement along NE Broadway as well as on the site itself. The main public entrance to the building from NE Broadway will also remain in place. No new equipment, mechanical, or service areas are proposed at this time.

The proposed portal element with its recessed lighting above the opening and the internally- illuminated channel letter portal wall sign, mounted on center above the opening, provides adequate nighttime lighting of the pedestrian realm that will not visually dominate the public right-of-way along NE Broadway. *These guidelines are therefore met.*

**C1-2. Integrate Signs.**

Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application. Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

**C13. Integrate Signs.** Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

**Findings for C1-2 & C13:** The proposed non-illuminated logo sign above the south entry door is appropriate in scale to the pedestrian district. The sign's modest size does not overwhelm the building's architectural features and fits into the horizontal banding above the main door. The portal wall's internally-illuminated signage fits within the portal wall while not visually overwhelming the pedestrian realm along the Broadway-Weidler Corridor. *These guidelines are therefore met.*

**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.

**C3-1. Design to Enhance Existing Themes in the Broadway/Weidler Corridor.** Use special design features which reinforce architectural themes and elements within the Broadway/Weidler Corridor. Look to buildings from throughout the corridor for architectural precedent.

**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 C3, C3-1, C4 & C5:** The proposed glass and metal portal wall, the new metal siding, and acrylic and metal signage, are all high quality, long-lasting materials seen throughout the urban environment that promote a sense of permanence. It has no form or material relationship with the existing building which is a concrete commercial structure divided into a bottom, middle, and top of distinct horizontal and vertical rectilinear elements. The portal wall repeats the bay dimensions and horizontal and vertical banding of the existing building to blend into the existing architecture while still creating a new, visually interesting entry piece. The subtle recessed illumination and the internally-illuminated channel letter portal wall sign, mounted on center above the opening, allows the portal to remain a distinct feature that does not overwhelm the existing building's simple design. Architecturally integrated pedestrian entries are a common theme along the Broadway-Weidler Corridor and the proposed portal wall and signage adds to these desired elements in the area. *These guidelines are therefore met.*

**C10-1. Use Masonry Materials.** Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

**C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface.** Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

**C10-3. Use Light Colors.** The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

**Findings for C10-1 & C10-2:** The existing building is painted concrete and a significant portion of this material will remain exposed on the building sides and upper areas, around the new metal panel skin system. The predominant colors will be silver-tone metal and frosted glass, both of which are light colors. A darker band of red metal will be used as an accent piece around the existing building element. The glass and metal portal wall will be a sculptural element with an articulated surface that will not visually dominate the front façade, allowing for continued views through the glazed lower floor of the building. Second story windows will also remain visible from the street. *These guidelines are therefore met.*

**C8. Differentiate the Sidewalk-Level of Buildings.** Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

**Findings:** The sidewalk-level of the existing building, despite being setback from the street will remain delineated from the middle and top by the bands of new metal panels located above the large areas of street-level glazing that will remain in place. The proposed portal wall is lower than the top of the building, creating a clear distinction between the upper and lower story. *This guideline is therefore 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 design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. All elements of the proposal are well integrated design features of high-quality that satisfy the desired development characteristics of the Broadway-Weidler Corridor. Therefore, the proposal warrants approval.

**REVIEW BODY DECISION**

Approval for the following exterior renovations and additions to the existing Broadway Toyota building in the Lloyd District subdistrict of the Central City Plan District:

- New panelized aluminum skin system wrapping over portions of the existing concrete structure;
- One new 9.7 SF non-illuminated logo sign above the south façade main entry doors;
- Reinstallation of existing fascia-mounted signs; and
- New glass and metal entry portal wall with recessed overhead lighting at the NE Broadway Street main entry; and
- New 80 SF internally illuminated channel letter sign on the portal wall.

Approved per the approved site plans, Exhibits C-1 through C-13 and H-12 through H-16 signed and dated February 27, 2012 and September 24, 2012 subject to the following condition:

- 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 through C-13 and H-12 through H-16. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 11-189250 DZ. No field changes allowed."

**Staff Planner: Chris Caruso**

**The revised staff findings, conclusions and decision were adopted by the Portland Design Commission on October 4, 2012.**

By:   
\_\_\_\_\_  
**Design Commission  
Guenevere Millius (Chair)**

**Date Final Decision Effective/Mailed: October 9, 2012**

**120<sup>th</sup> day date: March 15, 2013**

**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 **January 24, 2012**.

*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 extended the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: March 15, 2013**.

**Appeal of this Decision.** This decision is final and becomes effective the day the notice of decision is mailed (noted above). This decision may not be appealed to City Council; however, it may be challenged by filing a "Notice of Intent to Appeal" with the State Land Use Board of Appeals (LUBA) within 21 days of the date the decision is mailed, pursuant to ORS 197.0 and 197.830. A fee is required, and the issue being appealed must have been raised by the close of the record and with sufficient specificity to afford the review body an opportunity to respond to the issue. For further information, contact LUBA at the Public Utility Commission Building, 550 Capitol Street NE, Salem, OR 97310. [Telephone: 503-373-1265]

**Recording the Final Decision.**

If this Land Use Review is approved, the final decision must be recorded with the Multnomah County Recorder. A building or zoning permit will be issued only after the final decision is recorded. The final decision may be recorded on or after **October 9, 2012**.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in a separate mailing) and the final Land Use Review Decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, PO 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 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.** This decision expires three years from the date the Final Decision is rendered unless:

- A building permit has been issued, or
- The approved activity has begun, or
- In situations involving only the creation of lots, and the land decision has been recorded.

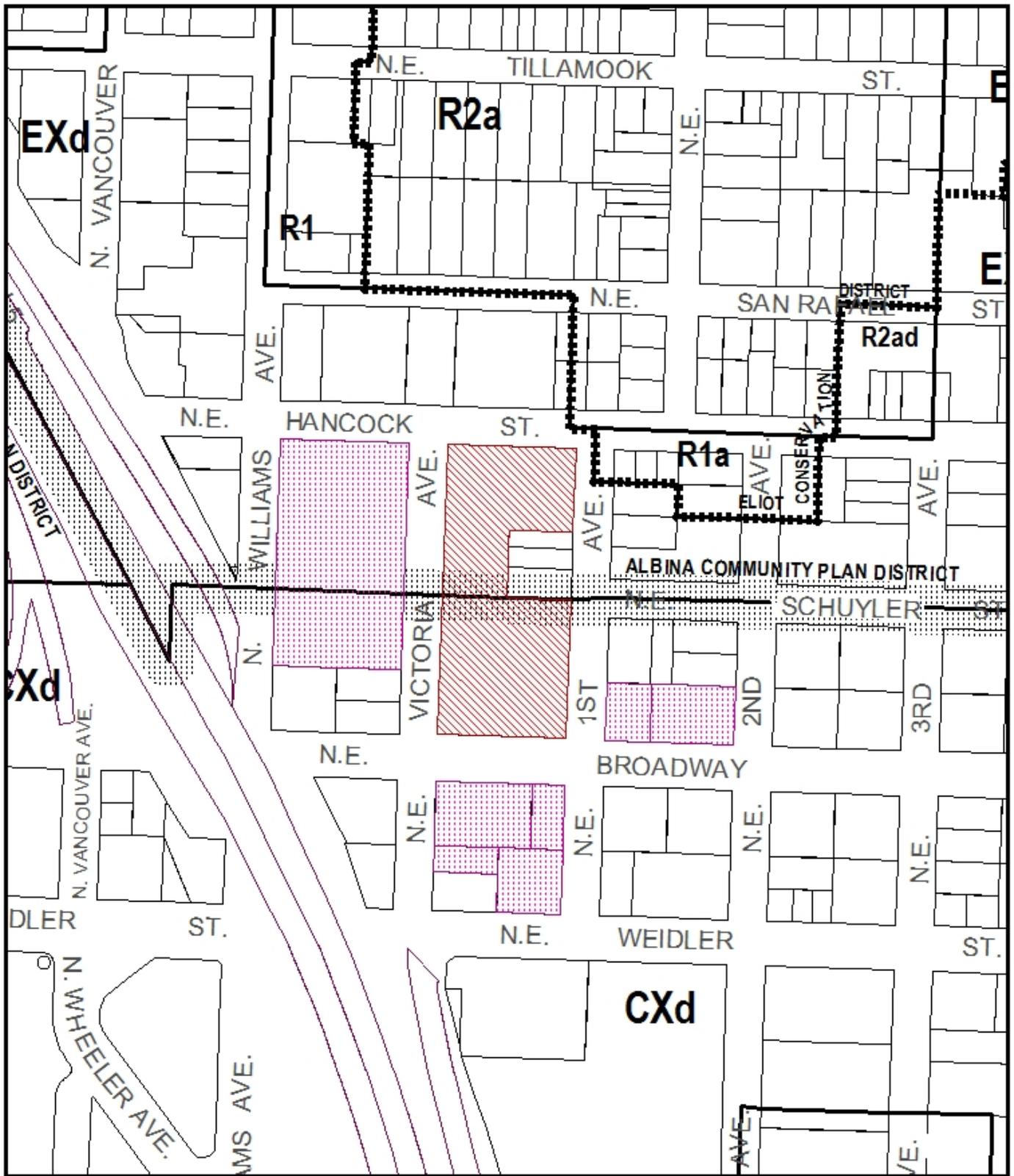
**Applying for permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- 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 Statements
  1. Design Review Narrative
  2. Response, November 28, 2011
  3. Response, December 23, 2012
  4. Memo, January 19, 2012
  5. Declaration of Completeness, January 23, 2012
- B. Zoning Map (attached)
- C. Plans/Drawings:
  1. Site Plan
  2. Enlarged Site Plan
  3. Elevations
  4. Elevations (attached)
  5. Metal Panel Details
  6. Entry Door Logo Sign
  7. Reynobond Information
  8. Metalum Specifications
  9. Reynobond Red Color Sample
  10. Reynobond Silver Color Sample
  11. Portal Wall Sections and Details (7 sheets)
  12. Photometrics (2 sheets)
  13. Sign Location Parameters (4 sheets)
- D. Notification information:
  1. Mailing list
  2. Mailed notice
- E. Agency Responses:
  1. Life Safety Review Section of BDS
  2. Water Bureau
  3. Bureau of Transportation Engineering
  4. Fire Bureau
  5. Bureau of Environmental Services
- F. Correspondence: none received
- G. Other:
  1. Original LU Application
  2. Site History Research
  3. Incomplete Letter
- H. Appeal
  1. Appeal Submittal
  2. Appealed Decision
  3. Notice of Appeal
  4. NOA Mailing list
  5. Staff PowerPoint presentation
  6. Commission Packet Memo
  7. Appellant email, April 17, 2012
  8. Appellant email, June 18, 2012
  9. 120-Day Waiver, June 19, 2012
  10. Dunn Carney Allen Higgins & Tongue 120-Day Waiver letter, June 21, 2012

11. Axis Design Group memo, August 27, 2012
  12. A1.1, Revised 8/24/2012, Proposed Site Plan (attached)
  13. A3.2, Revised 8/24/2012, Exterior Elevations – New (attached)
  14. South Elevation Street Section
  15. Proposed South Elevation Looking North
  16. Proposed South Elevation Looking West
  17. Existing South Elevation Looking North
  18. Existing South Elevation Looking West
- (Received After Hearing)
19. Dunn Carney Allen Higgins & Tongue letter, September 20, 2012
  20. Staff email, September 21, 2012
  21. Summary Memo, September 13, 2012
  22. 120-Day Extension With a Continuation Hearing form, September 24, 2012



# ZONING

- Site
- Also Owned



File No.	<u>LU 11-189250 DZ</u>
1/4 Section	<u>2830</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E27DD 7100</u>
Exhibit	<u>B</u> (Nov 03,2011)



1. ALL DIMENSIONS SHALL BE IN FEET AND INCHES.  
 2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 3. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.  
 4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 5. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.  
 6. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 7. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.  
 8. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 9. ALL DIMENSIONS SHALL BE TO THE FACE UNLESS OTHERWISE NOTED.  
 10. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.

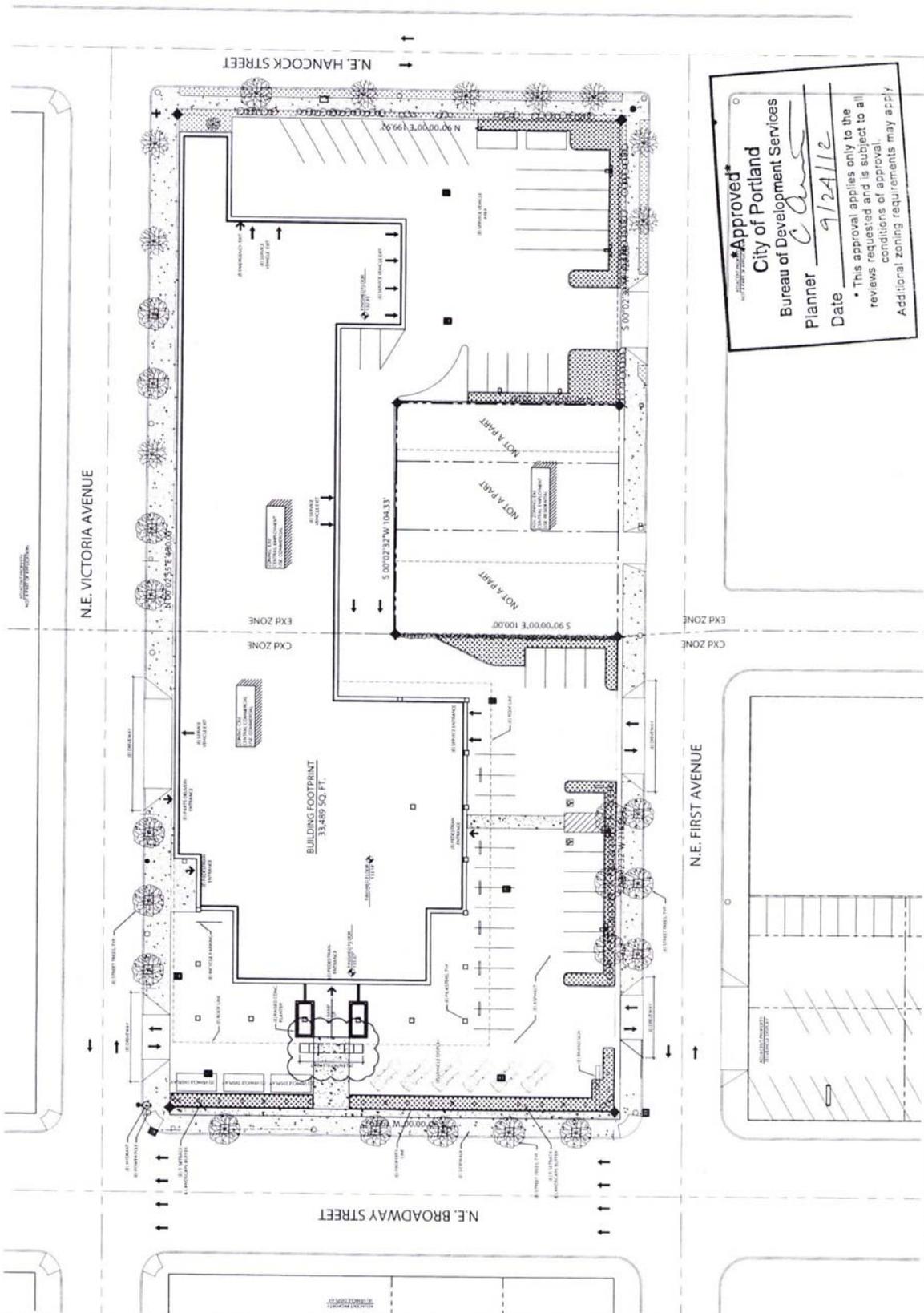
DATE: \_\_\_\_\_  
 PREPARED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 ORGANIZATION: \_\_\_\_\_  
 PROJECT: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_

BROADWAY  
 TOYOTA  
 35 N.E. BROADWAY ST.  
 PORTLAND, OR 97212



PROJECT NO.: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 ORGANIZATION: \_\_\_\_\_  
 PROJECT: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_

A1.1



**Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner *C. Davis*  
 Date *9/24/12*  
 \* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LU 11-187250 D-2  
 EXH. H-12

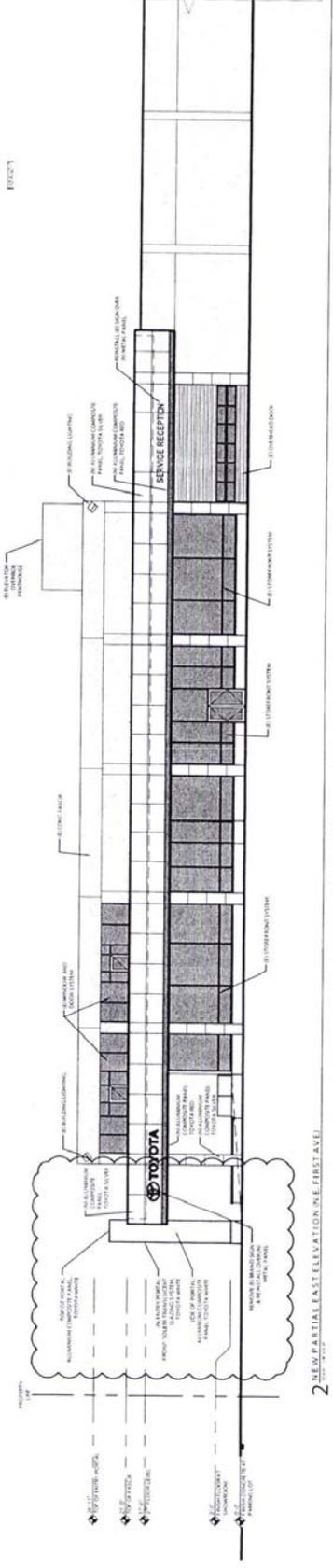
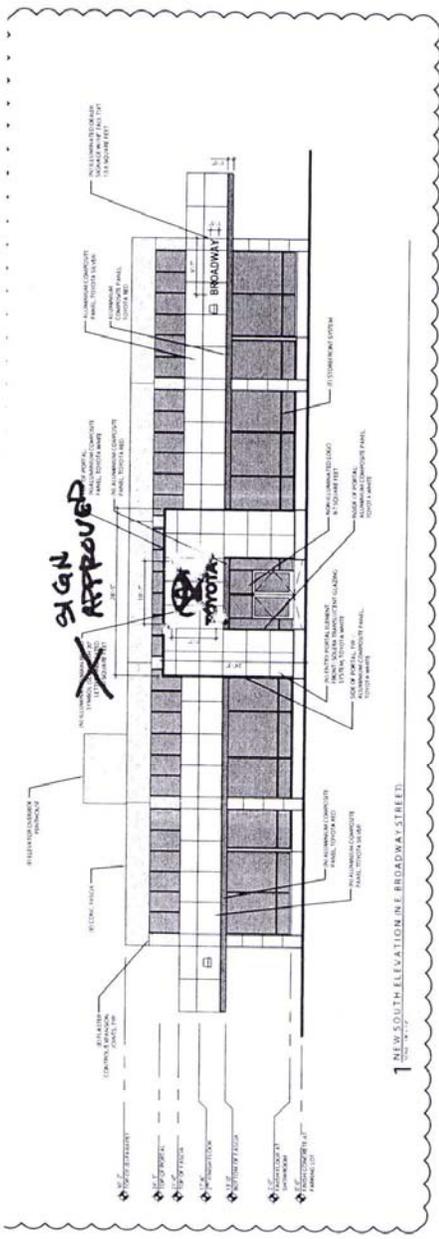
1 PROPOSED SITE PLAN

AXIS ARCHITECTS  
 1000 NE PHOENIX STREET  
 PORTLAND, OR 97232  
 TEL: 503.241.8274  
 FAX: 503.241.8275  
 WWW.AXISARCHITECTS.COM

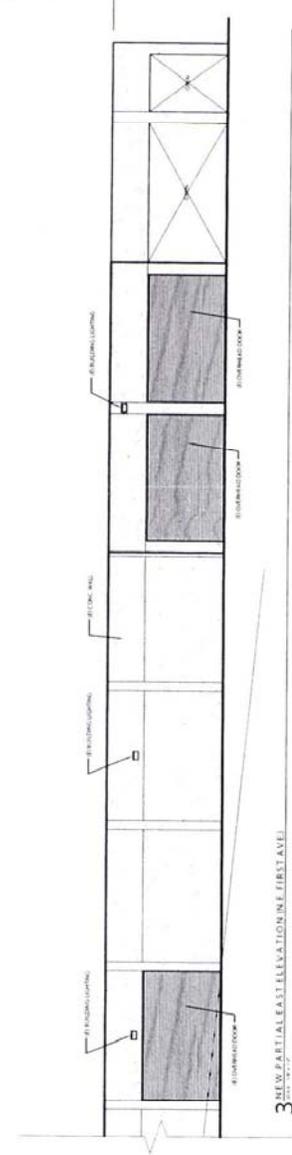
BROADWAY  
 TOYOTA  
 5141 BROADWAY ST  
 PORTLAND, OR 97232



DATE: 01/13/2012  
 DRAWING NO.: EXH. H-13  
 SHEET NO.: A3.2  
 PROJECT: BROADWAY TOYOTA  
 CLIENT: TOYOTA MOTOR SALES, U.S.A., INC.  
 ARCHITECT: AXIS ARCHITECTS  
 CONTRACT NO.: 11-027



\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner: *CS*  
 Date: 9/24/12  
 This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



11-189250 D2  
 EXH. H-13