



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

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**Date:** October 13, 2008  
**To:** Interested Person  
**From:** Kate Marcello, 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 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 08-105442 HDZM EXTERIOR ALTERATIONS AT OLD TOWN FIRESTATION**

#### **GENERAL INFORMATION**

**Applicant/Owner:** John Klum, Fire Bureau, City of Portland  
55 SW Ash St / Portland, OR 97204  
  
Connie Johnson, Office of Management & Finance, City of Portland  
1120 SW 5<sup>th</sup> Avenue, Suite 1204 / Portland, OR 97204  
(503) 823-5562

**Representative:** Hans Ettlin, Peck Smiley Ettlin Architects  
4412 SW Corbett Street / Portland, OR 97201  
(503) 248-9170

**Site Address:** 65 SW Naito Parkway/55 SW Ash Street

**Quarter Section:** 3032  
**Legal Description:** INC VAC ST N OF & ADJ & VAC BLK 35 EXC PT TKN FOR HWY 99W  
BLOCK 34, PORTLAND

**State ID No.:** 1N1E34DC 01400  
**Tax Account No.:** R667704760

**Neighborhood:** Old Town-China Town, contact Carol McCreary at 503-984-4081.  
**Business District:** Old Town Chinatown Business Association, contact Dorian Yee at 503-224-7066.

**District Coalition:** None  
**Plan District:** Central City - Downtown  
**Other Designations:** Non-contributing Structure in Skidmore/Old Town Historic District  
**District Zoning:** CXd, Central Commercial with design review overlay

**Case Type:** HDZM, Historic Design Review with Modification(s)  
**Procedure:** Type II, an administrative decision with appeal to the Landmarks Commission.

**Proposal:** The applicants seek Historic Design Review approval for exterior alterations to the existing Fire Station 1 building and its parking lot. No floor area is being added to the building. The building will receive a complete seismic upgrade. The proposal includes the following:

1. On all four facades, the following changes are proposed:
  - All of the existing windows will be replaced. They will have thermally broken clear anodized aluminum with a similar profile to the original steel-sash windows which were removed in the 1970s. The window module and operation will be the same. The glazing in all windows will also be replaced with new energy-efficient one-inch-thick insulated glass consisting of light green-tinted exterior lite and a low-emitting clear inner light. The existing stone and pre-cast trim will be protected.
  - Seismic anchors will be installed in the existing brick veneer.
2. On the east façade (facing SW Naito Parkway), the following changes are proposed:
  - The existing pattern of windows at the second and third floors will be retained, but the windows will be shifted slightly (horizontally) on the façade, to accommodate interior seismic upgrades.
  - Every fifth window in the row of windows at the second and third floors will have spandrel glazing, to accommodate interior seismic upgrades.
  - At the ground floor, the existing garage doors will be replaced with new glazed garage doors that more closely match the building's original garage doors.
  - The existing entry door beneath the "Portland Fire & Rescue" signage will be infilled with a seismic shear panel, and the pre-cast concrete facing will emulate the replaced door and match the sandstone window and door surrounds.
  - At the southern end of the façade, the existing bay of three fixed windows side-by-side will be replaced with glazed double-doors and a side-lite, with transoms above. This will allow views into the lobby, where an antique fire-fighting apparatus will be located. New granite trim will be placed around the opening.
3. On the west façade (facing SW 1<sup>st</sup> Avenue), the following changes are proposed:
  - At the ground floor, the two existing garage doors will be replaced with new garage doors. Each new garage door will have two horizontal rows of glazing at the center. New pre-cast trim will be placed at the header and north jamb of each door. The trim will match the color and profile of the existing pre-cast trim.
  - Four new window openings will be created at the second floor toward the southern end of the façade, where there is currently solid wall. These new windows will match the existing upper-story windows on the building. New granite trim that matches existing window trim will be placed on all four sides of each window opening.
  - Just below the southernmost new window opening, a new door with a transom window will be installed in a new masonry opening, at the ground floor.
  - Just north of the new door with transom, a new ground-floor window opening will be created. The new window will match existing windows on the building.
  - The existing glazed door just north of the drill tower will be replaced with a solid door with glazing in the upper portion.
  - The existing glazed door south of the drill tower will be replaced with a solid door with glazing in the upper portion.
  - Two new exhaust/intake vents will be installed between the ground floor and second floor, near the southern end of the façade, where there is currently solid wall. The vents will be louvered rectangular openings with pre-cast trim that matches that of adjacent window openings.
  - Two new rectangular wall-sconce light fixtures will be installed toward the northern end of the façade, between the third-floor windows and the parapet. The light fixtures will be aligned with the windows below them.
4. On the south façade (facing SW Ash Street), the following changes are proposed:
  - At the existing main entrance to the building, new glazing will be installed in the transom area, in a curved pattern. The existing entry doors will be replaced with new glazed doors. An art-glass installation by Seattle artist Jack Archibald will surround the curved transom area and the entry doors.
5. On the rooftop, the following changes are proposed:

- Six new 4'-0" square skylights will be installed in the southern portion of the rooftop. A larger 8'-0" square skylight will be installed in the northern portion of the rooftop, near the center.
  - Existing rooftop mechanical units will be removed. New units will be installed as follows:
  - Two new units will be installed within a 10'-0"-tall metal screen-wall, located at the center of the rooftop. The units will be approximately 30'-0" long x 8'-0" wide x 9'-0" tall and 16'-0" long x 7'-0" tall x 4'-6" wide respectively.
  - One unit will be installed near the center of the rooftop, just south of the aforementioned screen-wall. The unit will be enclosed by its own 4'-0"-tall metal screen-wall. This unit is 4'-0" long x 3'-0" wide x 3'-0" tall.
  - Five circular roof vents, each about 2'-0" in diameter, will be installed in the eastern portion of the rooftop. They will not extend above the existing parapet.
6. The following changes are proposed to the landscaping and paved areas surrounding the building:
- New landscaping will be installed between the building and the public sidewalk on SW Ash Street.
  - The existing metal fence between the western edge of the parking lot and the public sidewalk on SW 1<sup>st</sup> Avenue will remain. New landscaping will be installed in the approximately 5'-wide strip between the fence and the sidewalk.
  - Re-striping will occur in the single-car parking stalls of the parking lot, which is located on the west side of the building. The existing stacked parking stalls will remain.
  - A new generator will be placed near the southwest corner of the site, between the existing parking lot and the western property line abutting the public sidewalk on SW 1<sup>st</sup> Avenue. The new generator will be screened by a 6-foot tall fence, which will have a similar design to the metal fencing proposed at other locations on the site.
  - A new plaza will be created at the southern end of the site, between the public sidewalk on SW Ash Street and an existing driveway on the site that leads from the parking lot to a paved area beneath the building. The plaza will include the following:
    - There will be paving, landscaping, concrete seating, and a water feature flanked by a stone wall about 32" tall.
    - A new 6'-0"-tall metal fence will be installed along the southern edge of the plaza, abutting the public sidewalk on SW Ash Street. A gate will allow access to the plaza from the sidewalk.
    - A concrete "bridge" with brick veneer and a metal railing will be created on the west façade of the building over the existing driveway that extends below grade. The "bridge" will provide Fire Bureau employees access from the building to the plaza.

**Five Modifications are requested:**

1. 33.130.240 Pedestrian Circulation  
This standard calls for pedestrian connections at least 6 feet wide between buildings and each adjacent street. A connection is thereby required between the subject building and SW 1<sup>st</sup> Avenue. Where the pedestrian connection crosses the parking lot, it is required to have distinct paving or an elevation change, to ensure that the connection is "clearly identifiable." The applicant proposes no such pedestrian connection between the building and SW 1<sup>st</sup> Avenue per this standard.
2. 33.510.220 Ground-floor Windows  
This standard calls for the ground-floor window standard to be met as part of all major remodeling projects in the RX, CX, and EX zones. The applicant proposes not to meet the standard on the north, south, and west façades.
3. 33.248.030.D.1 Trees in Perimeter Landscaping (see Susan's Checksheet for description)  
This standard calls for one large tree per 30 linear feet of L2 landscaping, one medium tree per 22 linear feet of L2 landscaping, or one small tree per 15 linear feet of L2 landscaping. The applicant proposes to add no new trees in perimeter landscaping.
4. 33.266.130.G.3 Interior Parking Lot Landscaping  
This standard calls for parking lots with at least 10 stalls to have interior parking lot landscaping. There must be 45 square feet of landscaped area per single-car parking stall and one tree per 5,000 square feet of parking area for stacked parking stalls. Currently

there is no interior parking lot landscaping. The applicant proposes to add no interior parking lot landscaping per this standard.

5. 33.266.140.A Perimeter Setbacks and Landscaping
  - This standard calls for a four-foot-wide strip of L2 landscaping at stacked parking areas. At the existing stacked parking area at the northwest corner of the site, the applicant proposes to add no landscaping per this standard. Instead, the applicant proposes to retain the existing 16'-high masonry wall, which is located along the stacked parking area, abutting Ankeny Plaza to the north and the public sidewalk of SW 1<sup>st</sup> Avenue to the west.
  - This standard calls for a five-foot-wide strip of L2 landscaping at single-car parking stalls. At the existing single-car parking stalls along the western edge of the site, the applicant proposes a five-foot-wide strip of L2 landscaping that is mostly, but not completely, located within the property lines. The applicant also proposes to retain the existing decorative metal fence and associated public art installation along SW 1<sup>st</sup> Avenue, which is located entirely outside the property lines.

Because the proposal is for exterior alterations to a site in a designated Historic District, Historic Design Review is required.

#### **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:

- 33.445 Historic Resource Protection Overlay Zone
- 33.846 Historic Reviews
- 33.846.070 Modifications Considered During Historic Design Review
- *Skidmore/Old Town Design Guidelines*
- *Central City Fundamental Design Guidelines*

## **ANALYSIS**

**Site and Vicinity:** The subject building dates from 1952; however, the building is shown on a 1950 Sanborn map of the block, with SW Vine Street still existing just north of the building. The Modern-style building is composed of a poured-in-place concrete frame covered with masonry veneer and stone-wrapped openings. There is a canopy structure attached to the north façade of the building, abutting Ankeny Plaza. The area under the canopy is enclosed by a metal fence. The building is occupied by Fire Station 1 and operated by Portland Fire & Rescue, a service bureau of the City of Portland. The Jeff Morris Fire Museum is also located in the building, in a one-story portion on the north side.

The building is classified as a Non-contributing Structure in the National Register nomination form for the Skidmore/Old Town Historic District. The District was placed on the National Register of Historic Places in 1977. The district is significant for its historical association with the early development and economic growth of Portland, and for the exceptional architectural values of its mid- and late-nineteenth-century cast-iron commercial buildings.

**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 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.

The Historic Resource Protection overlay zone is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks. The regulations that pertain to these properties protect certain historic resources in the region and preserve significant parts of the region's heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

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

- LU 94-011254 DZ (reference file # LUR 94-00352 DZ): Approval for new rooftop mechanical equipment.
- LU 95-012574 DZ (reference file # LUR 95-00681 DZ): Approval for a new masonry and wrought-iron wall surrounding the existing parking lot at Ankeny and Front Ave/Naito Pkwy; approval for Modification to perimeter landscaping at surface parking area (33.266.130.E), in order to allow the masonry and wrought-iron wall instead of the required five-foot-wide L2 landscaping. Approved with the condition of receiving approval from the Bureau of Transportation Engineering and Development for the brick paving and benches in the right-of-way planting strip between the sidewalk and the curb along Front Ave/Naito Pkwy.
- LU 07-164835 HDZM GW: Approval for alterations in Waterfront Park, including changes to the Ankeny Pump Station, a new structure to accommodate Saturday Market, and new amenities for park users; approval for alterations to Skidmore MAX Station under Burnside Bridge; approval for Modification to landscaping standards (33.440.230.B.1) to allow 31 trees rather than the required 32 trees.

**Agency Review:** A *Notice of Proposal in Your Neighborhood* was mailed on March 19, 2008. The following bureaus have responded with no issues or concerns:

- Portland Fire & Rescue;
- Portland Water Bureau;
- Urban Forestry Division of Portland Parks & Recreation;
- Bureau of Transportation Engineering & Development Review; and

The Life Safety (Building Code) Section of the Bureau of Development Services responded with the following comment. Please see Exhibit E-1 for additional details.

*A Building Permit has been applied for and is currently under review or has been issued or, a Life Safety plans examiner has been in contact with the applicant. Please refer to correspondence from the Life Safety plans examiner for building code-related comments.*

The Site Development Section of the Bureau of Development Services responded with the following comment. Please see Exhibit E-2 for additional details.

**Stormwater disposal and treatment.** *Stormwater destination/disposal hierarchy: At the time of building permit review, this proposal must be found to comply with the stormwater hierarchy. The hierarchy is found on pages 1-18 and 1-19 of the Stormwater Management Manual. To summarize, the applicant must, in order, address the possibility of using on-site infiltration with a surface infiltration facility, on-site infiltration with a public infiltration sump, private drywell or soakage trench, off-site flow to a drainageway, river or storm-only pipe, and off-site flow to a combined sewer.*

*Findings must be made to demonstrate that the proposed stormwater disposal meets the hierarchy requirements. Site Development does not recommend on-site infiltration of stormwater at this location. However, Site Development has no objection to the proposed sand-set pavers in the courtyard.*

*Applicant: Compliance with the stormwater hierarchy is a mandatory requirement. This project must therefore comply with the means of stormwater disposal identified in this review at the time of plan review and construction. To review the Stormwater Management Manual,*

*please visit the Bureau of Environmental Services (BES) web site at <http://www.portlandonline.com/bes>.*

*Please refer to the response from the Bureau of Environmental Services for stormwater requirements pertaining to this project. As noted in BES' response to Pre-Application Conference 08-104608-EA, to comply with the Stormwater Management Manual (SWMM), stormwater treatment and flow control facilities would be required for reconstruction of the existing parking lot, using surface vegetated facilities to the maximum extent practicable. Furthermore, Section 1.8 of the SWMM specifies that surface retention of stormwater must be used where practicable in newly landscaped areas of parking lots required to meet non-conforming use landscaping requirements under Title 33.258.070. Neglecting to address these requirements at the time of Design Review may hinder the plan review process.*

**Erosion control.** *Erosion control requirements found in Title 10 apply to both site preparation work and development. Full compliance with the erosion control requirements of Title 10, as well as maintenance of the erosion control elements, such as silt fences on private property and bio bags in the public right-of-way, is the responsibility of the property owner and the builders. Please refer to the City of Portland Erosion Control Manual for additional information regarding erosion and sediment control requirements."*

The Bureau of Environmental Services responded with the following comment. Please see Exhibits E-3 through E-5 for additional details.

*Prior comments from BES include those dated 4/9/08 and 5/28/08. As noted previously in those comments, the BES staff reviewing this land use application and the BES staff that are reviewing the building permit, 08-115755 CO, were unable to support the proposal.*

*BES had requested all Plan Examination Check Sheet items for the building permit, 08-115755 CO, be addressed, and the building permit and land use application plans, LU 08-105442 HDZM, match prior to issuance of the building permit and the land use application.*

*With the submittal of the recent plans, provided to BES via the BDS staff planner (these plans have a note on them "revisions: 15 July 08-City comments ASI #1"), BES recognizes that the land use and building permit plans match sufficiently. In addition, BES Systems Development Manager Lana Danaher approved the request from Kendra Laminack for a Special Circumstances situation. The letter from Lana Danaher is dated July 3, 2008. See that letter for details.*

*Please note that 08-115755 CO will not be approved by BES Source Control and BES Development Review until the BES land use application concerns are completely addressed. This addendum is provided to state that the BES land use application concerns are adequately addressed. For remaining issues on the building permit, please contact the BES staff reviewing the building permit.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on March 19, 2008. No written comments in response to the proposal have been received from the neighborhood association (Old Town – Chinatown Neighborhood Association) or notified property owners.

## **ZONING CODE APPROVAL CRITERIA**

### **Chapter 33.846 Historic Reviews**

#### **Purpose of Historic Design Review**

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

#### **Historic Design Review Approval Criteria**

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

**Findings:** The site is located within the Skidmore/Old Town Historic District. Therefore the proposal requires historic design review approval. The relevant approval criteria are the Skidmore/Old Town Historic Design Guidelines and the Central City Fundamental Design Guidelines.

## **I. HISTORIC SKIDMORE/OLD TOWN DESIGN GUIDELINES**

### **Historic Skidmore/Old Town Design Guidelines**

The Skidmore/Old Town Historic District is a unique asset to Portland and has been recognized nationally by its placement on the National Register of Historic Places. In addition, the Skidmore/Old Town Historic District has been identified as a National Landmark, of which there is only one other in Portland, Pioneer Courthouse. There are certain procedures and regulations the City has adopted for the protection and enhancement of the Skidmore/Old Town Historic District.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Those applicable to this project are from the section General Guidelines: Alterations and Additions to Historic Landmarks, Potential Landmarks, and other Compatible Buildings.*

#### **A. Retention of Original Construction.**

So far as practicable, all original exterior materials and details shall be preserved.

**Findings for A:** Exterior materials on this non-contributing building are being retained to the extent practicable. The existing brick veneer will be retained. The original garage door openings will be retained. Original window openings on all façades will be retained. The original trim around doors and windows will be retained. New window and door openings will have stone trim that matches the existing trim around original openings. *Therefore this guideline is met.*

#### **C. Height.**

Additional stories may be added to historic buildings provided that the following are addressed:

- The added height complies with requirements of the building and zoning codes. The Historic District has a FAR (Floor Area Ratio) designation of 4:1. The FAR may be increased to 5:1 if the 1:1 increase is for residential only. This residential bonus was established to stimulate new housing construction in order to enhance the vitality and economy of Downtown.
- The added height does not exceed that which was traditional for the style of the building. Example: Portland's cast iron buildings did not exceed four stories. The majority of Portland's masonry buildings did not exceed six stories.
- The added height does not alter the traditional scale and proportions of the building style.
- The added height is visually compatible with adjacent historic buildings.

**Findings for C:** The proposal does not include any additional stories. However, new mechanical equipment will be added to the rooftop. Two of the new units will be located within a 10'-0"-tall screenwall. One new unit will be enclosed by a 4'-0"-tall screen-wall. The other units are 2'-0"-diameter vents that do not extend above the parapet. The only elements that will extend above the parapet are the two screen-walls, which will be composed of metal in a horizontal pattern. Both screen-walls will be shorter than the existing drill tower on the west façade, which extends about 35'-0" feet above the parapet. The taller screen-wall will be only about 2'-0" taller than the existing elevator over-run on the rooftop. Neither the screen-walls nor the circular vents will alter the traditional scale or proportions of the building style. They also will not affect the building's visual compatibility with adjacent historic buildings. *Therefore this guideline is met.*

**E. Visual Integrity of Structure.**

The vertical lines of columns and piers, and the horizontal definition of spandrels and cornices, and other primary structural elements shall be maintained. Such structural lines should be restored if previous alterations have substantially changed such elements.

- The modulation of building facades was determined by lot parceling. Generally, buildings were built at 25, 50 or 100-foot widths. Within those general building widths, the building was further divided into smaller bay storefront systems.
- Where structural lines cannot be carried to the ground, integrate the upper and lower floor design with color, materials and form simplicity.

**Findings for E:** The subject building exhibits strong horizontal orientation, due to the existing ribbon windows at the second and third floors and the existing rows of garage doors at the ground floor on the east and west façades. This horizontality will be maintained. The new windows at the second and third floors will be installed in the same configuration as the existing ones, with the exception that the windows on the east façade will be shifted slightly to accommodate seismic upgrades occurring on the interior. On the west façade, four new window openings will be added at the second floor, which will strengthen the horizontal orientation of the façade by continuing the second-floor row of windows across the entire façade.

The subject building features a prominent vertical element – the drill tower used in firefighter training exercises, located on the west façade. The only work proposed for the tower is the installation of small seismic anchors in the existing brick veneer, which will not affect the verticality of the tower. *Therefore this guideline is met.*

**F. Scale and Proportion.**

The scale and proportion of altered or added building elements and the relationship of voids to solids (i.e. openings such as doors and windows to walls and column elements) shall be visually compatible with the traditional architectural character of the Historic District. An important element within the Historic District was the emphasis on pedestrian-scale activities, which were characterized with the addition of canvas awnings or permanent canopies. This defined an important scale and proportion element of the District and to the extent possible, this relationship at pedestrian level should be re-established within the District.

**Findings for F:** The proposal will result in a balanced relationship of windows/doors to walls. The ribbon window pattern at the second and third floors – one of the most defining features of the building's design – will be retained. On the west façade, the pattern will be strengthened by the addition of four new window openings at the second floor, where there is currently solid wall. There will also be a balanced relationship of voids to solids at the ground floor, where all of the existing garage doors, which are each currently solid with one row of windows at the center, will be replaced. On the east façade, the new garage doors will be fully glazed. On the west façade, each new garage door will have two horizontal rows of glazing. Whereas currently the ground floor on the east and west façades is mostly solid and thus appears somewhat incongruous when contrasted with the well-proportioned upper floors, the ground floor will now enjoy a similar sense of balance with regard to voids and solids. This is compatible with the Skidmore/Old Town Historic District, where contributing structures boast a well-balanced relationship of voids to solids.

The scale and proportion of altered and added building elements will also be visually compatible with the character of the Historic District. Altered and added building elements (besides the aforementioned second- and third-floor windows and garage door glazing) include the installation of art glass around the entry doors on the south façade; two new vents near the southern end of the west façade; two new rectangular wall-mounted light fixtures between the third-floor windows and the parapet on the west façade; and new window openings and a door opening on the west façade. The art glass will be placed around the entry doors and act as a framing element; the new vents will be aligned with the

second-floor windows above them; the light fixtures will be aligned with the third-floor windows below them; and the new window and door openings will be aligned and spaced evenly with existing masonry openings. These conditions are compatible with the Historic District, where most of the contributing structures have building elements that are properly scaled and proportioned to render a cohesive architectural composition. *Therefore this guideline is met.*

## **G. Exterior Building Materials.**

Most of the buildings within the District were constructed of bearing wall brick masonry (left exposed or covered with plaster), or stone. This feature gives the area much of its textural surface character. Surfaces need to be treated, repaired, and maintained in a manner which is sympathetic to the District.

### **1. Walls.**

- Original building materials shall be preserved wherever possible. Cleaning and/or repointing masonry is preferred over replacement.
- If masonry has to be replaced, repair or replace existing masonry with masonry of matching color, texture, size, coursing. Avoid using “used” brick in replacement. This conflicts with traditional masonry surfaces.
- Mortar should match the color and joint configuration of the existing masonry wall.
- Masonry was painted to seal soft bricks from the weather or painted later for other reasons. Where soft brick surfaces are found to be painted, surfaces should not be stripped but should be repainted.
- Plastered surfaces should be cleaned, repaired with a similar plaster texture and repainted. Avoid exposing brick to the weather by removing finish plaster as this will speed deterioration of the brick.
- Do not apply artificial and/or inappropriate coverings to masonry surfaces. Examples are metal, plastic or wood sidings.

### **2. Storefronts, Doors, and Windows.**

The shape, size, placement and trim of storefront openings are a key element in establishing the character of a building.

- Where original storefronts remain, preserve and repair. Where covered with other materials, remove and determine condition of original materials.
- Storefronts requiring new materials could consider a wide variety of replacement systems. Building Codes require non-combustible materials (steel, aluminum, etc.), but wood systems may be acceptable provided other means of fire protection are installed. Wood systems should be painted, rather than stained or treated naturally.
- New window and door openings should maintain a similar horizontal and vertical relationship as the originals. Traditionally, windows were two-over-two or one-over-one. Large panes of glass, as used in contemporary storefronts, should be avoided.
- Glazed portions of windows were important elements to the building and should not be altered, painted over or eliminated.
- Clear glass is traditional and should be used instead of tinted glass. Additionally, signs cannot be painted on tinted glass without the possibility of breakage due to the effect of sunlight.
- Re-use original hardware whenever possible. If possible, new hardware should be in keeping with original designs.
- On sidewalls, avoid walling-in openings with masonry, if possible. Rather, maintain the opening and replace the glazing if necessary with appropriate hard surface materials.

**Findings for G:** The subject building is a poured-in-place concrete frame covered with masonry veneer. The brick veneer has been clear-sealed over its life and will be cleaned and resealed with a clear sealer. No plaster finishes on the building exist or are proposed.

All of the existing windows will be replaced. They will have thermally broken clear anodized aluminum that has a similar profile to the original steel-sash windows which were removed in the 1970s. The window module and operation will be the same. The glazing in all

windows will also be replaced with new energy-efficient one-inch-thick insulated glass consisting of light green-tinted exterior lite and a low-emitting clear inner lite. The existing stone and pre-cast trim will be protected. The new ribbon windows at the second and third floors will be installed in the same configuration as the existing ones, with the exception that the windows on the east façade will be shifted slightly to accommodate seismic upgrades occurring on the interior. Also to accommodate interior seismic upgrades, every fifth window on the second and third floors will have spandrel glazing. This is to accommodate interior seismic upgrades.

Additionally, new window and door openings will be created on the west façade. Four new window openings will be added at the second floor, which will continue the second-floor ribbon windows across the entire façade. Just below the southernmost new window opening, a new door with a transom window will be installed in a new masonry opening. Just north of this new door, a new ground-floor window opening will be created. The new window will match existing windows on the building.

On the east façade, the existing entry door beneath the “Portland Fire & Rescue” signage will be infilled with a seismic shear panel, and the pre-cast concrete facing will emulate the replaced door and match the sandstone window and door surrounds. At the southern end of the façade, the existing bay of three fixed windows side-by-side will be replaced with clear-glazed double-doors and a side-lite, with transoms above. The profile and trim of this opening will match that of existing window/door openings on the building.

The existing garage doors on the east and west façades will be replaced with new garage doors with clear glazing. On the west façade, the two existing doors will each have two horizontal rows of glazing at the center. New pre-cast trim will be placed at the header and north jamb of each door. The trim will match the color and profile of the existing pre-cast trim. On the east façade, the new garage doors will be fully glazed, which will more closely match the building’s original garage doors.

On the south façade, the new double-doors at the main entrance will be fully glazed with transoms above. The new art-glass will be installed around the entry doors and transoms within the existing opening of the main entrance, where there are currently side-lites.

Thus, the fire station’s original relationship between voids and solids, and between windows and doors, will not be adversely affected by the proposal. The building’s original character, as defined by its window and door openings, will be maintained. *Therefore this guideline is met.*

#### **H. Rear and Side Walls.**

Generally, the standards which apply to the fronts of buildings also apply to rear and side walls, although the conditions to meet are usually much more simple [sic]. The chief concern lies with the removal of redundant additions to each building including signs, pipes, non-functioning stacks, grills, television aerials, etc. The repair and re-pointing of brick or masonry, painting of wood or certain masonry surfaces, and an effort to coordinate and subdue the clutter of the mechanical equipment are all recommended.

**Findings for H:** None of the façades are explicitly defined as rear or side walls, which is unusual in the Skidmore/Old Town Historic District. The south, east, and west facades are street-facing, and the north façade faces Ankeny Plaza. The main entrance doors are on the south façade, and the garages for fire trucks are on the east and west façades. The west façade contains no entrances designated for public use. If any façade could be considered secondary, it is perhaps the west façade. It does not contain any mechanical equipment that would be considered “clutter.” The existing brick veneer on this façade will be repaired as needed, and seismic anchors will be installed to upgrade the building to current safety standards. The seismic anchors will not detract from the integrity of the building. *Therefore this guideline is met.*

**I. Color.**

The colors used in alterations or additions within the District shall be visually compatible with the traditional architectural character of the historic buildings within the area.

- Historically, in the era of the late 1800's and early 1900's, painting was usually done using earth colors, i.e., hues tending towards brown, soft greens, and beiges.
- Bright colors and white were rarely used. Buildings, therefore, are perhaps most appropriately painted using subdued colors. Little or nothing is gained by the use of strong or loud colors, especially those with no tradition of local usage.
- Color combinations will occur, as nearly all buildings will have wood trim or metal ornamentation in addition to their base materials. This, plus the further elaboration of wood storefronts, suggests the use of an overall wall color plus one or two trim colors.
- A method for determining the original wall and trim colors consists of scraping chips from the existing surface and analyzing them microscopically. This should be done whenever the original color is unknown and major repainting is contemplated.

**Findings for I:** The colors of the building are intrinsic to the materials used. Brick will be treated with a sealer, but it is clear and does not affect the color of the brick. Windows will be composed of anodized aluminum, which allows the intrinsic color of the metal to be seen. The glazing for the new windows will have a slight green tint. New window openings will have granite trim in the same color as the trim around existing windows. The colors of the building's materials will be visually compatible with traditional colors used within the Historic District. *Therefore this guideline is met.*

**K. Lighting.**

Historically, lighting within the District was provided by lighting in the public right-of-way with the use of gas lamps, electrical lights, etc. First floor storefront lighting should be consistent with the overall character of the building and the District.

**Findings for K:** The only lighting proposed is two wall sconce fixtures on the west façade between the third-floor windows and the parapet. The fixtures will be simple and rectilinear in design, which is consistent with the character of the subject building. *Therefore this guideline is met.*

**II. Central City Fundamental Design Guidelines****Central City Fundamental Design Guidelines**

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.

**Central City Plan Design Goals**

This set of goals has been developed to guide development throughout the Central City. The goals apply within the eight Central City sub-districts, or policy areas. The nine goals for design review within the Central City and its sub-districts 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 that is safe, humane and prosperous; and

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.*

**A1. Integrate the River.**

Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

**B5. Make Plazas, Parks and Open Space Successful.**

Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

**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.

**C6. Develop Transitions between Buildings and Public Spaces.**

Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings for A1, B5, C1, C6:** The new glazed garage doors on the east façade will strengthen the building's relationship to the public space of Tom McCall Waterfront Park, located directly across SW Naito Parkway from the subject site. The glazed doors will foster a strong visual connection to the park and the Willamette River. People inside the building will have ample views of the park and the river, and people in the park or walking to the park will have ample views of the building's active interior. *Therefore 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.

**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, C11:** Three new mechanical units will be installed on the rooftop, near the center. Two will be enclosed by a new 10'-0" metal screen-wall. The units will be approximately 30'-0" long x 8'-0" wide x 9'-0" tall and 16'-0" long x 7'-0" tall x 4'-6" wide, respectively. The third unit will be installed just south of the aforementioned 10'-0" screen-wall. It is about 4'-0" long x 3'-0" wide x 3'-0" tall. It will be surrounded by its own 4'-0"-tall metal screen-wall. The screen-walls will be metal mesh with strong horizontal lines; this will help to integrate them with the overall building, which has strong horizontal orientation. Additionally, five circular roof vents, each about 2'-0" in diameter, will be installed in the eastern portion of the rooftop. The roof vents will not extend about the existing parapet. The location of this new mechanical equipment on the rooftop ensures that it will not detract from the pedestrian environment. Lastly, six new

4'-0" square skylights will be installed in the southern portion of the rooftop, and a larger 8'-0" square skylight will be installed in the northern portion, near the center. The skylights will have a flat profile and will not extend above the existing parapet. Thus, none of the new rooftop mechanical equipment or skylights will be visible from the surrounding streetscape.

There will also be a new generator installed on the western edge of the site. It will be surrounded by a 6'-0"-tall decorative metal fence, which will have a similar design as the metal fencing to be installed at other locations on the site. The generator will be located near the southwest corner of the site, abutting an existing trash enclosure to the south and an existing single-car parking stall to the north. The generator will be further shielded from view by the existing metal fence and masonry columns located along the sidewalk on SW 1<sup>st</sup> Avenue. *Therefore these guidelines are met.*

**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.

**C4. Complement the Context of Existing Buildings.**

Complement the context of existing buildings by using and adding to the local design vocabulary.

**Findings for A4, A5, C4:** The Skidmore/Old Town Historic District is characterized by buildings with humanly scaled elements and features that make the pedestrian environment comfortable and interesting. The proposed alterations are consistent with this characteristic. New windows, entry doors, and garage doors will be properly scaled and offer views of the building's active interior. The new art-glass installation at the main entrance on the south façade will provide pedestrians with an element of visual interest that hints at the history of firefighting in Portland. The new landscaped plaza will foster an improved relationship between the building and the abutting public sidewalk, mitigating for the building's setback at this portion of the site. New landscaping along the western property line will mitigate for the abutting parking lot on the site by making the pedestrian environment along SW 1<sup>st</sup> Avenue more pleasant to traverse. Although the fire station is not considered a contributing structure in the Historic District in terms of architecture and date of construction, the proposed alterations will enable the building to make a contribution to the area in terms of human scale and visual interest for pedestrians. In this way, the subject building reflects the District's local character and is unified with its surroundings. *Therefore these guidelines are met.*

**A6. Reuse/Rehabilitate/Restore Buildings.**

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

**Findings for A6:** The proposal will result in seismic upgrades, new windows on all facades, new garage doors, and a new landscaped plaza. These improvements help to ensure the continued use of the subject building as a fire station for downtown Portland. *Therefore this guideline is met.*

**A7. Establish and Maintain a Sense of Urban Enclosure.**

Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings for A7:** The new glazed garage doors will strengthen articulation of the east and west façades and provide a defined street wall along SW Naito Parkway and SW 1<sup>st</sup> Avenue, respectively. As opposed to the existing garage doors, which are almost completely solid, the new doors will have ample glazing. This will establish a pattern of visual rhythm along the ground floor that results in a stronger sense of urban enclosure.

*Therefore this guideline is 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. 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.

**Findings for A8, B1:** There is an existing parking lot between the building's west façade and SW 1<sup>st</sup> Avenue, and there is a paved area that acts as a large driveway between the east façade and SW Naito Parkway. The proposal will enhance the building's relationship to these abutting streets. The new garage doors will increase the amount of glazing at the ground floor, making it easier to view the fire trucks parked inside and adding definition to the building frontage zone.

On the southern edge of the site, the building is much closer to the abutting street, which is SW Ash Street. The main entrance on the south façade will contribute to a vibrant streetscape on SW Ash by offering views of the building's active interior through the fully glazed double-doors. The new art-glass installation around the entry doors will also enhance the pedestrian environment along SW Ash by providing a humanly scaled element of visual interest that celebrates the history and work of firefighters in Portland.

The definition of the movement zone along SW Ash Street will be strengthened by the new decorative metal fence to be installed on the southern edge of the new landscaped plaza on the site. The fence and landscaped plaza will mitigate for the building's setback from the street at this portion of the site's southern edge. The plaza will act as a connecting element between the sidewalk and the building. *Therefore these guidelines are met.*

**B6. Develop Weather Protection.**

Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

**Findings for B6:** Existing trees on the site provide protection from adverse weather. Four plum trees, one cedar tree, and one large deciduous tree at the southern edge of the site give ample shade to the area surrounding the building, including the public sidewalk on SW Ash Street. These trees also help to manage the effects of stormwater on the pedestrian environment. The proposed plaza at the southwest portion of the site will also aid in stormwater management, as it will contain groundcover and a variety of shrubbery. *Therefore this guideline is met.*

**B7. Integrate Barrier-Free Design.**

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

**Findings for B7:** The building's main entrance on the south façade and the new entry doors on the east façade will be fully accessible to people with physical disabilities. The entrances will be at-grade with the adjacent public sidewalks and pavement on the site. *Therefore this guideline is 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.

**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 C2, C3, C5:** The proposal employs high-quality materials that impart a sense of permanence. The new ribbon windows will be composed of energy-efficient insulated glass and clear anodized aluminum. They will closely match the original steel-sash windows, which were removed in the 1970s. New ground-floor windows on the east façade, new entry doors, and new garage doors will be made of aluminum with clear glazing. New window trim will be granite that matches the existing granite trim around windows. New exhaust/intake vents on the west façade will be metal with pre-cast trim. New wall-mounted lights on the west façade will be metal. The screen-wall for the rooftop mechanical units will be made of durable metal mesh. The new landscaped plaza will be comprised of brick paving, concrete seating, and a water feature flanked by a stone wall. The new fence at the perimeter of the plaza will be decorative metal. The new "bridge" leading from a door on the west façade to the plaza will be made of concrete with brick veneer and a metal railing. New landscaping along the western property line and within the new plaza will consist of high-quality plantings, many of which are native species. All of these materials respect the architectural integrity of the subject building and render it a coherent composition. The fire station will remain a prominent, permanent fixture of the Old Town neighborhood. *Therefore these guidelines are 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 for C8:** The sidewalk level of the subject building will be differentiated from the middle and the top. The ground floor on the east and west façades will have glazed garage doors and the upper floors will have a ribbon window pattern. On the south façade, the ground floor will appear distinct from the upper floors due to the prominent main entrance doors, which will feature an art-glass installation by a Pacific Northwest artist. On the north façade, the sidewalk level is differentiated by the existing Jeff Morris Fire Museum building, which is one-story tall and has a canopy structure that extends toward the abutting Ankeny Plaza. *Therefore this guideline is met.*

**C9. Develop Flexible Sidewalk-Level Spaces.**

Develop flexible spaces at the sidewalk level of buildings to accommodate a variety of active uses.

**Findings for C9:** The proposal will result in flexible space at the sidewalk level of the subject building. The new landscaped plaza, the abundant glazing provided by the new garage doors, and the new entry doors ensure that the building could be re-used for a variety of active uses in the future. Additionally, the simple form of the building makes it amenable to office, institutional, or even retail uses. *Therefore this guideline is met.*

**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 C12:** Two new rectangular wall-mounted light fixtures will be installed toward the northern end of the west facade, between the third-floor windows and the parapet. The lights will not affect the skyline or cause light pollution in the surrounding

area. Because of their rectilinear shape and their position – aligned with the third-floor windows below them – the light fixtures will be integrated with the overall design concept of the west façade. *Therefore this guideline is met.*

### **III. Modification Requests**

#### **33.846.070 Modifications Considered During Historic Design Review**

The review body may grant modifications to site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic design review process. However, modification to a parking and loading regulation within the Central City plan district may not be considered through the historic design review process. Modifications made as part of historic design review are not required to go through a separate adjustment process. To obtain approval of a modification to site-related development standards, the applicant must show that the proposal meets the approval criteria. Modifications to all other standards are subject to the adjustment process. Modifications that are denied through historic design review may be requested through the adjustment process.

The approval criteria for modifications considered during historic design review are:

- A. Better meets historic design review approval criteria.**  
The resulting development will better meet the approval criteria for historic design review than would a design that meets the standard being modified; and
- B. Purpose of the standard.**
  1. The resulting development will meet the purpose of the standard being modified; or
  2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

#### **The following modifications are requested:**

##### **1. 33.130.240 Pedestrian Circulation**

This standard calls for pedestrian connections at least 6 feet wide between buildings and each adjacent street. A connection is thereby required between the subject building and SW 1<sup>st</sup> Avenue. Where the pedestrian connection crosses the parking lot, it is required to have distinct paving or an elevation change, to ensure that the connection is "clearly identifiable." The applicant proposes no such pedestrian connection between the west façade of the building and SW 1<sup>st</sup> Avenue per this standard.

The purpose statement for 33.130.240 in the Portland Zoning Code is as follows:

*The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system in all developments. They ensure a direct pedestrian connection between abutting streets and buildings on the site, and between buildings and other activities within the site. In addition, they provide for connections between adjacent sites, where feasible.*

**Findings for Modification 1:** The proposal will meet the purposes of the Pedestrian Circulation standard. The west façade of the subject building is, for all intents and purposes, a rear façade not intended for public use. There are no public entrances on this façade; rather the entry doors are for Fire Bureau personnel only. Not providing a pedestrian connection across the parking lot to the west façade reinforces that the entrance intended for public use is located on a different façade, namely the south façade facing SW Ash Street. This retains the prominence of the main entrance architecturally and functionally. Perhaps more importantly, not having a pedestrian connection through the parking lot keeps pedestrians safe. There are two garage doors on the west façade that fire trucks could be entering and exiting at a moment's notice. The fire trucks enter and exit the site from a curb cut that occupies the entire southwest corner of the parking lot. In

effect, the trucks could be maneuvering through the parking lot at any given time, and need to have the area free from obstructions so that firefighters can conduct their duties as quickly and efficiently as possible. Not having a pedestrian connection through the parking lot keeps pedestrians safe by not exposing them to this potential danger. This enables the proposal to better meet Central City Fundamental Design Guideline *B2: Protect the Pedestrian*, which calls for pedestrians to be kept safe from vehicular movement.

*Therefore, as criteria “A” and “B” are met, the Modification warrants approval.*

## **2. 33.510.220 Ground-floor Windows**

This standard calls for the ground-floor window standard to be met as part of all major remodeling projects in the RX, CX, and EX zones. The applicant proposes not to meet the standard on the north, south, and west façades.

The purpose statement for 33.510.220 in the Portland Zoning Code is as follows:

*In the Central City plan district, blank walls on the ground level of buildings are limited in order to:*

- *Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
- *Encourage continuity of retail and service uses;*
- *Encourage surveillance opportunities by restricting fortress-like façades at street level; and*
- *Avoid a monotonous pedestrian environment.*

*The plan district modifications to the base zone standards for ground-floor windows are intended to promote ground-floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.*

**Findings for Modification 2:** The proposal will meet the purposes of the standard being modified. The standard calls for a “pleasant, rich, and diverse pedestrian experience” and for the avoidance of “a monotonous pedestrian environment.” The south façade of the subject building meets these purposes, thanks to the proposed glazed entry doors and art-glass installation surrounding the doors. On the western edge of the site, the building is set back so much from the sidewalk on 1<sup>st</sup> Avenue (due to the existing parking lot) that installing ground-floor windows per the standard would not have the effect that the standard aims to achieve, as passersby are too far from the building for a visual connection to be achieved. The purposes of the standard will be met by the existing decorative metal fence and public art installation along the sidewalk of 1<sup>st</sup> Avenue. These serve as humanly scaled elements of visual interest that compensate for the existing parking lot, which would otherwise provide a “dead edge” along the property line. Lastly, on the northern edge of the site, the ground-floor façade is mostly concealed by the existing canopy structure attached to the Jeff Morris Fire Museum. Pedestrian interest is provided by the abutting Ankeny Plaza and Skidmore Fountain. By preserving the original brick veneer of the fire station, rather than removing it to allow for the installation of additional ground-floor glazing on the south, west, and north façades, the proposal better meets Historic Skidmore/Old Town Design Guideline *A: Retention of Original Construction*. Additionally, installing enough additional ground-floor glazing per the standard on the south, west, and north façades might detract from the visual prominence of the ribbon windows at the second and third floors. These ribbon windows are one of the building’s most defining features. Insofar as the architectural integrity of the building largely depends on preserving the prominence of its chief defining features, the proposal better meets Central City Fundamental Design Guideline *C3: Respect for Architectural Integrity*. Moreover, creating masonry openings to accommodate additional ground-floor glazing is not seismically feasible.

*Therefore, as criteria “A” and “B” are met, the Modification warrants approval.*

## **3. 33.248.030.D.1 Trees in Perimeter Landscaping**

This standard calls for one large tree per 30 linear feet of L2 landscaping, one medium tree per 22 linear feet of L2 landscaping, or one small tree per 15 linear feet of L2 landscaping. The applicant proposes to add no new trees in perimeter landscaping.

The purpose statement for 33.248.030.D.1 in the Portland Zoning Code is as follows:

*The City recognizes the aesthetic, ecological, and economic value of landscaping and requires its use to:*

- *Preserve and enhance Portland's urban forest;*
- *Promote the re-establishment of vegetation in urban areas for aesthetic, health, and urban wildlife reasons;*
- *Reduce stormwater runoff pollution, temperature, and rate and volume of flow;*
- *Establish and enhance a pleasant visual character which recognizes aesthetics and safety issues;*
- *Promote compatibility between land uses by reducing the visual, noise, and lighting impacts of specific development on users of the site and abutting uses;*
- *Unify development and enhance and define public and private spaces;*
- *Promote the retention and use of existing vegetation;*
- *Aid in energy conservation by providing shade from the sun and shelter from the wind;*
- *Restore natural communities through re-establishment of native plants; and*
- *Mitigate for loss of natural resource values.*

**Findings for Modification 3:** The proposal will meet the purposes of the standard being modified. Landscaping is being installed along the western edge of the site, between the existing parking lot and the abutting public sidewalk on SW 1<sup>st</sup> Avenue. In concert with the existing trees in the right-of-way along 1<sup>st</sup> Avenue, this landscaping will aid in stormwater management and establish a pleasant visual character.

Existing mature trees on the site also enable the proposal to meet the purposes of the standard. There are four existing plum trees near the main entrance on the south façade and one cedar tree and one large deciduous tree in the area of the new landscaped plaza. These six trees offer abundant shade, aid in stormwater management, and enhance the site and abutting streetscape.

Allowing the applicant not to provide trees in the perimeter landscaping retains the prominence of the existing public art along the sidewalk. In 1996, an installation called "Ascension" was placed along the western edge of the site. The installation was created by local artist Robert Calvo through the City of Portland's Percent-for-Art Program, administered by the Regional Arts & Culture Council. The artwork consists of metal ladders leaning against brick columns that have inset cast-iron pilasters. According to the explanatory plaque on one of the columns, "The ladders symbolize the direct connection between [sic] the buildings, the firefighters, and equipment used to protect them. Not only do they function as a symbol of the Fire Bureau, but [sic] also as an abstract representation of striving and accomplishment..." Trees in the perimeter landscaping would detract from this art installation. As the trees grow to maturation, they would conceal the art installation from view. Thusly, insofar as public art is a theme of Portland's urban environment and pedestrian streetscape, the proposal better meets Central City Fundamental Design Guideline A2: *Emphasize Portland Themes*.

*Therefore, as approval criteria "A" and "B" are met, the Modification warrants approval.*

#### **4. 33.266.130.G.3 Interior Parking Lot Landscaping**

This standard calls for parking lots with at least 10 stalls to have interior parking lot landscaping. There must be 45 square feet of landscaped area per single-car parking stall and one tree per 5,000 square feet of parking area for stacked parking stalls. Currently there is no interior parking lot landscaping. The applicant proposes to add no interior parking lot landscaping per this standard.

The purpose statement for 33.266.130.G.3 in the Portland Zoning Code is as follows:

*The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:*

- *Provide a [sic] pedestrian access that is protected from auto traffic; and*
- *Create an environment that is inviting to pedestrians and transit users.*

*The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:*

- *Improve and soften the appearance of parking areas;*
- *Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;*
- *Provide flexibility to reduce the visual impacts of small residential parking lots;*
- *Direct traffic in parking areas;*
- *Shade and cool parking areas;*
- *Reduce the amount and rate of stormwater runoff from vehicle areas;*
- *Reduce pollution and temperature of stormwater runoff from vehicle areas; and*
- *Decrease airborne and waterborne pollution.*

**Findings for Modification 4:** The proposal will meet the purposes of the standard being modified. The parking lot for this specific use (fire station) provides parking for the firefighters, who are often coming and going at irregular hours. The parking lot also has to accommodate large trucks and equipment. The circulation area for fire trucks extends diagonally across the parking lot. Added vegetation runs the risk of obscuring vision lines for fire trucks, which often do not have the luxury of slowing down to avoid obstacles. Landscaping is still being installed on the site where possible. Although not interior to the parking area, the added landscaping does improve and soften the appearance of the parking lot. Because of the inherent challenges of the specific use, including the need to maintain a safe circulation and maneuvering area, the intent of the standard is met.

The proposal better meets Central City Fundamental Design Guideline *B2: Protect the Pedestrian*. Maintaining a safe area for maneuvering of fire trucks on the site keeps pedestrians safe from vehicular movement – namely, fire truck movement – in the immediately surrounding area. If fire trucks could not depend on a clear maneuvering area in the parking lot due to the addition of interior landscaping, they might need to conduct some maneuvering on abutting streets. Pedestrians in the area must already contend with the existing light-rail tracks on SW 1<sup>st</sup> Avenue, making sure to watch for oncoming trains. If landscaping were added to the parking lot and subsequently fire trucks needed to use abutting streets for maneuvering in and out of the site, pedestrian safety in the area would be compromised.

*Therefore, as approval criteria “A” and “B” are met, the Modification warrants approval.*

#### **5. 33.266.140.A Perimeter Setbacks and Landscaping**

- This standard calls for a four-foot-wide strip of L2 landscaping at stacked parking areas. At the existing stacked parking area at the northwest corner of the site, the applicant proposes to add no landscaping per this standard. Instead, the applicant proposes to retain the existing 16'-high masonry wall, which is located along the stacked parking area, abutting Ankeny Plaza to the north and the public sidewalk of SW 1<sup>st</sup> Avenue to the west.
- This standard calls for a five-foot-wide strip of L2 landscaping at single-car parking stalls. At the existing single-car parking stalls along the western edge of the site, the applicant proposes a five-foot-wide strip of L2 landscaping that is mostly, but not completely, located within the property lines. The applicant also proposes to retain the existing

decorative metal fence along SW 1<sup>st</sup> Avenue, which is located entirely outside the property lines.

The purpose statement for 33.266.140.A in the Portland Zoning Code is the same as the purpose statement for Modification #4 (33.266.130.G.3) above.

**Findings for Modification 5:** The purposes of the standard are met by the proposal. The existing 16-foot-high masonry wall along the stacked parking area at the western edge of the site and the decorative metal fence along the single-car parking area reduce the visual impact of the parking area by shielding it from full view. The wall and fence also protect pedestrians from auto movement by ensuring that they remain on the public sidewalk on SW 1<sup>st</sup> Avenue and do not stray into the parking lot. Additionally, a five-foot-wide strip of L2 landscaping will still be installed per the standard. That some of the landscaping technically will not be located on the fire station property does not minimize or negate the ability of the landscaping to soften the appearance of the parking lot and aid in stormwater management. By allowing the existing masonry wall and metal fence to remain and by still installing landscaping even though it will not be fully located on the property, approval criteria are better met. Central City Fundamental Design Guideline *B2: Protect the Pedestrian* is better met because, as previously mentioned, the wall and fence protect pedestrians from vehicular movement in the parking area. Guideline *B1: Reinforce and Enhance the Pedestrian System* is also better met. The existing wall and fence render the sidewalk along SW 1<sup>st</sup> Avenue a strongly defined movement zone; removing them to accommodate landscaping might result in weaker definition than presently exists.

*Therefore, as approval criteria “A” and “B” are met, the Modification warrants approval.*

## **DEVELOPMENT STANDARDS**

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

## **CONCLUSIONS**

The purpose of the historic design review process is to ensure that exterior alterations to existing buildings protect the integrity of the special characteristics of the historic resources. The proposal respects the Modern character of the fire station and allows it to remain a coherent composition. The new landscaped plaza will foster a more seamless, visually pleasant transition between the building and adjacent public sidewalks. All proposed materials are high-quality and architecturally compatible with the existing building. The proposal meets the applicable design guidelines and therefore warrants approval.

## **ADMINISTRATIVE DECISION**

Approval of new windows and entry doors, garage doors, two light fixtures, three rooftop mechanical units behind screen-walls, five rooftop vents, seven skylights, art-glass at the main entrance on the south façade, a generator, metal fencing, landscaping along the western edge of the site, and a plaza with landscaping, seating, a water feature, and a concrete “bridge” to connect the plaza with the building.

Approval of Modifications to the following five Zoning Code Standards:

- 1) 33.130.240 *Pedestrian Circulation*,
- 2) 33.510.220 *Ground-floor Windows*,
- 3) 33.248.030.D.1 *Trees in Perimeter Landscaping*,
- 4) 33.266.130.G.3 *Interior Parking Lot Landscaping*, and

5) 33.266.140.A *Perimeter Setbacks and Landscaping*.

Approval per the approved site plans, Exhibits C-1 through C-17, signed and dated October 9, 2008, 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 through C-17. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 08-105442 HDZM. No field changes allowed."

**Decision rendered by:**  **on October 9, 2008**

By authority of the Director of the Bureau of Development Services

**Decision mailed: October 13, 2008**

**Staff Planner: Kate Marcello**

**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 January 29, 2008, and was determined to be complete on **March 5, 2008**.

*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 January 29, 2008.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended. It was extended for a total of 140 days. Please see Exhibits A-2 and A-3 for details.

**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 Monday, October 27, 2008** at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., 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. Recognized neighborhood associations are not subject to the appeal fee. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. 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 contact the receptionist at 503-823-7967 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 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 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 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 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 **Tuesday, October 28, 2008 – (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.

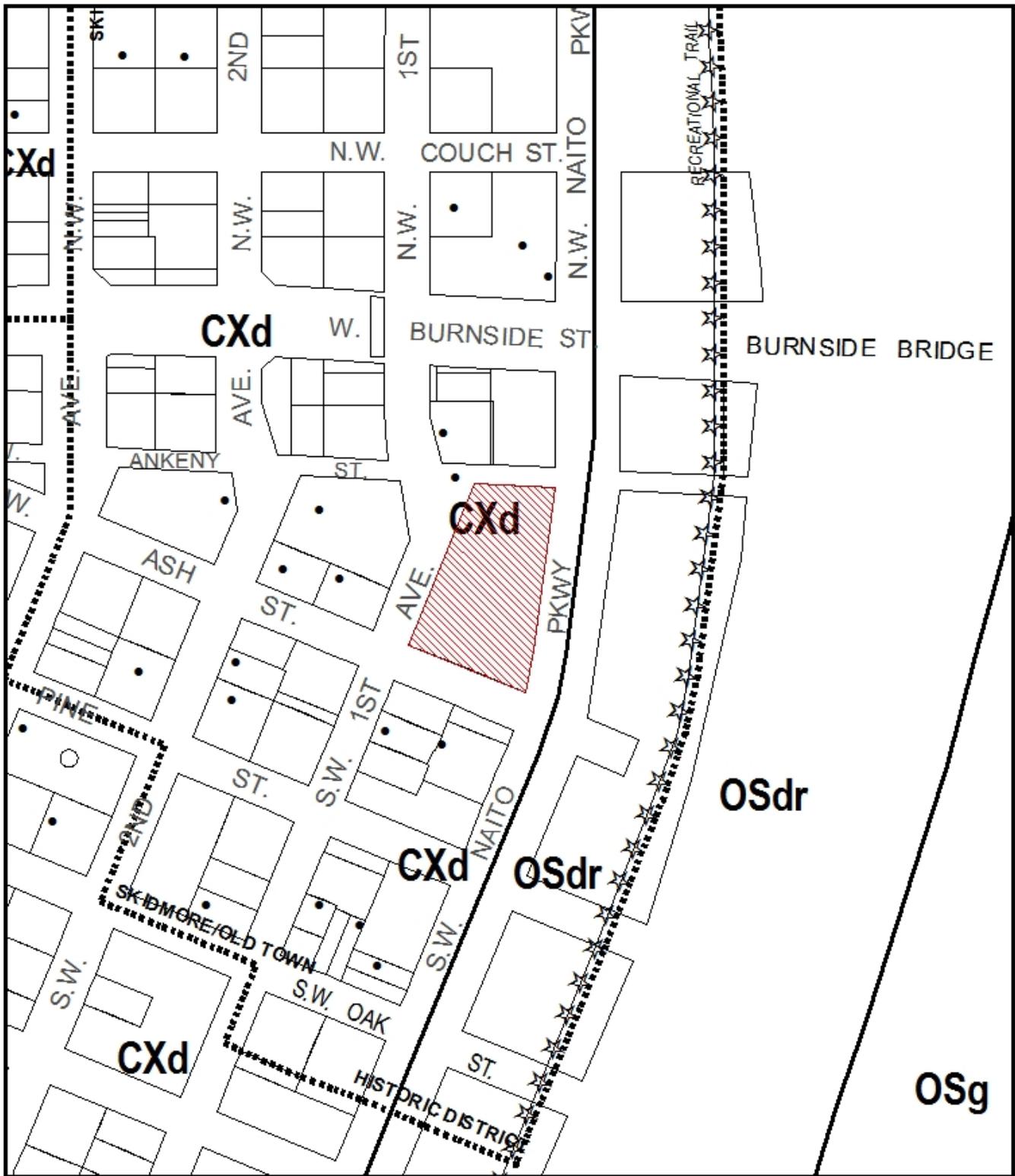
#### **EXHIBITS**

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
  1. Applicant's Statement
  2. Request for Extension of 120-day Review Period (request #1)
  3. Request for Extension of 120-day Review Period (request #2)
- B. Zoning Map (attached)
- C. Plans & Drawings:
  1. Site Plan (attached)
  2. Landscape Demolition Plan (attached)
  3. East Elevation Drawings – Existing and Proposed (attached)
  4. West Elevation Drawings – Existing and Proposed (attached)
  5. South Elevation Drawings – Existing and Proposed (attached)
  6. North Elevation Drawings – Existing and Proposed (attached)
  7. Erosion Control and Grading Site Plan
  8. Utility Plan
  9. Stormwater Details
  10. Roof Plan (attached)
  11. Door and Shear Wall Section Drawings
  12. Jamb, Head, Sill, and Mullion Detail Drawings
  13. Drawings: Fence Detail, Bridgedeck Guardrail Elevation, Paving Edge Detail, Paving @ Bridgedeck Detail, Stone Wall Water Feature Section, Stone Wall Water Feature Elevation
  14. Drawings: Swing Gate Elevation, Fence Elevation, Paving Detail @ Landscape Edge, Planting & Paving Edge @ Sidewalk, Planting & Paving Edge @ Existing Retaining Wall, Paving Detail @ Bridgework Edge
  15. Landscape Planting Plan
  16. Stormwater Report
  17. Light Fixture Cutsheet
- D. Notification information:
  1. Mailing list
  2. Mailed notice
- E. Agency Responses:
  1. Life Safety (Building Code) Section of the Bureau of Development Services
  2. Site Development Review Section of the Bureau of Development Services
  3. Bureau of Environmental Services (“Addendum #2 to Land Use Response”)

4. Bureau of Environmental Services (“Addendum to Land Use Response”)
  5. Bureau of Environmental Services (“Land Use Response”)
- F. Correspondence: None received.
- G. Other:
1. Original LU Application
  2. Site History Research
  3. 14-Day (“Incomplete”) Letter

**The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).**



# ZONING



Site



Historic Landmark

This site lies within the:  
 SKIDMORE/OLD TOWN HISTORIC DISTRICT  
 CENTRAL CITY PLAN DISTRICT



NORTH

File No.	<u>LU 08-105442 HDZM</u>
1/4 Section	<u>3030</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E34DC 1400</u>
Exhibit	<u>B</u> (Mar 17, 2008)

Exhibit C-1

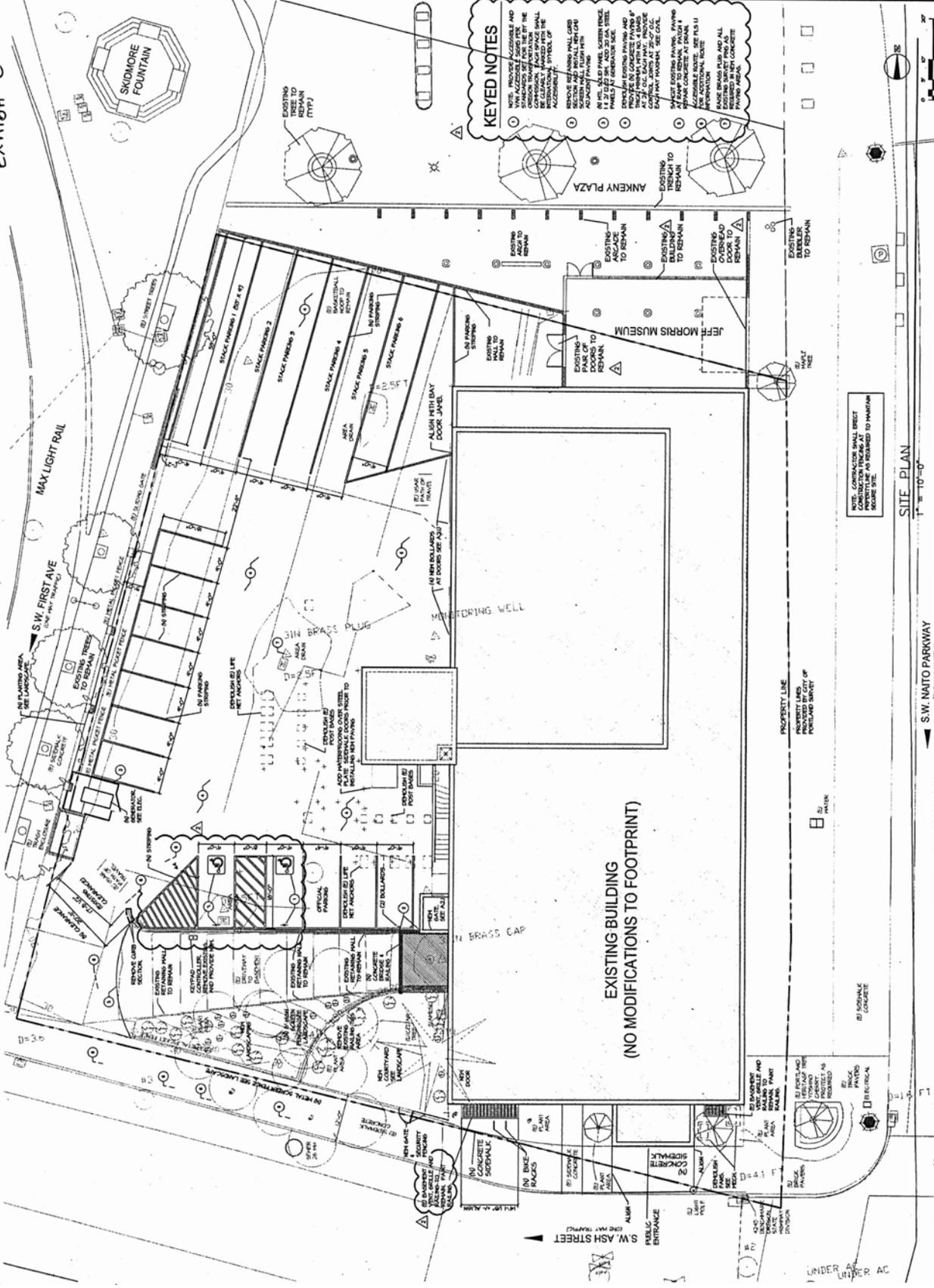


**PECK  
SMILEY  
ETTLIN  
ARCHITECTS**

1000 SW 10TH AVENUE  
PORTLAND, OREGON 97205  
TEL: 503.228.1100  
WWW.PSE.AA.COM

**Portland Fire & Rescue Station 1**  
55 SW Ash Street  
Portland, OR

**A1.0**  
SHEET NO. 1 OF 1  
DATE: 9/15/08  
SCALE: 1/8" = 1'-0"



**KEYED NOTES**

NOTE: PROVIDE ACCESSIBLE AND COMPLIANT WITH THE 2008 INTERNATIONAL BUILDING CODE (IBC) AND 2008 INTERNATIONAL PLUMBING AND MECHANICAL CODE (IMC) AND 2008 INTERNATIONAL FIRE AND SAFETY CODE (IFSC) FOR ALL NEW AND EXISTING STRUCTURES. PROVIDE ACCESSIBLE ROUTE TO ALL NEW AND EXISTING STRUCTURES. PROVIDE ACCESSIBLE ROUTE TO ALL NEW AND EXISTING STRUCTURES. PROVIDE ACCESSIBLE ROUTE TO ALL NEW AND EXISTING STRUCTURES.

\*Approved\*

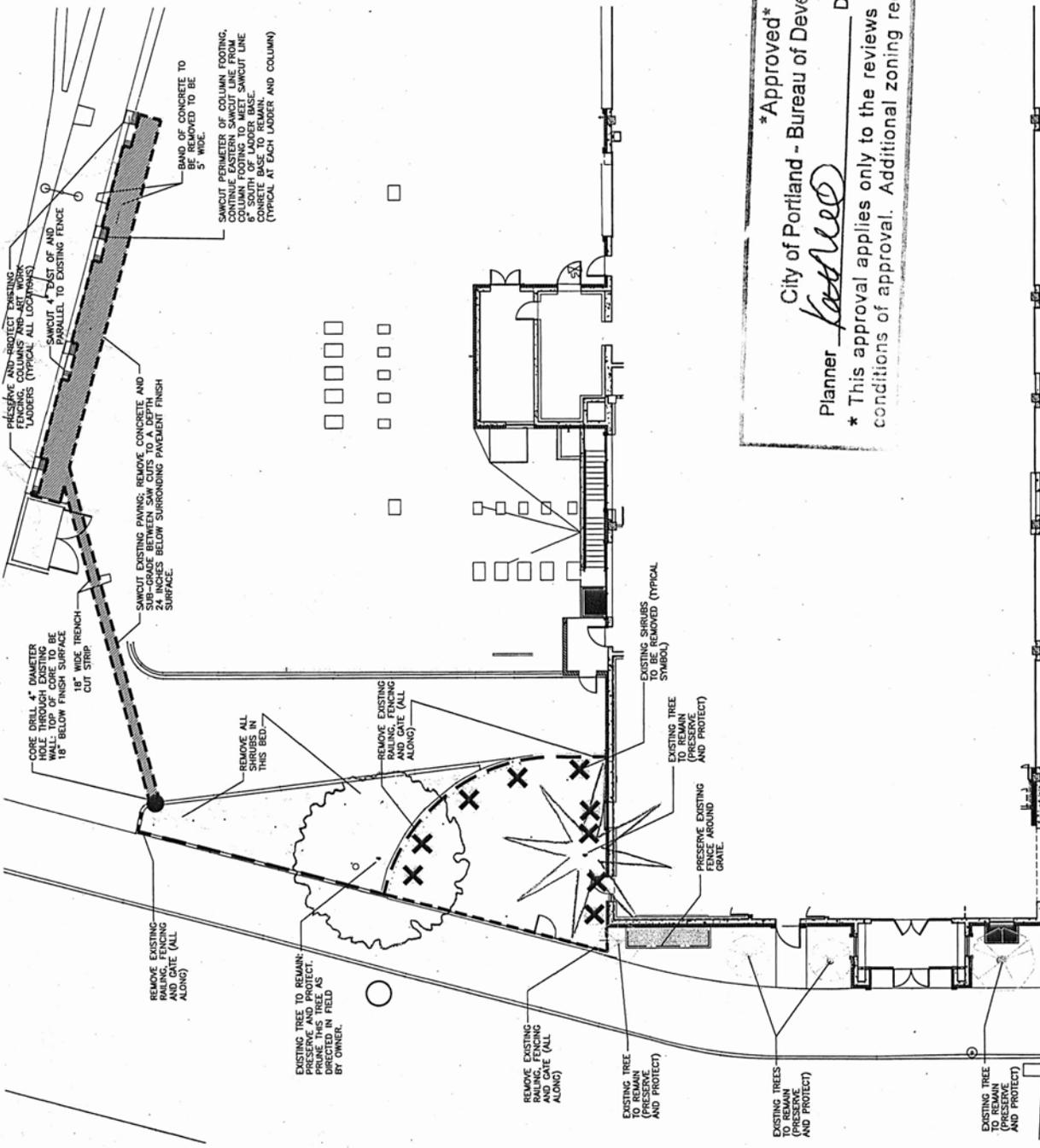
City of Portland - Bureau of Development Services

Planner *[Signature]* Date Oct 9, 2008

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

Reduced sheet size.

Exhibit C-2



\*Approved\*

City of Portland - Bureau of Development Services

Planner *Kadwell* Date *Oct 9, 2008*

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



1 LANDSCAPE DEMOLITION PLAN

Reduced sheet size.

LU 08-105442 HDZ.M

PECK  
SMILEY  
ETTINGER  
ARCHITECTS

4432 SW CORBETT AVE.  
PORTLAND, OR 97205  
PHONE: (503) 248-9720  
FAX: (503) 248-0223

MURASE  
ASSOCIATES

1000 NE 10TH AVE  
SUITE 200  
PORTLAND, OR 97232  
PHONE: (503) 248-1111  
FAX: (503) 248-1112

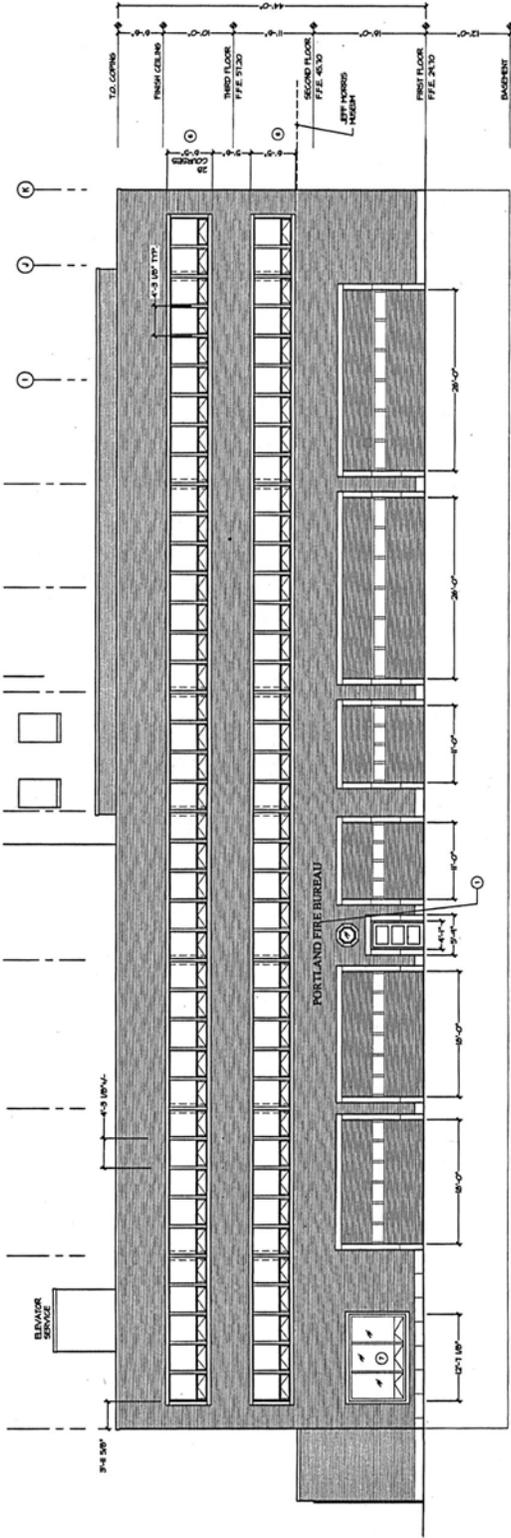


Portland Fire & Rescue  
Station 1  
55 SW Ash Street  
Portland, OR 97204

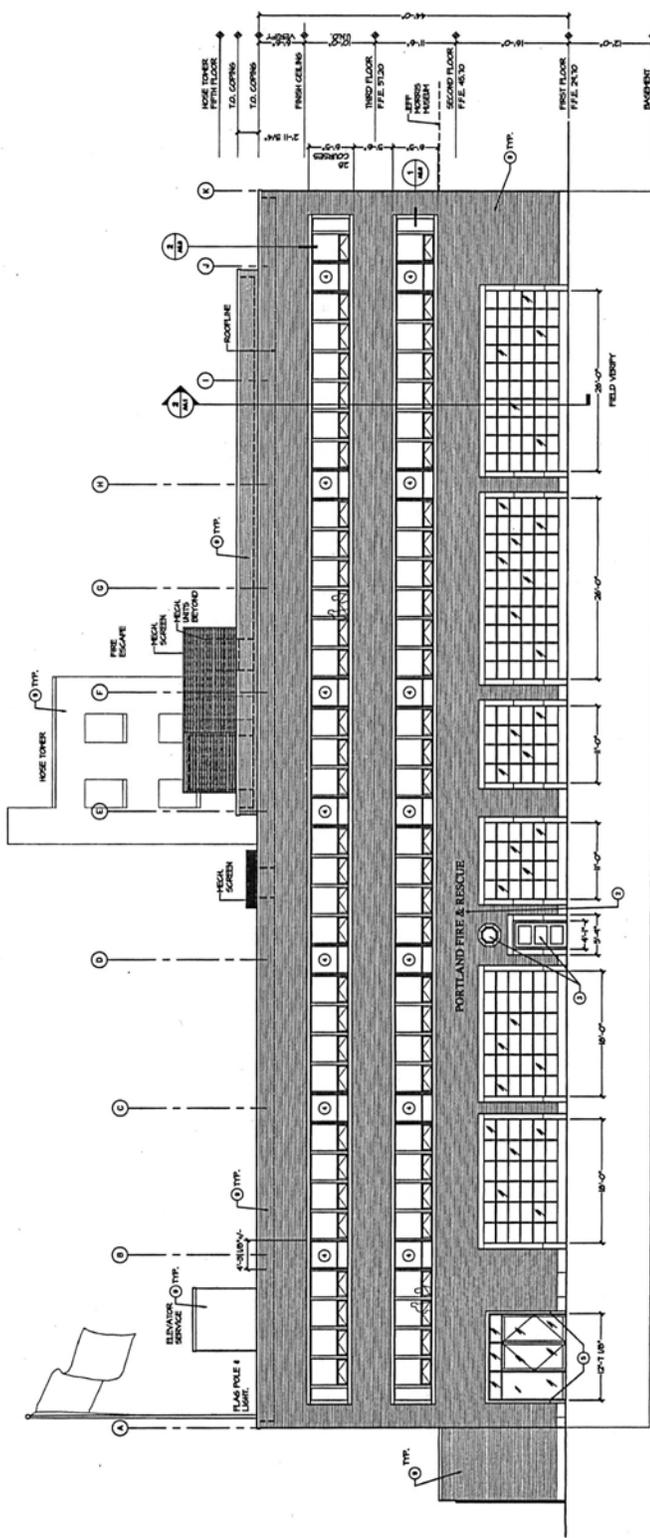
CONSTRUCTION	SHEET
LANDSCAPE	
DEMOLITION PLAN	
DATE	10/9/08
SCALE	AS SHOWN
PROJECT	33 207 08

**L1.01**  
C.D.P. PROJ. # 2938

Exhibit C-3



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



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

Reduced sheet size.

New signage lettering not part of review.

PECK  
SMILEY  
ETTLIN  
ARCHITECTS

4115 SW CORBETT AVE  
PORTLAND, OR 97201  
PHONE: (503) 288-1272  
FAX: (503) 288-1273  
WWW.PSE.AAASOCIATES.COM

Portland Fire & Rescue Station 1  
55 SW Ash Street  
Portland, OR

**A3.1**

COP. PROJ. # 2008

**\*Approved\***  
 City of Portland - Bureau of Development Services  
 Planner: *Johnnie O.*  
 Date: *Oct 9, 2008*

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

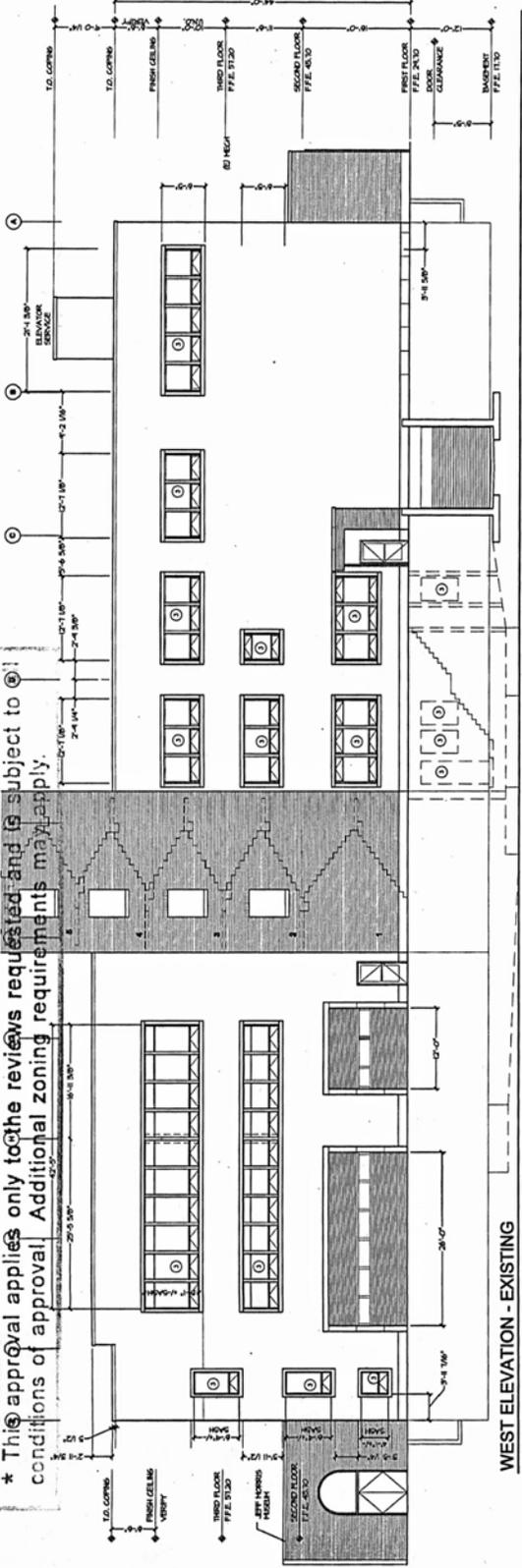
- GENERAL NOTES**
- FIELD VERIFY ALL OPENINGS AT OPENINGS. PROVIDE NEW EXTERIOR GLAZING PROOF TO MATCH EXISTING.
  - FIELD VERIFY ALL PLUMBING, ELECTRICAL, AND MECHANICAL LOCATIONS PRIOR TO POSE. DO NOT REMOVE EXISTING STRUCTURE, BRICK, AND STONE AND PRECAST TRENCH.
- EXISTING NOTES THIS SHEET**
- REMOVE SIGNAGE, REPAIR AND PATCH EXISTING MASONRY. REPAIR EXISTING TYPICAL LETTERS TO OWNER.
  - NEW EXTERIOR SIGNAGE. SEE SECTION 10-40-00.
  - PRECAST PANEL IN FRONT OF STRUCTURAL BEARING WALL. SEE ALS.
  - REMOVE EXISTING MASONRY AND REPAIR WITH STRUCTURAL MASONRY.
  - REMOVE EXISTING MASONRY AT OPENING. SEE OPENING TRENCH.
  - REMOVE EXISTING GLAZING ASSEMBLY AND INTERMEDIATE STEEL YELLOW ASSEMBLY AT EXISTING MASONRY ASSEMBLY AT EXISTING MASONRY PRECAST TRENCH.
  - REMOVE EXISTING GLAZING ASSEMBLY AND INTERMEDIATE STEEL YELLOW ASSEMBLY AT EXISTING MASONRY ASSEMBLY AT EXISTING MASONRY PRECAST TRENCH.
  - EXTERIOR WALL SCAFFOLD WITH BRICK FACED AND ADJACENT FRONT PORCH AREA.
  - REMOVE EXISTING MASONRY AT EXISTING MASONRY PRECAST TRENCH.

ITEM	DESCRIPTION	UNIT	QUANTITY
1	EXTERIOR WALL SCAFFOLD WITH BRICK FACED AND ADJACENT FRONT PORCH AREA	SQ. FT.	1,200
2	REMOVE EXISTING MASONRY AT EXISTING MASONRY PRECAST TRENCH	SQ. FT.	1,500
3	REMOVE EXISTING GLAZING ASSEMBLY AND INTERMEDIATE STEEL YELLOW ASSEMBLY AT EXISTING MASONRY ASSEMBLY AT EXISTING MASONRY PRECAST TRENCH	SQ. FT.	1,800
4	REMOVE EXISTING MASONRY AND REPAIR WITH STRUCTURAL MASONRY	SQ. FT.	1,000
5	REMOVE EXISTING MASONRY AT OPENING. SEE OPENING TRENCH	SQ. FT.	1,200
6	REMOVE EXISTING GLAZING ASSEMBLY AND INTERMEDIATE STEEL YELLOW ASSEMBLY AT EXISTING MASONRY ASSEMBLY AT EXISTING MASONRY PRECAST TRENCH	SQ. FT.	1,500
7	REMOVE EXISTING MASONRY AND REPAIR WITH STRUCTURAL MASONRY	SQ. FT.	1,000
8	REMOVE EXISTING MASONRY AT OPENING. SEE OPENING TRENCH	SQ. FT.	1,200
9	REMOVE EXISTING GLAZING ASSEMBLY AND INTERMEDIATE STEEL YELLOW ASSEMBLY AT EXISTING MASONRY ASSEMBLY AT EXISTING MASONRY PRECAST TRENCH	SQ. FT.	1,500
10	REMOVE EXISTING MASONRY AND REPAIR WITH STRUCTURAL MASONRY	SQ. FT.	1,000

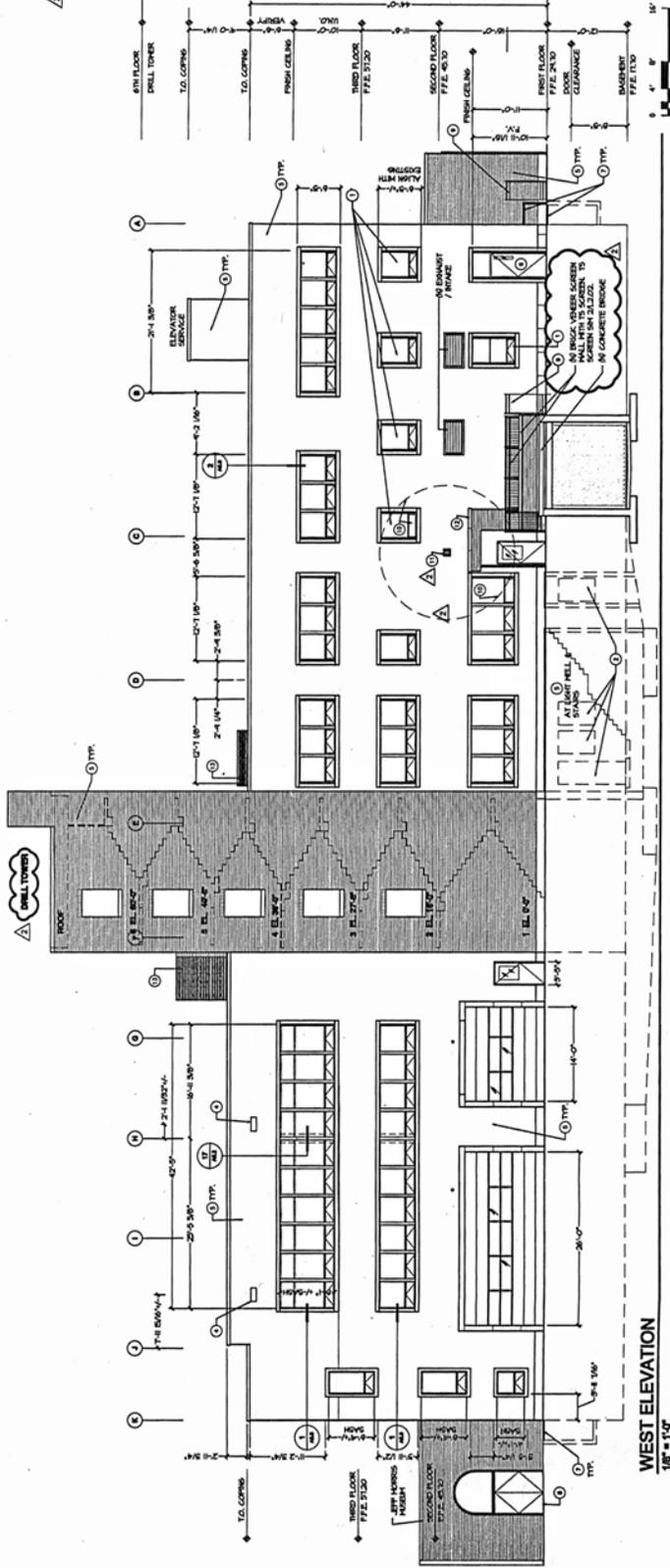
**\*Approved\***  
 City of Portland - Bureau of Development Services  
 Planner *Kath Neel* Date *Oct 9, 2008*

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

Exhibit C-4



WEST ELEVATION - EXISTING  
 1/8" = 1'-0"



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

Reduced sheet size.

**UNRECORDED ARCHITECT**  
 4413 SW COMBETT AVE.  
 PORTLAND, OR 97219  
 TEL: (503) 248-1171  
 FAX: (503) 248-0223

**PECK SAILLY ETTILIN ARCHITECTS**

**GENERAL NOTES**  
 1. SEE SHEET A3.1 FOR GENERAL NOTES

- KEYED NOTES THIS SHEET**
- 1. REWORK METAL GLAZING AND EXTERIOR GLAZING. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
  - 2. SEE SHEET A10 FOR ELEVATIONS.
  - 3. FINISH EXISTING GLAZING ASSEMBLY AND ASSEMBLY SHALL BE AS REQUIRED FOR INTERIOR FINISHES. PROVIDE AN ANTI-REFLECTIVE AT EXTERIOR GLAZING AND INTERIOR GLAZING AND INTERIOR GLAZING.
  - 4. EXTERIOR WALL SCENE. SEE ELECTRICAL. A LUMEN ADJUSTMENT HEREIN.
  - 5. EXTERIOR WALL SCENE. PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 6. 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
  - 7. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 8. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 9. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 10. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 11. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 12. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 13. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 14. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 15. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 16. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 17. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 18. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 19. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.
  - 20. ADVISORY: PROVIDE AT EXTERIOR BRIZE VENEER. SEE 04 30 00.

- 21. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 22. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 23. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 24. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 25. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 26. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 27. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 28. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 29. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.
- 30. EXTERIOR METAL GLAZING SHALL BE PROVIDED WITH 1/2" x 6" x 1" TYP. DOOR AND TRANSOM IN EXTERIOR WALL SCENE. PROVIDE OPERATING SCHEDULE. SEE TISH ELEVATIONS.

Portland Fire & Rescue Station 1  
 55 SW Ash Street  
 Portland, OR

BID SET	EXTERIOR
WEST ELEVATION	
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ARCHITECT'S REVIEW  
 1. APPROVED FOR CONSTRUCTION  
 2. APPROVED FOR CONSTRUCTION  
 3. APPROVED FOR CONSTRUCTION

**A3.2**  
 CADD: P.ROUJ • 028





