



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

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Date: August 19, 2013
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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 the version located on the BDS website, via this link: <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the district coalition and then scroll to the relevant neighborhood and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 13-118109 HDZM **Wentworth Chevytown – Exterior Alterations and Building Addition** **GENERAL INFORMATION**

Applicant: Steven Maguire and Tim Brunner, Axis Design Group | 503-284-0988
11104 SE Stark St | Portland OR 97216

Owner: Wentworth Land Co. | 503-232-2000
107 SE Grand Ave | Portland, OR 97214-1113

Site Address: 107 SE Grand Avenue

Legal Description: BLOCK 105 LOT 3&4, EAST PORTLAND; BLOCK 105 LOT 5-8, EAST PORTLAND

Tax Account No.: R226507070, R226507090

State ID No.: 1N1E35CC 03200, 1N1E35CC 03300

Quarter Section: 3031

Neighborhood: Buckman, contact Matthew Kirkpatrick at 503-26-6350.

Business District: Central Eastside Industrial Council, contact Peter Fry at 503-274-1415.

District Coalition: Southeast Uplift, contact Bob Kellett at 503-232-0010.

Plan District: Central City Plan District; Central Eastside Subdistrict

Zoning: Central Employment (EX) base zone; Design (d) overlay zone; Historic Resource Protection overlay zone (by virtue of location within Historic District)

Case Type: Historic Design Review with Modification (HDZM)

Procedure: Type II (an administrative decision, with appeal to the Landmarks Commission)

The applicant requests **Historic Design Review** approval for exterior alterations and a one-story building addition at the existing Wentworth Chevytown building, which is L-shaped.

The building addition will be 449 square feet in area. It will be located where the existing set-back portion of the north façade meets the existing set-back portion of the west façade, abutting the existing surface parking lot. The addition will have three metal coiling overhead doors to provide

access to a new trash and recycling room. The addition will have one window on the north façade and six windows and a person door with a transom window on the west façade.

The proposed exterior alterations are as follows:

North Façade/SE Ankeny Street

- At the existing entry bay, a new entry portal-type decorative element of cement and stucco will be constructed. New aluminum storefront and a metal canopy with soffit lighting will be installed within the entry bay.
- A portion of the façade is set back behind the existing parking lot. At this portion of the façade, a new person door will be installed.
- The existing wooden garage door with glazing will be removed and replaced with a new wooden garage door with glazing.
- Signage alterations:
 - Existing signage to be removed:
 1. Large vertically oriented corner-mounted projecting sign (comprised of a series of internally illuminated cabinets)
 2. Painted wall sign – “CHEVROLET” with logo; 47 sq ft
 3. Painted wall sign – “WENTWORTH”; 34 sq ft
 - Existing signage to be retained:
 1. Large painted wall sign area – 440 sq ft; comprised of two sets of painted lettering:
 - “AUTO SERVICE CENTER”; 196 sq ft
 - “SERVICE – DETAIL – BODY SHOP”; 124 sq ft
 (Note: Per the Sign Code’s measurement requirements, the 440 sq ft calculation includes blank wall area located between the two sets of lettering.)
 2. Painted wall sign – decorative arrow with “ENTER ON ASH ST” lettering; 65 sq ft
 - New signage to be installed:
 1. Pin-mounted metal letters with halo illumination – “WENTWORTH”; 17.5 sq ft
 2. Pin-mounted metal letters with halo illumination – “CHEVROLET” with bow-tie logo; 25.8 sq ft

West Façade/SE Martin Luther King, Jr Boulevard

- A portion of the façade is set back behind the existing parking lot. At this portion of the façade, two existing windows will be removed and replaced with six new metal windows.
- An existing horizontal painted stripe will be removed.
- Signage alterations:
 - Existing signage to be retained:
 - Free-standing sign comprised of neon-illuminated letters – “WENTWORTH CHEVYTOWN”
 - Painted wall sign – “WENTWORTH CHEVROLET / SINCE 1903”; 701 sq ft
 - Painted wall sign – decorative arrow with “ENTER ON ASH ST” lettering; 65 sq ft

South Façade/SE Ash Street

- Four existing wooden overhead doors with glazing will be removed and replaced with four new wooden overhead doors with glazing. The new doors are intended to replicate the previous ones.
- Signage alterations:

- Existing signage to be removed:
 - Painted wall sign – “SERVICE – DETAIL – BODY SHOP”; 124 sq ft
 - Painted wall sign – “CHEVROLET” with logo; 47 sq ft
 - Painted wall sign; “WENTWORTH”; 34 sq ft
- Existing signage to be retained:
 - Corner-mounted internally illuminated blade sign – “Goodwrench Auto Body Center”; 14 sq ft
- New signage to be installed:
 - Pin-mounted metal letters with halo illumination – “Certified Service”; 34 sq ft
 - Pin-mounted metal letters with halo illumination – “WENTWORTH”; 17.5 sq ft
 - Pin-mounted metal letters with halo illumination – “Certified Service”; 17.8 sq ft

East Façade/SE Grand Avenue

- The three existing internally illuminated horizontal decorative cabinets will be removed – two at the south end of the facade and one at the north end of the façade.
- An existing person door located just south of the existing awning will be removed and replaced with a new person door.
- Three existing wooden overhead doors with glazing will be removed and replaced with three new wooden overhead doors with glazing. The new doors are intended to replicate the previous ones.
- A new horizontal stripe will be painted on the building façade.
- Signage alterations:
 - Existing signage to be removed:
 - Internally illuminated wall-mounted cabinet sign – “CHEVROLET” with two logos; 57 sq ft
 - Internally illuminated wall-mounted cabinet sign – “WENTWORTH”; 34 sq ft.
 - Existing signage to be retained:
 - Awning signage lettering – “PARTS DEPARTMENT”; 15 sq ft
 - New signage to be installed:
 - Pin-mounted metal letters with halo illumination – “CHEVROLET” with logo; 25.8 sq ft
 - Pin-mounted metal letters with halo illumination – “WENTWORTH”; 17.6 sq ft

Each new logo will have a thermo-formed face, aluminum returns, acrylic backing, and internal illumination from light-emitting diodes (LEDs).

Regarding signage, please note the following:

1. Signage content is not reviewed. Staff has included existing and proposed signage content in this proposal description for the reader’s convenience, so each sign can be located on the attached drawings.
2. The square footage of each existing and proposed sign is approximate (within inches).
3. All existing painted wall signs to be retained will be restored (repainted).

Because the proposal is for a building addition and non-exempt alterations at a site in a designated Historic District, Historic Design Review is required prior to the issuance of permits.

A **Modification** is requested as part of this Historic Design Review. Per 32.32.020.A of Portland’s Sign Code, the subject building is allowed a maximum of 500 square feet of signage. The total square footage of existing signage to be retained and proposed new signage will exceed the 500-

square-foot maximum. Therefore a Modification is requested. The Modification is processed as part of the Historic Design Review.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33 (Portland Zoning Code).

- Central City Fundamental Design Guidelines
- East Portland/Grand Avenue Historic District Design Guidelines
- 33.846.070.A-B: Approval Criteria for Modifications Considered During Historic Design Review

The proposal must also comply with the provisions of Title 32 (Portland Sign Code).

ANALYSIS

- I. Site and Vicinity:** The subject site occupies the entire block bounded by SE Grand Avenue to the east, SE Ankeny Street to the north, SE Martin Luther King Jr Blvd to the west, and SE Ash Street to the south. The existing building located on the block is two stories tall. It is L-shaped and occupies about $\frac{3}{4}$ of the block. The remaining $\frac{1}{4}$ of the block contains a paved surface parking lot.

The subject site is Wentworth Chevytown, a Chevrolet automobile dealership and repair shop. Wentworth Subaru, also a dealership and repair shop, is located across Ankeny Street, on the northerly abutting block. The repair shop for Wentworth Subaru is located elsewhere in the Central Eastside.

The historic name for the subject building is the Talbot & Casey Building. It was constructed in two parts. The first part was constructed circa 1915 as a two-story building located in the northeast quarter of the block. An article in the *Sunday Oregonian* at the time discussed the upcoming construction of the building, saying in part:

Plans covering the structure, which have been prepared by the Portland architectural firm of Houghtaling & Dousan, call for a two-story structure of white brick front, without basement. The probable cost is given as \$20,000. The lower floor will be occupied by the sales department of the company and the entire upper floor as a repair shop. The members of the firm, T. K. Talbot and H. J. Casey, were formerly assistant superintendent and shop foreman, respectively, at the local assembly plant of the Ford Motor Company and virtually all of their 17 employes [sic] in the present establishment at East Twenty-third and East Morrison streets were formerly employed at the Ford plant.

Around 1936, the second part of the building was constructed in the southern half of the block. The cost of construction was \$35,000. The second part is also two stories tall. The first floor was designed as a commercial garage and the second floor was designed for office space. When this second part of the building was constructed, the first part underwent substantial remodeling so that the first and second parts would appear as one unified building.

The building is constructed of reinforced concrete. Many changes have been made to the windows over time, primarily with respect to style and materials. Most of the existing windows appear to be made of aluminum. One-over-one windows located at the second floor are operable, with each lower light serving as an awning window. The dealership showroom is located in the northeast portion of the ground floor. The remainder of the building's ground floor is occupied primarily by the repair shop.

The building's architectural style, dating from construction of the second part around 1936, could be considered Art Moderne. This style is evident in the existing twin pilasters located

at two storefront bays on the east façade. These pilasters feature prominent vertical score lines and they project above the parapet. At each of these two bays, there are four decorative inset square panels between the first floor and the second floor.

Other prominent characteristics of the building's exterior include horizontally scored pilasters flanking each storefront bay on a portion of the north façade and along the east façade (with the exception of the two bays mentioned in the preceding paragraph); wooden garage doors, each with two rows of divided lights located near the mid-point of the door; and painted wall signs, mostly located on the set-back portion of the west façade and the set-back portion of the north façade.

Perhaps the most prominent feature of the overall site is the enormous freestanding sign comprised of neon letters. This sign, several hundred square feet in area, is visible from the waterfront of downtown Portland. Many Portland citizens consider this sign a positive defining characteristic of the area. Indeed, the sign recalls the rich transportation history of this area. This history is heavily steeped in the advent of the automobile. Automobile dealerships and repair shops have been a significant part of the Grand Ave-MLK Blvd corridor since at least the 1920s.

According to the City of Portland's Transportation System Plan (TSP), SE Grand Avenue in this area is classified as a Major City Traffic Street, Major Transit Priority Street, Central City Transit/Pedestrian Street, City Bikeway, and Regional Main Street. SE Martin Luther King, Jr Boulevard in this area is classified as a Major City Traffic Street, Major Transit Priority Street, City Walkway, City Bikeway, and Regional Main Street. SE Ash Street and Ankeny Streets are both classified as Local Service Walkways and Local Service Bikeways.

The site is served well by public transportation. There is a northbound stop for the Portland Streetcar and TriMet bus route #6 located one block away, at the southeast corner of SE Grand Avenue and E Burnside Street. There is a southbound stop for the streetcar and the #6 bus located about two blocks away, at the southwest corner of SE Martin Luther King, Jr Boulevard and NE Couch Street.

II. Zoning:

Base Zone: 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.

Overlay Zones: 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.

III. Land Use History:

City records indicate the following prior land use reviews for the subject site:

- LUR 95-00030 DZ: Approval for painted wall signs, awnings, and landscaping.
- LUR 97-00820 DZ: Unknown; information unavailable.

- LU 03-152661 DZM AD: Approval for new two-story building with parking lot and landscaping (Wentworth Subaru dealership). Located on block bounded by E Burnside Street, SE Grand Avenue, SE Ankeny Street, and SW Martin Luther King, Jr Boulevard.

IV. Public Notice: A *Notice of Proposal in Your Neighborhood* was mailed on March 29, 2013.

Neighborhood Review: One written comment in response to the proposal has been received. It is from Lewis L. McFarland, a notified property owner. He is one of the owners of the nearby Osborn Building, located at 205 SE Grand Avenue. His letter in support of the proposal was received on April 4, 2013. His letter states in part: “We feel that façade upgrades proposed to Wentworth Chevytown are good for the neighborhood and show the owners’ continued commitment to the Central Eastside.” Mr. McFarland’s letter is exhibited as Exhibit F-1.

Agency Review:

- One bureau – the Urban Forestry Division of Portland Parks & Recreation – has no concerns or comments.
- Six bureaus responded with comments and with no objections to the proposal:
 1. Bureau of Environmental Services (Exhibit E-1),
 2. Life Safety/Building Code Section of Bureau of Development Services (Exhibit E-2),
 3. Development Review Section of the Portland Bureau of Transportation (Exhibit E-3),
 4. Site Development Review Section of Bureau of Development Services (Exhibit E-4),
 5. Portland Water Bureau (Exhibit E-5); and
 6. Portland Fire & Rescue (Exhibit E-6).

ZONING CODE APPROVAL CRITERIA

NOTE: *Three sets of approval criteria apply to this Historic Design Review: Central City Fundamental Design Guidelines, East Portland/Grand Avenue Design Zone Design Guidelines: Guidelines for Alterations, and East Portland/Grand Avenue Design Zone Design Guidelines: Guidelines for New Construction and Additions. One set of approval criteria applies for the Modification. That set of approval criteria is in the Zoning Code under 33.846.060.A-B: Approval Criteria for Modifications Considered in Historic Design Review.*

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 East Portland/Grand Avenue Historic District. Therefore the proposal requires Historic Design Review approval. The relevant approval criteria are the *East Portland/ Grand Avenue Design Zone Design Guidelines*. The site is also located in the Central City Plan District; therefore the *Central City Fundamental Design Guidelines* apply as well.

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

I. CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

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.

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.

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, B6, and C4: The proposal uses the local design vocabulary of the East Portland/Grand Avenue Historic District in the following ways:

- The new metal canopy on the north façade adds weather protection at the showroom entrance. The canopy projects about 5'-10" from the building wall, making it exceptionally deep by contemporary awning/canopy standards. This entry-bay weather protection is consistent with both the past and present conditions of the area. Historical photographs reveal large fabric awnings at the sidewalk level of commercial buildings in the area. Today, most commercial buildings (both old and new) in the area still feature ground-floor weather protection, whether it be in the form of fabric awnings, metal canopies, or other types of coverage.
- The proposal is consistent with the area's transportation-oriented history. Around the 1920s, the advent of affordable car ownership and travel spurred development and neighborhood vibrancy along the "Main Street"-type corridor of SE Grand Avenue – MLK Boulevard (originally named Union Avenue). Automobile dealerships, repair shops, and fueling stations are an indelible part of the area's heritage, as well as its modern-day urban fabric. The proposed new wooden garage doors, new metal signage, and restored painted wall signs strongly communicate the building's function and enable the building to continue its contribution to the area's transportation-oriented past, present, and future.

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 building was originally constructed as an automobile dealership and repair shop. The proposal ensures the successful continued use of the building for these original purposes. In particular, the new garage door on the set-back portion of the north façade and the four new garage doors on the south facade and will replace existing metal doors which are inconsistent with the building's architectural style. The new garage doors, with their wood material and rows of divided lights, are more architecturally consistent with the rest of the building, contributing to the restorative intent of the proposal. *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.

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 A7, A8, and B1: The proposal visually and physically connects the building's interior with the surrounding exterior environment, contributes to a vibrant streetscape, and increases the existing sense of urban enclosure at the subject site, as follows:

- A new metal canopy will be installed within the existing entry bay on the north façade. The canopy will project almost 6'-0" from the building face. Down-lighting will be located in the canopy soffit. The canopy increases urban enclosure at the sidewalk level of the building.
- A new entry portal-type element of cement and stucco will be constructed on the north façade. It will frame the existing entry bay. This decorative element will slightly project from the building wall, subtly adding definition to the building frontage zone.
- The existing garage doors on the south façade, which are made of metal and have minimal glazing, will be replaced with new wooden garage doors. Each new door has two horizontal rows of divided lights. Additionally, the solid area of each new door is divided into multiple horizontal rows of individually articulated panels. These new garage doors increase views into and out of the repair shop, and they add definition to building frontage zone of the south façade.

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.

Findings for B2: The proposed one-story building addition will have three coiling metal doors to provide access to the building's new trash and recycling room. This "service area" will be located where the set-back portion of the north façade meets the set-back portion of the west façade, abutting the existing parking lot. This location is far from the pedestrian environment of adjacent public sidewalks.

All of the proposed signage incorporates halo illumination. Light-emitting diodes (LEDs) are installed within the backside of each individual metal letter and project toward the building wall, creating a "halo" visual effect around each letter. This type of signage lighting is modest and subtle.

The new metal canopy on the north façade will have recessed LED down-lighting. Each down-light is about six inches in diameter. These lights provide sidewalk-oriented night-lighting that can increase pedestrians' sense of security.

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.

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.

C13. Integrate Signs.

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

Findings for C2, C3, C5, C12, and C13: The proposal employs high-quality materials as follows:

- The new entry portal-type element on the north façade consists of cement and stucco placed over metal framing, installed on the surface of the existing pilasters flanking the entry bay, and on the surface of the existing signage band area within the entry bay, near the parapet. A narrow accent strip of the same materials will run vertically along the inner edges of the pilasters and horizontally along the upper edge of the second-floor windows. Drainage mat material, a weather-resistive barrier, and cement backer board located between the cement stucco exterior surface and the metal framing attached to the building face render a durable composition.
- The new canopy on the north façade is made of steel.
- The recessed LED down-lighting (to be located in the soffit of the new canopy) consists of steel housing, mounting plate, and mounting bars; aluminum reflector and aperture cone, and a clear glass lens.
- The new garage doors are all made of high-quality wood.
- The building addition consists of concrete construction with coiling metal doors (for access to the trash and recycling room).
- All new windows and person doors are made of metal.
- All of the new signage consists of pre-formed metal letters with metal returns, mounted to the building façade with aluminum or steel spacers and stainless steel lag bolts. Halo illumination for the letters is provided by LEDs. Two of the new signs include a logo; each logo has a thermo-formed face, aluminum returns, acrylic backing, and LED illumination.

The proposed alterations are integrated with the subject building, respect its architectural integrity, and allow it to remain a coherent composition, as follows:

- The aforementioned new entry portal element on the north façade highlights the building's present-day main entrance without obfuscating the building's original hierarchy of storefront bays. Two bays on the east façade originally served as the building's main entrances, as evidenced by these bays' twin pilasters, which project above the parapet and feature prominent vertical score lines (in contrast to the other pilasters on the building, which have horizontal score lines), as well as each bay's four decorative inset square panels located between the first and second floors. The proposed entry portal element on the north façade will project slightly from the building wall, feature horizontal score lines, and will not project above the parapet. These characteristics are compatible with the Art Moderne style of the building. Moreover, the entry element has been designed such that it could easily be removed from the building façade in the future, without irreparably damaging the building structurally or architecturally. Small penetrations in the concrete façade (for the bolts/screws used to attach the metal framing of the portal element to the building wall) would simply need to be patched.
- The proposal includes removal of all existing internally illuminated cabinet signs. This respects the architectural integrity of the building by eliminating a modern-day signage type that blatantly conflicts with the historic character of the building, as well as the historic character of the overall East Portland/Grand Avenue Historic District.
- The proposal calls for the retention and repainting of 80% of the building's existing painted wall signs. The most prominent painted wall signs are located on the set-back portions of the north and west façades; 100% of these signs will be retained. Although not original to the building, the painted wall signs are in keeping with the building's original function as a car dealership and repair shop; they reflect the preferred signage type for such Commercial buildings during the building's two time periods of construction (circa 1915 and circa 1936); and they help to maintain the overall desired historic

character and appearance of the Historic District.

- New signage consists of pin-mounted metal letters. Additionally, two of the new signs will include a logo, each with a thermo-formed face and metal returns. These new signs will all be located within existing signage band-type areas on the building façade. These signs vary in height, with the tallest set of signage letters being 1'-10". The signs also vary in area, with the largest sign being about 34 sq ft. The signs are placed in logical locations - either near building corners or above ground-floor entries. Each individual metal letter will have halo illumination, which is respectful of the building's architecture and visually unobtrusive. The materials, illumination method, locations, and sizes integrate these new signs with the building.
- The proposal includes removal of all existing metal garage doors. They will be replaced with more architecturally appropriate wooden garage doors, each with rows of individually articulated panels and two rows of divided lights at the mid-point. This increases the building's overall design cohesion.
- The building addition is one story tall and about 449 square feet in area, making it a minor alteration relative to the overall existing building. The location of the addition (abutting the existing parking lot, far from the sidewalk environment, far from the building's main entrances, and on the building's two "back-of-house"-type façades) is appropriate, given the primary, utilitarian purpose of the addition, which is to house the trash and recycling room. The building materials used for the addition – concrete construction, a metal person door, and metal one-over-one windows – are consistent with the materials of the overall building.

Therefore these guidelines are met.

C7. Design Corners that Build Active Intersections.

Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings for C7: New halo-illuminated signage will be installed on the north and east façades near the corner of SE Ankeny Street and Grand Avenue, and on the south and east façades near the corner of SE Ash Street and Grand Avenue. These signs will highlight the building corners within the larger streetscape of Grand Avenue. *Therefore this guideline is 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 proposal differentiates the sidewalk level of the building as follows:

- The new metal canopy on the north façade will strongly delineate the ground floor from the second floor.
- The new signs, each composed of metal letters oriented horizontally, will be placed in two types of locations on the building: within the existing signage band-type area separating the first and second floors, and within the existing signage band-type area located near the building parapet. These signage locations strengthen demarcation of the building's floor levels.
- Each new wooden garage door on the south façade will have multiple rows of individually articulated inset panels, with two horizontal rows of divided lights. These doors, as opposed to the mostly solid doors being replaced, render a more strongly differentiated appearance for the ground floor on the south façade.

Therefore this guideline is met.

II. EAST PORTLAND/GRAND AVENUE DESIGN ZONE DESIGN GUIDELINES: Guidelines for Alterations

These design guidelines and findings pertain to every aspect of the proposal, with the exception of the proposed building addition.

A6-1. Use Special East Portland/Grand Avenue Historic Design Zone Guidelines.

A6-1a. Scale and Proportion

1. The added height or width of an alteration should be compatible with the original scale and proportion first of the affected building and second of adjacent buildings.
2. The scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns and other building features should be visually compatible with the original architectural character of the building.
3. The visual integrity of the original building should be maintained when altering or adding building elements including the vertical lines of columns, piers, the horizontal definition of spandrels and cornices, and other primary structural and decorative elements.

Findings for A6-1a: The proposed alterations are compatible in scale and proportion with the subject building, as follows:

- All new signage is modestly sized, with no new sign larger than 34 sq ft. The new signs are also scaled to fit within existing signage band-type areas on the building.
- The new entry portal element on the north façade results in a slight projection of the existing pilasters flanking the entrance, as well as a slight projection of the signage band-type area near the parapet. The shallowness of this additive element, its location within the boundaries of the entry bay, and its alignment with the parapet (instead of projecting above the parapet, as originally proposed) render it a compatible alteration.
- The new canopy on the north façade, to be located at the same bay as the entry portal element, is scaled for compatibility. It fits fully within the storefront bay and sits comfortably between the first and second floors, directly above the ground-floor windows.
- The new storefront windows on the north façade (to be located at the same bay as the new entry portal and canopy) will be similar to the storefront windows being replaced, with the same materials and dimensions.
- The new garage doors will fit fully within existing garage door openings on the building.
- A new opening for a new person door on the north façade, and alteration of existing window openings for new one-over-one windows on the west façade, are scaled for consistency with existing person doors and windows on the building.

Thus the overall visual integrity of the building will be maintained. *Therefore this guideline is met.*

A6-1b. Exterior Building Materials

Exterior surfaces need to be repaired and maintained in a manner that is compatible first with the original building and second with the District.

Findings for A6-1b: The proposed building materials are compatible with the subject building. The new entry portal element is made of concrete with a smooth stucco finish; new windows and person doors are metal; and the new garage doors are wood with rows of solid panels and horizontal rows of divided lights. These materials are compatible with the subject building, which has smooth concrete walls, metal storefront at the ground floor, metal second-floor windows, and wood garage doors of the type described above. *Therefore this guideline is met.*

A6-1c. Rear and Side Walls

1. Side and rear walls should be compatible with building facades or public street elevations, but can be simple and basically blank.
2. New window and door openings may be added in moderation and when compatible in size, scale, proportion and detailing with the original building. New openings should be designed to be subtly distinguishable from the original building.
3. Where possible, avoid filling openings with concrete block, wood or other material that will change the overall appearance of the wall and/or create blank walls along pedestrian ways.

Findings for A6-1c: The west façade (which is partially set-back behind an existing parking lot and is partially located at the street-lot line) and the set-back portion of the north façade (abutting the parking lot) can be considered rear/side walls of the subject building, as they do not contain public/main entrances, storefront windows, or the decorative architectural features of other façades (pilasters, signage band-type areas, and expansive second-floor windows).

The only alterations proposed for these rear/side walls include a new opening for a person door on the north façade adjacent to the existing garage door, and alteration of existing window openings on the west façade, to replace two non-original one-light windows with three pairs of one-over-one aluminum windows. These alterations are appropriately located, sized, and detailed. As well, they are compatible with the subject building yet still subtly distinguishable from the original building.

Therefore this guideline is met.

A6-1f. Signs

1. Exterior building signs should be visually compatible in size, scale, proportion, color and materials with the original architectural character of the building.
2. A variety of signs within the District are encouraged, incorporating excellence in graphic design and lettering, careful color coordination with the building, mounting, and readability.
3. Prominent signs that are creative yet compatible with the building and the District are encouraged, particularly on simple concrete buildings.
4. Sign lighting that is creative and compatible with the building and the District is acceptable. Plastic signs and backlit plastic signs are generally not acceptable.

Findings for A6-1f:

- The proposal includes removal of all existing internally illuminated cabinet signs. This respects the architectural integrity of the building by eliminating a modern-day signage type that blatantly conflicts with the historic character of the building, as well as the historic character of the overall East Portland/Grand Avenue Historic District.
- The proposal calls for the retention and repainting of 80% of the building's existing painted wall signs. The most prominent painted wall signs are located on the set-back portions of the north and west façades; 100% of these signs will be retained. Although not original to the building, the painted wall signs are in keeping with the building's original function as a car dealership and repair shop; they reflect the preferred signage type for such Commercial buildings during the building's two time periods of construction (circa 1915 and circa 1936); and they help to maintain the overall desired historic character and appearance of the Historic District.
- New signage consists of pin-mounted metal letters. Additionally, two of the new signs will include a bow-tie logo, each with a thermo-formed face and metal returns. These new signs will all be located within existing signage band-type areas on the building façade. These signs vary in height, with the tallest set of signage letters being 1'-10". The signs also vary in area, with the largest sign being about 34 sq ft. The signs are placed in logical locations -- either near building corners or above ground-floor entrances. Each individual metal letter will have halo illumination, which is respectful of the building's architecture and visually unobtrusive. The materials, illumination method, locations, and sizes enable these new signs to be fully integrated with the building.

Therefore this guideline is met.

A6-1g. Lighting

1. Repair or replace damaged period lighting with the same or similar lighting fixtures and design elements.
2. Lighting in entryways and doorways and other highly visible public areas should match the original fixtures where possible, or be designed in a manner that is compatible with the historic building and with the district.

3. Bathing a historic building with light or the use of exterior spotlights on the major facade is discouraged, unless historic precedence exists to support such display.

Findings for A6-1g: The three existing internally illuminated horizontal decorative cabinets on the east façade will be removed. These cabinets are a contemporary addition that is incompatible stylistically and materially. Their removal will benefit the historic character of the building and the surrounding Historic District.

The new signage lettering will have halo illumination, which is low-profile and soft in appearance. The new logos associated with two of the new signs will have internal illumination; however this illumination is in the form of small LEDs. Due to the small size and quantity of LEDs, and the small sizes and quantity of the logos themselves, this illumination will not detract from the building's historic character.

The new canopy will have recessed down-lighting in the soffit. These lights are each about six inches in diameter. Their location and size makes them a compatible addition to the building.

Therefore this guideline is met.

A6-1h. Awnings, Canopies, and Marquees.

1. Awnings, canopies, and marquees should enhance the character-defining features of the original building.
2. Awnings, canopies, and marquees should not re-orient the public's perception of the main entry to the building by over-emphasizing a minor or secondary facade.
3. Two-story awnings, extremely long horizontal awnings and highly unusually shaped awnings were not part of the traditional character of the District and generally are not in harmony with the District.
4. Awnings should be placed between pilasters or in window bays, not across an entire building, and should be installed below the mezzanine windows.
5. Preferably, awnings and canopies should be made of fabric except when there is historic evidence that the original was made of a material other than fabric. Plastic and aluminum should not be used.
6. Awnings and canopies should be installed in the least destructive manner, generally with a lightweight frame, installed within the window frame. However, it must be recognized that installation of even the most sensitive awning system may result in some damage to the historic fabric. Special care should be taken to avoid harm to decorative features. Retractable awnings are acceptable.
7. Illuminated awnings of a sign-like character are not historic and should be avoided.

Findings for A6-1h: The new steel canopy will be installed fully within an existing storefront bay on the north façade. The canopy's material is consistent with the building's architectural style. Many such light-industrial and automobile-service buildings feature[d] metal windows and other metal architectural elements.

The canopy directs attention to what is currently the main entrance to the showroom, but it does not "over-emphasize a minor or secondary façade." The main façade of the building has been, is, and will remain the east/Grand Avenue façade, which is the longest façade abutting the public sidewalk, contains the largest amount of glazing, and contains the building's original primary entry bays. These bays are distinguished by inset square panels between the first and second floors, and vertically scored pilasters that project above the parapet.

The canopy could easily be removed in the future without irreparable damage to the building. Penetrations into the concrete façade, to attach the canopy to the building, would simply need to be patched.

Therefore this guideline is met.

III. EAST PORTLAND/GRAND AVENUE DESIGN ZONE DESIGN GUIDELINES: Guidelines for New Construction and Additions

These design guidelines and findings pertain to the proposed building addition.

A6-1i. Siting and Building Orientation.

1. In addition to meeting zoning requirements, siting and building orientation should be visually compatible with adjacent buildings and the District's architectural character.
2. Buildings and additions should be built up to the sidewalk along major arterials and side streets. Buildings should front Grand Avenue or Martin Luther King Jr. Boulevard. Setbacks at ground level from major arterials and cross streets are discouraged as they break the traditional development pattern of the District and are counter to establishing a concentrated urban environment.
3. Development along Martin Luther King Jr. Boulevard should be in harmony with and compatible in design and orientation with Grand Avenue.
4. Building entrances should be located in a manner that re-establishes the traditional pattern in the District. Central entries were the most common along Grand Avenue. Corner entries were also used along the major arterials and side streets. Where buildings were oriented on the side streets, central, corner and off-center entries were common.
 - a. On Grand, main central entries are encouraged, but some flexibility should be allowed for main corner entries where they are found to be compatible with the District.
 - b. On Martin Luther King Jr. Boulevard, corner and central entries on the boulevard are encouraged. For buildings fronting the boulevard, main entries on cross streets or on the interior of the block are discouraged.

Findings for A6-1i: The low-profile location of the addition (abutting the existing parking lot, far from the sidewalk environment, far from the building's main entrances, and on the building's two "back-of-house"-type façades) is appropriate, given the primary, utilitarian purpose of the addition, which is to house the trash and recycling room. The size of the addition also makes it compatible with its surroundings. At one story tall and about 449 square feet in area, the addition is modest and allows the original building to remain the defining feature of the site. The materials used for the addition – concrete construction and metal windows and doors – also render compatibility, both with the subject building and similar buildings in the District. *Therefore this guideline is met.*

A6-1k. Scale and Proportion.

1. The scale, form, proportion, and detailing of the new building or addition should be compatible with adjacent historic buildings and the architectural character of the District. The relationship of voids to solids, the size and relationships of window bays, doors, entrance and other architectural elements should be of a scale and proportion that is visually compatible with the adjacent historic buildings and the District.
2. New buildings should maintain the cornice and rooflines of adjacent historic buildings. This may be accomplished by setting back the taller building at the cornice or roofline level of the adjacent buildings.
3. Rooftop additions should meet all of the above guidelines for scale and proportion and should be designed to have minimal visual impact on the original facades of the buildings either through simple or subdued detailing, through setbacks from the facades and/or simplicity of form and massing. Rooftop additions are discouraged if the size, scale, form or detailing of the proposed addition strongly compromise the integrity of the original building.
4. The height to width and length relationships of adjacent and nearby buildings should be used as a guide in determining compatibility of new buildings. However, as a rule it is not intended that the height or bulk of buildings be kept below the floor area ratio and height limits permitted by Central City Plan. The critical consideration is the compatibility of the scale, proportion and form of the new building and the impact of such elements as shadows on the District's character.
5. Along King Boulevard and Grand Avenue blank walls, architectural decoration or ornament is strongly discouraged on street facades in place of windows.

Findings for A6-1k: The proposed addition is minor in size relative to the subject building. It is one story tall and it consists of a shallow, narrow building form that will run parallel to the existing building wall of the west façade, abutting the existing parking lot. The ratio of voids to solids is balanced, with concrete walls and one metal person door, six one-over-one metal windows, and three coiling metal doors for the trash and recycling room. These windows and doors are distributed fairly evenly across the west façade of the addition. The addition is thus compatible with the subject building and similar buildings nearby in the Historic District.

A6-11. Materials, Colors, Textures

1. Exterior materials, colors and textures used in new buildings should be visually compatible with adjacent buildings and the District's architectural character.
2. The use of traditional materials such as brick and concrete are encouraged. The use of non-traditional metal, wood and plastic as major exterior surfaces is discouraged.

Findings for A6-11: The addition has been designed for material, color, and textural compatibility with the subject building and the surrounding District. The addition employs the same types of building materials as the subject building. The walls will be concrete painted with a smooth finish, to match the existing building. The windows and person door will be made of metal, which is the material used for windows and doors on the existing building. *Therefore this guideline is met.*

A6-1m. Rear and Side Walls.

Side walls and rear walls should be compatible with building facades or public street elevations, but can be simple and basically blank.

Findings for A6-1m: Because of the location and form of the proposed addition, it acts as a slight extension of the set-back portions of the west and north façades, which can be considered the rear walls of the subject building. The addition is one story tall with a flat roof, concrete walls, and metal doors and windows, with no public/main entries. Thus the addition exhibits simplicity in form and design, making it appropriate for its “back-of-house”-type location as well as its function (primarily trash and recycling room). *Therefore this guideline is met.*

IV. MODIFICATION REQUEST

As stated in the Zoning Code:

33.846.070 Modification Considered During Historic Design Review

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.

Description of Modification Request

Per 32.32.020.A of Portland's Sign Code, the subject building is allowed a maximum of 500 square feet of signage. The total square footage of existing signage to be retained and proposed new signage will exceed the 500-square-foot maximum.

Purpose of Standard being Modified

The purposes of 32.32.020.A as stated in the Sign Code are as follows:

- A. To ensure that signs and awnings are designed, constructed, installed, and maintained according to minimum standards to safeguard life, health, property, and public welfare;
- B. To allow and promote positive conditions for sign communication while at the same time avoiding nuisances to nearby properties;
- C. To reflect and support the desired character and development patterns of the various zones, overlay zones, and plan districts and promote an attractive environment;
- D. To allow for adequate and effective signs in commercial and industrial zones while preventing signs from dominating the appearance of an area; and
- E. To ensure that the constitutionally protected right of free speech is protected.

Findings

Findings for Criterion A: The proposal removes over 377 square feet of existing signage and adds about 138 square feet of new signage. Therefore, although the 500-sq-ft maximum signage area for the building will still be exceeded, the amount by which the building exceeds the maximum will actually decrease. With the exception of one 14-sq-ft corner-mounted blade sign, all of the existing internally illuminated cabinet signs will be removed. These architecturally incompatible, low-quality signs will be replaced by metal lettering with halo illumination. The high quality, modest proportions, and subtle lighting of these new signs increases the building's overall design coherency and contributes to a clearer, more unified sign program for the building, thereby better meeting Central City Fundamental Design Guidelines *C5: Design for Coherency* and *C13: Integrate Signs*.

Granting the Modification to continuing exceeding the 500-sq-ft sign area maximum also allows for retention of existing painted wall signs, most of which are quite large. Retention of the painted wall signs allows the proposal to better meet Central City Fundamental Design Guideline *C4: Complement the Context of Existing Buildings*. Large painted wall signs exemplify the preferred signage type for such Commercial buildings during the District's historic period of development, and they help to maintain the desired historic character and appearance of the District.

Therefore this criterion is met.

Findings for Criterion B: The purposes of 32.32.020.A will still be met by the proposal, as follows:

- All existing signs to be retained and new signs to be installed meet life safety standards and do no endanger public welfare.
- The retained signs and new signs on the building do not create nuisances for nearby properties. The lighting for the new signs is LED halo illumination, a very low-profile type of signage lighting. None of the retained or new signs on the building dominate the appearance of the area; each sign is appropriately sized given its individual location and specific signage type.
- The desired historic character of the surrounding area is supported, as described in the preceding findings (for Criterion A).
- The retained and new signs do not affect people's constitutionally protected right of free speech.

Therefore this criterion is met.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans

submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The proposal is consistent with the architecture of the subject building and the character of the East Portland/Grand Avenue Historic District. All of the proposed materials are appropriate with respect to both durability and design compatibility. The new entry portal element has been carefully designed to highlight the building's present-day showroom entrance without obfuscating the building's original hierarchy of storefront bays. The one-story addition is relatively small in size and located at the rear portion of the building, abutting the existing parking lot. The addition's small size and low-profile location ensure that it will not detract from the historic character of the building. Additionally, the proposal includes removal of all existing wall-mounted internally illuminated cabinet signs, which eliminates an incompatible design element. The proposal meets the applicable Historic Design Review criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of exterior alterations (including signage alterations) and a one-story building addition, at the Wentworth Chevytown building located in the East Portland/Grand Avenue Historic District and the Central Eastside Subdistrict of the Central City Plan District.

Approval per the approved plans and drawings, Exhibits C-1 through C-11, signed and dated August 15, 2013, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related condition must be noted on each of the four required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 13-118109 HDZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. No field changes allowed.

Staff Planner: Kate Marcello

Decision rendered by:  **on August 15, 2013**

By authority of the Director of the Bureau of Development Services

Decision mailed: August 19, 2013

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 20, 2013, and was determined to be complete on March 6, 2013.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 20, 2013.

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 waived the 120-day review period, as stated with Exhibit G-2.

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 September 3, 2013** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

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 **September 4, 2013**.
- 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.

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.

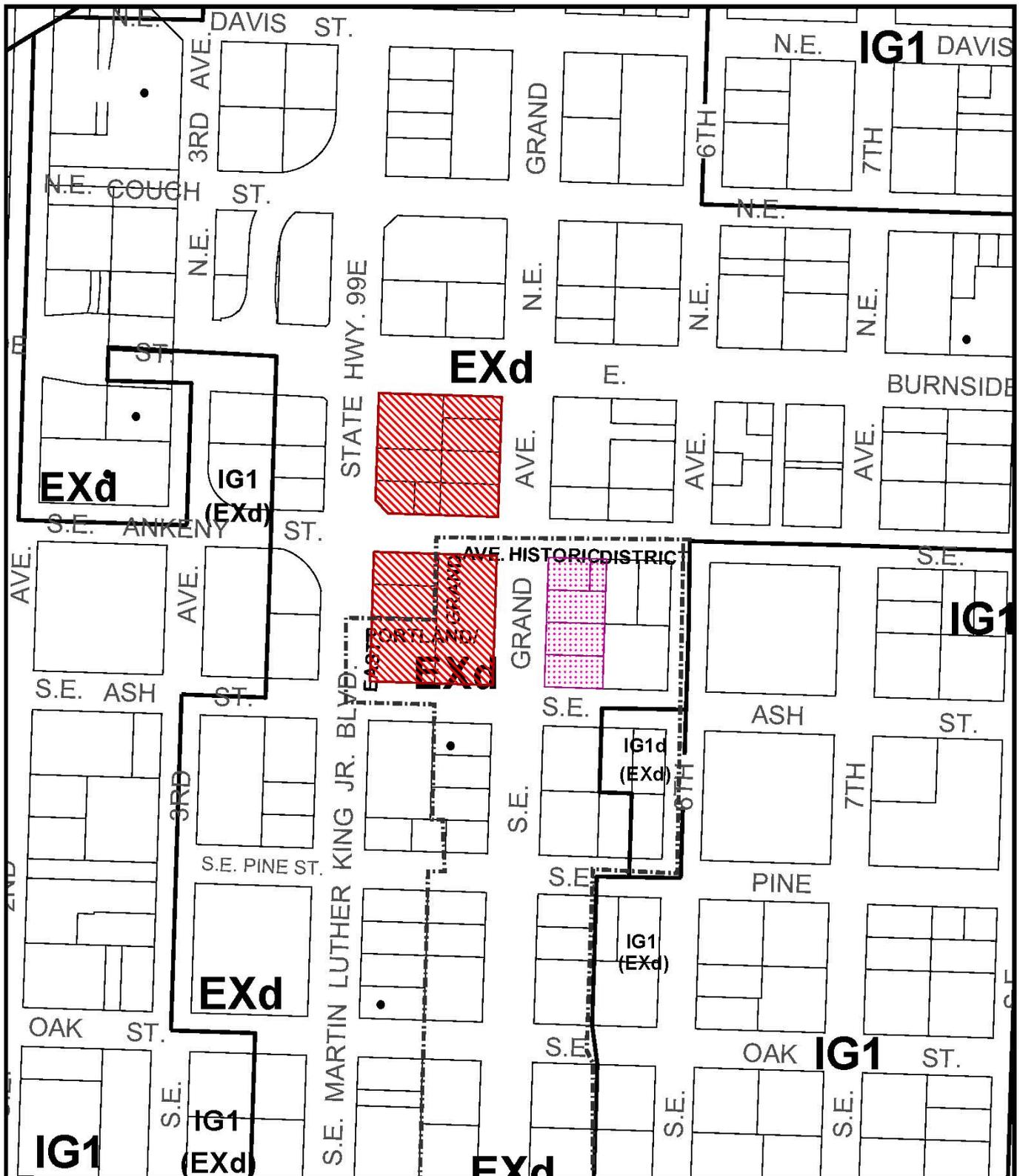
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement/Narrative
- B. Zoning Map (attached)
- C. Plans and Drawings:
 1. Existing and Proposed Site Plans
 2. Basic Site Plan (attached)
 3. North and West Building Elevation Drawings – Existing
 4. North and West Building Elevation Drawings – Proposed (attached)
 5. South and East Building Elevation Drawings – Existing
 6. South and East Building Elevation Drawings – Proposed (attached)
 7. Window Section and Detail Drawings
 8. Signage Detail and Elevation Drawings
 9. Bow-tie Logo Signage Details
 10. Section Drawing – Bow-tie Logo Signage
 11. Manufacturer's Cutsheet for Canopy Soffit Lighting
- D. Notification information:
 1. Mailing list
 2. Mailed notice
- E. Agency Responses:
 1. Portland Fire & Rescue

2. Portland Water Bureau
 3. Bureau of Environmental Services
 4. Urban Forestry Division of Portland Parks & Recreation
 5. Development Review Section of the Portland Bureau of Transportation
 6. Site Development Review Section of the Bureau of Development Services
 7. Life Safety/Building Code Section of the Bureau of Development Services
- F. Correspondence:
1. Lewis L. McFarland, received 04 April 2013, in support of proposal
- G. Other
1. Original Land Use Review Application
 2. Waiver of a Right to a Decision within 120 Days
 3. Letter to Applicant, 01 April 2013
 4. Letter to Applicant, 02 April 2013
 5. Letter to Applicant, 02 May 2013
 6. Site Visit Photographs
 7. Building Information from National Register of Historic Places Registration Form for East Portland/Grand Avenue Historic District
 8. Article from the *Sunday Oregonian*, circa 1915 (exact publishing date unknown)

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



ZONING

-  Site
-  Also Owned
-  Historic Landmark



This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 13-118109 HDZM
 1/4 Section 3030,3031
 Scale 1 inch = 200 feet
 State_Id 1N1E35CC 3200
 Exhibit B (Mar 11, 2013)

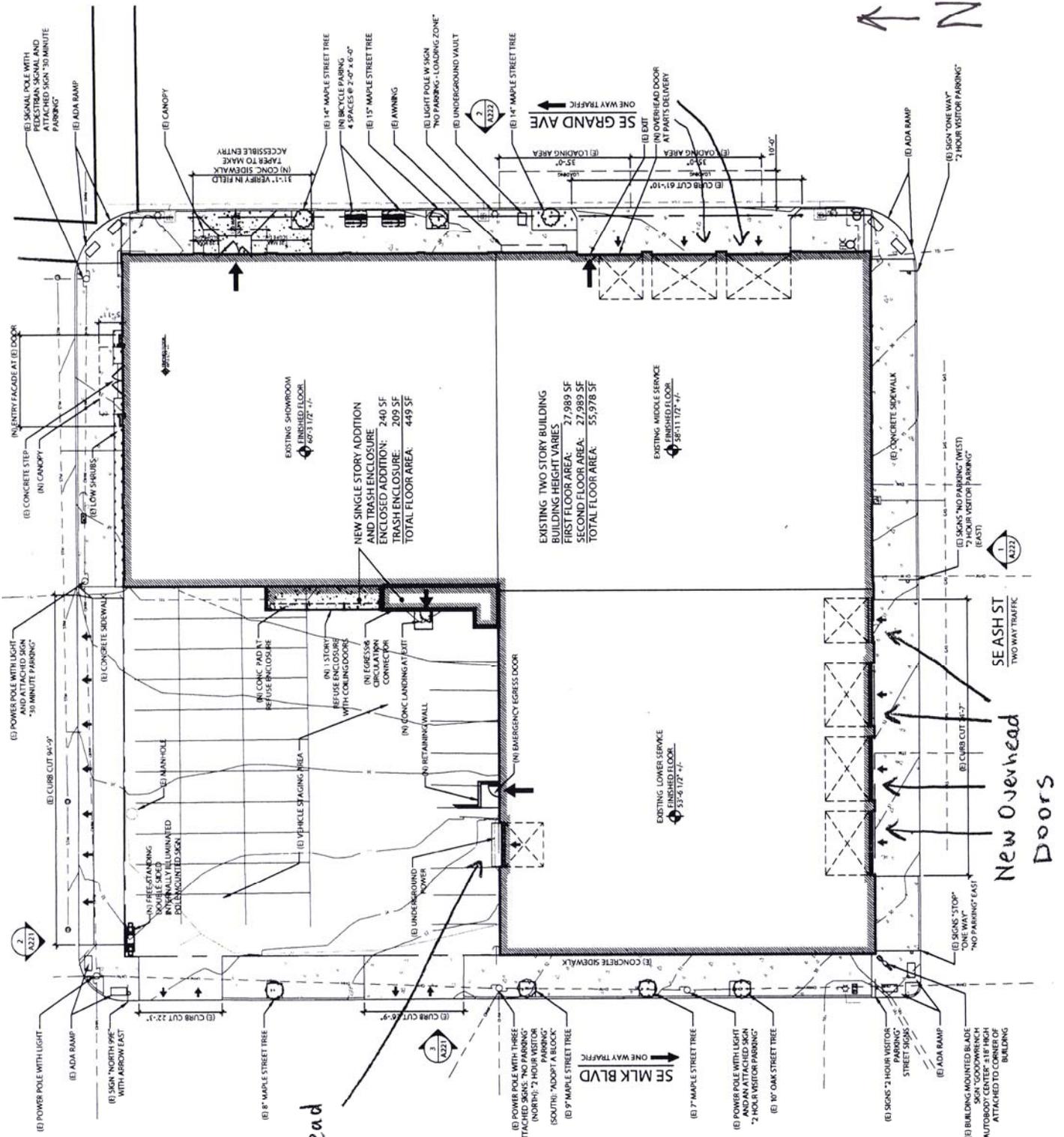
Proposed Site Plan

Approved

City of Portland - Bureau of Development Services

Planner Katell Date August 15, 2013

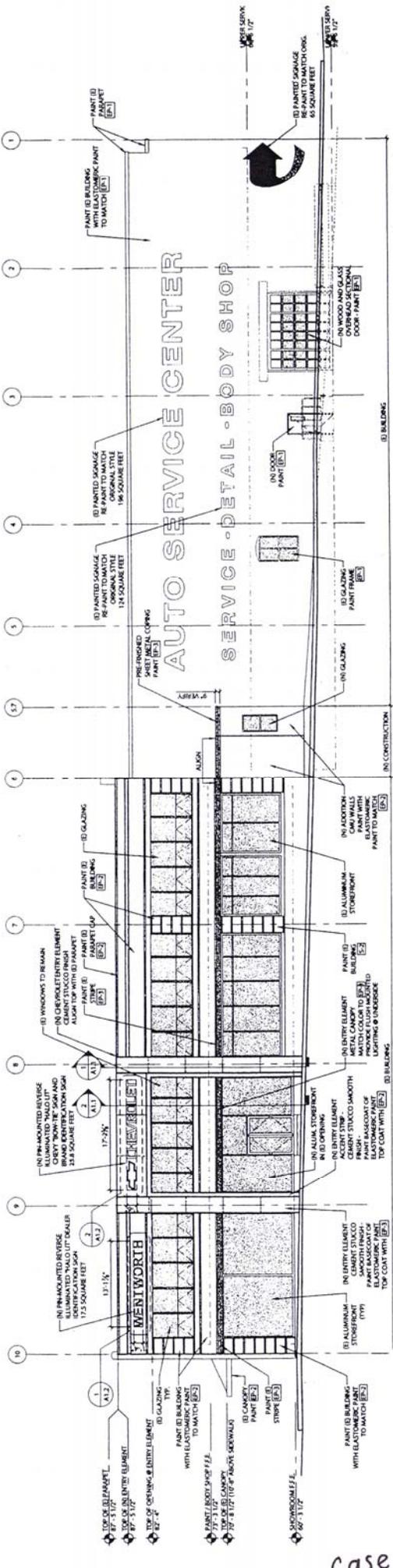
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



Case#: LU 13-118109 HDZM

Scale: 1/16" = 1'-0" (Reduced sheet size.)

Exhibit G-2

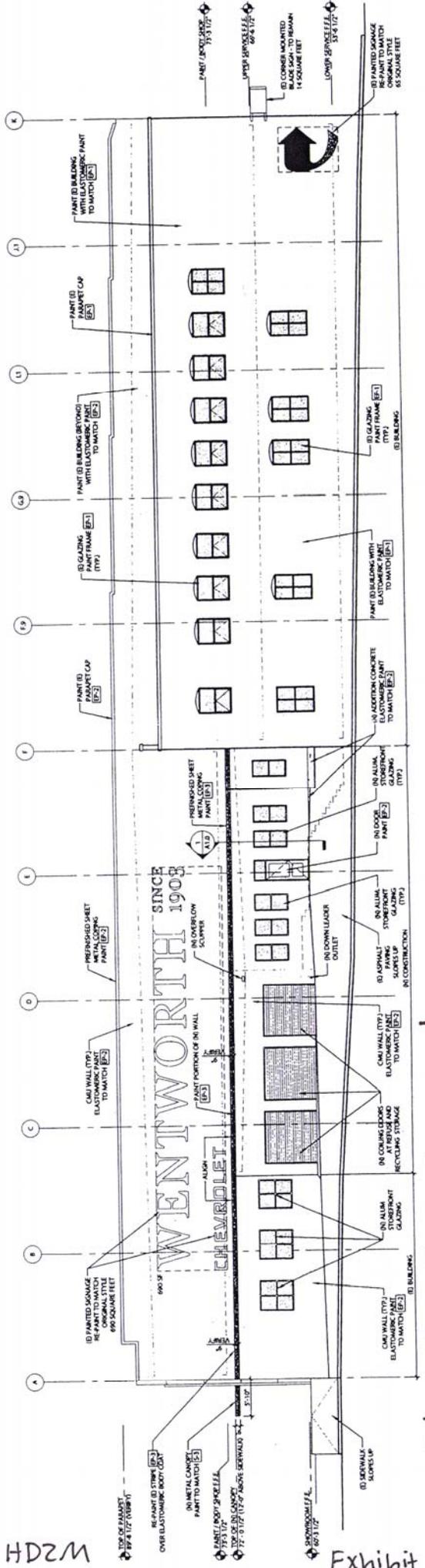


North Elevation-Proposed

Scale: 1/8" = 1'-0" (Reduced sheet size.)

Case #: LU 13-118109 HD2M

Approved
 City of Portland - Bureau of Development Services
 Planner *Kate Lee* Date *August 15, 2013*
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



West Elevation-Proposed

Exhibit C-4

