



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

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Date: Wednesday, July 2, 2014
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 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 14-130657 HR **Exterior Alterations at Wentworth Chevytown**

GENERAL INFORMATION

Applicant: Steven Maguire, 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 503-236-6350

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 Resource Review (HR)

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

PROPOSAL: The applicant requests Historic Resource Review approval for exterior alterations to the Wentworth Chevytown building, which is located in the East Portland/Grand Avenue Historic District. The proposed alterations are as follows:

- Remove existing metal storefront system on north and east facades and replace with new metal storefront system;
- Remove existing "PARTS DEPARTMENT" barrel awning on east facade;
- Install new projecting sign approximately 12.3 square feet in area, with LED lighting that replicates an exposed neon appearance, above existing single door and transom window on east facade; and
- Remove existing wood garage doors on east facade and replace with new steel garage doors similar in appearance (with similarly shaped panels and similar horizontal rows of glazed panels).

Notes:

- A recent Historic Design Review, LU 13-118109 HDZM, included approval for replacement of the existing wood garage doors on the east facade with new wood garage doors. The new wood garage doors have not been installed. Now the applicant proposes to install steel garage doors instead.
- The same recent Historic Design Review included approval for replacement of the existing metal garage doors on the south facade with new wood garage doors. The new wood garage doors have not been installed. The existing metal garage doors will remain. However, the applicant requests "pre-approval" for the *option*, within the next three years, of replacing these doors with new steel garage doors.

Relevant Approval Criteria:

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

- The *Central City Fundamental Design Guidelines*; and
- The *East Portland/Grand Avenue Historic District Design Guidelines*.

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.
- **LU 13-118109 HDZM:** Approval for exterior alterations (including new entry portal and new signage) and a one-story building addition. Approval of one Modification to exceed the maximum amount of signage allowed on the building.

IV. Public Notice: A *Notice of Proposal in Your Neighborhood* was mailed on May 6, 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

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.

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, and C4: 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 new projecting sign announcing the location of the auto dealership's parts department, the removal of the historically and architecturally incompatible barrel-shaped awning, and the new steel garage doors – which will closely replicate the previous wooden garage doors – will 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, which includes a new storefront system, new steel garage doors, and removal of an architecturally inconsistent and dilapidated barrel-shaped awning, ensures the successful continued use of the building for its original purposes. *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 new storefront system will maintain large expanses of glazing at the north end of the Grand Avenue façade and at the east end of the Ankeny Street facade. The new storefront system, like the previous one, will also maintain an entry door on Grand Avenue near this corner. The glazing and entry door allow views into and out of the building and maintain a sense of urban enclosure. The new storefront system will contribute to a vibrant streetscape by establishing a strong visual connection between the private interior of the building and the public sphere of the streetscape. *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.

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 B2, C12, and C13: The new sign, which indicates the location of the dealership's parts department, will be appropriately located above the entry door for the parts department. The lack of exposed electrical conduit and the small size of the sign – with a sign face approximately 12.3 square feet in area on each side – ensure that the sign is a compatible addition to the building that does not obscure architectural features of the building or create visual clutter in the pedestrian environment. Accent lighting around the edges of the sign will be comprised of light-emitting diodes that replicate an exposed neon appearance, providing fine-scaled detailing that is visually interesting to passersby. *With a condition of approval that there be no exposed electrical conduit, these guidelines are 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, and C5: All proposed materials are high-quality and durable, including the aluminum storefront system, metal sign cabinet and LED lighting for the sign, and steel garage doors with horizontal rows of glazed panels. The new storefront system will have a more traditional appearance than the previous one, with evenly spaced transom windows. The small size and appropriate location for the new sign – directly above an entry door and just below the cornice-type horizontal line dividing the ground floor and second floor – render the sign a respectful addition to the building. The new garage doors, each with rows of inset panels and two horizontal rows of glazed panels, are an appropriate addition to the building, given that they very closely replicate the appearance of the previous wood garage doors. Lastly, the removal of the existing barrel-shaped awning eliminates an architecturally inconsistent element from the east façade of the building. The proposal respects the architectural integrity of the building and achieves a coherent composition. *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: The new storefront system will maintain large expanses of glazing at the corner of Grand Avenue and Ankeny Street. The new storefront system, like the previous one, will also maintain an entry door on Grand Avenue near this corner. The glazing and entry door allow views into and out of the building, establishing a visually engaging connection between the private interior of the building and the public sphere of the streetscape. *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 new projecting sign on the Grand Avenue façade will be located just below the existing horizontal cornice-type line between the ground floor and the second floor. With transom windows, the new storefront system will have a more traditional appearance than the existing system, strengthening differentiation of the sidewalk level of the building. *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: At approximately 12.3 square feet, the new sign is modestly sized and scaled appropriately for its location on the building, above an existing entry door and transom window. The new storefront windows will fit within the same openings as the previous storefront windows. The new garage doors will fit within existing garage door openings. 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 materials are compatible with the building. The new storefront system will be metal. The new garage doors will be steel with rows of solid panels

and horizontal rows of divided lights. The new sign will be a metal cabinet. These materials are compatible with the building, which has metal storefront at the entry portal-type element on the north façade, metal second-floor windows, metal garage doors on the south and north façades, and metal signage lettering. *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.

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 A6-1f and A6-1g: The new sign, which indicates the location of the dealership's parts department, will be appropriately located above the entry door for the parts department. The lack of exposed electrical conduit and the small size of the sign – with a sign face approximately 12.3 square feet in area on each side – ensure that the sign is a compatible addition to the building that does not obscure architectural features of the building or create visual clutter in the pedestrian environment. Accent lighting around the edges of the sign will be comprised of light-emitting diodes that replicate an exposed neon appearance, providing fine-scaled detailing that is visually interesting to passersby. *With a condition of approval that there be no exposed electrical conduit, these guidelines are 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 existing barrel-shaped awning located at a window on the east façade will be removed. This eliminates a historically and architecturally inappropriate building element. *Therefore this guideline 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. Additionally, the proposal includes removal of an existing barrel-shaped awning, which eliminates an incompatible design element. The proposal meets the applicable Historic Design Review criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of the following, located at Wentworth Chevytown in the East Portland/Grand Avenue Historic District:

- removal of existing barrel-shaped awning on the east façade,
- new aluminum storefront system on the east and north façades,
- new sign about 12.3 square feet in area on the east facade, and
- new steel garage doors on the east façade.

Pre-approval for the option of installing new steel garage doors on the south façade, within the next three years.

Approval per the approved plans and drawings, Exhibits C-1 through C-9, signed and dated June 27, 2014, 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 14-130657 HR." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. There shall be no exposed electrical conduit associated with the new sign.
- C. No field changes allowed.

Staff Planner: Kate Marcello

Decision rendered by:  **on June 27, 2014**
By authority of the Director of the Bureau of Development Services

Decision mailed: July 2, 2014

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 March 25, 2014, and was determined to be complete on **April 30, 2014**.

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 March 25, 2014.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless extended by the applicant, **the 120 days will expire on August 27, 2014.**

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 July 16, 2014** 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 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Landmarks Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision 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 **July 17, 2014 (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/Narrative
- B. Zoning Map (attached)
- C. Plans and Drawings:
 - 1. Site Plan (attached)

2. Existing Elevation Drawings
 3. Proposed Elevation Drawings (attached)
 4. Storefront Section and Detail Drawings
 5. Garage Door Drawings
 6. Signage Section and Detail Drawings (partially attached)
 7. Signage Renderings
 8. Manufacturer's Information – Storefront System
 9. Manufacturer's Information – Garage Doors
 10. Existing South Elevation Drawing (indicating location of pre-approval for option of installing steel garage doors)
- D. Notification information:
1. Mailing list
 2. Mailed notice
- E. Agency Response:
1. Life Safety/Building Code Section of BDS
- F. Correspondence: None received.
- G. Other
1. Original Land Use Review Application
 2. Letter of Completeness
 3. Site Visit Photographs
 4. Original Full-size Set of Plans and Drawings

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).



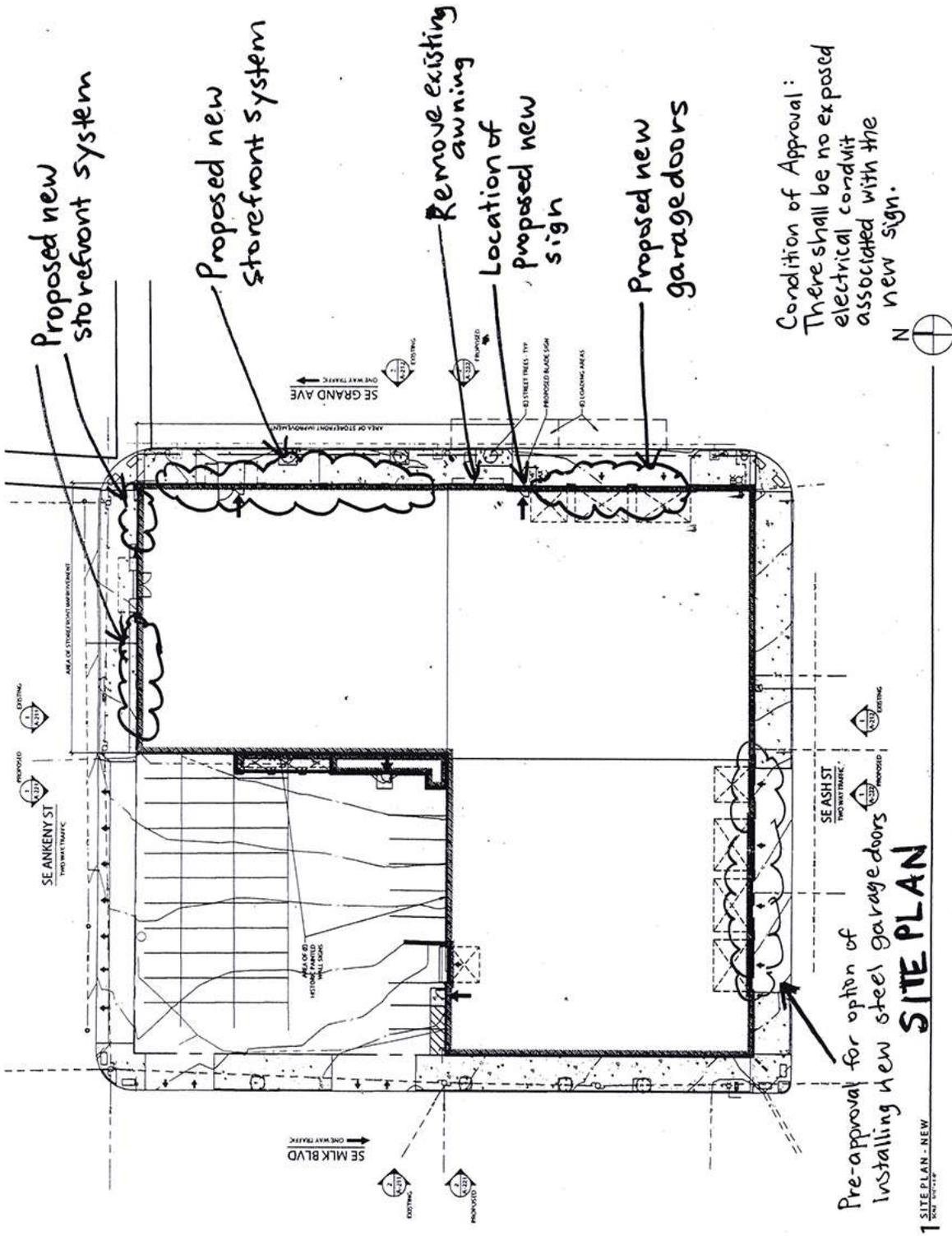
ZONING

-  Site
-  Also Owned
-  Historic Landmark



This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 14-130657 HR
 1/4 Section 3030.3031
 Scale 1 inch = 200 feet
 State_Id 1N1E35CC 3300
 Exhibit B (Mar 28, 2014)



Condition of Approval:
 There shall be no exposed electrical conduit associated with the new sign.

Pre-approval for option of installing new steel garage doors

Reduced sheet size.

107 SE Grand Avenue

Approved

City of Portland - Bureau of Development Services

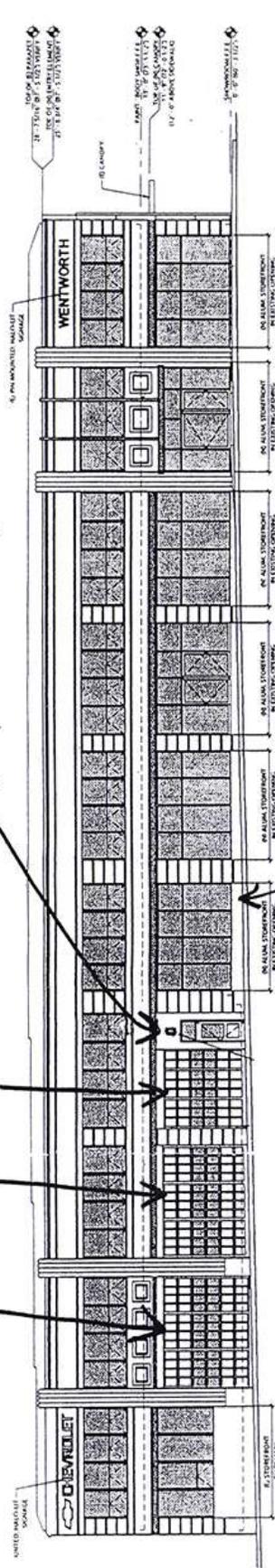
Planner Kat [Signature] Date June 27, 2014

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

Exhibit C-1
 LU 14-130657 HR

Proposed Steel Garage Doors

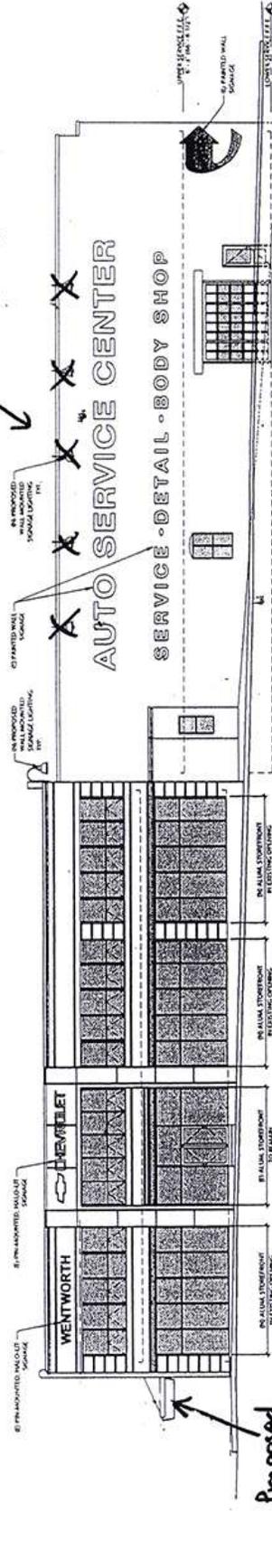
Location of proposed new sign



Proposed new storefront system (typical); all six bays on this facade)

East Facade (Grand Ave)

Lights not part of proposal



Proposed new blade sign

Proposed new storefront system

North Facade (Ankeny St)

Proposed new storefront system

Condition of approval: There shall be no exposed electrical conduit associated with the new sign.

107 SE Grand Avenue

Reduced sheet size

Approved
 City of Portland - Bureau of Development Services
 Planner Kurt Date June 27, 2014
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Exhibit C-3
 LU 14-130657 HR

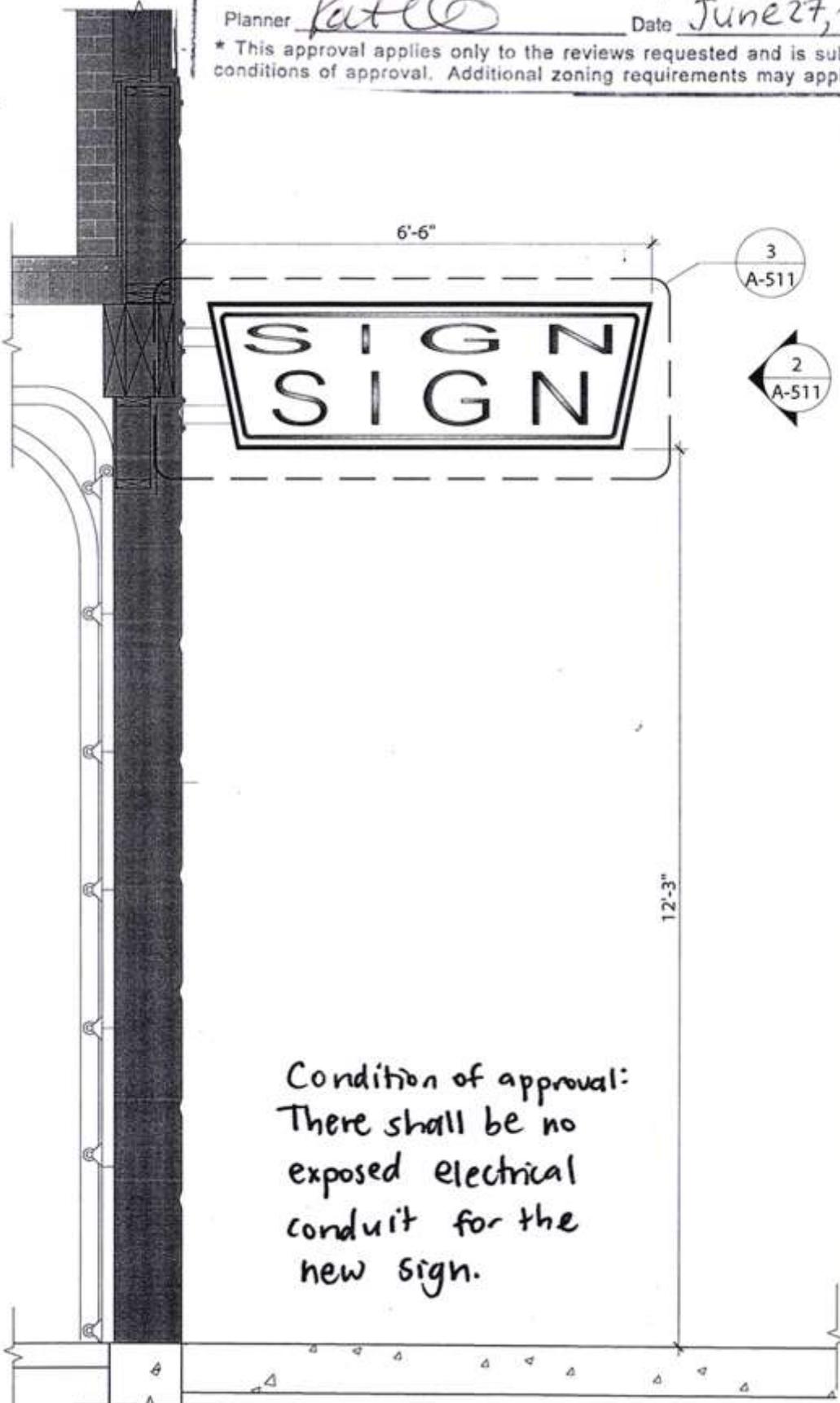
Approved

City of Portland - Bureau of Development Services

Planner Kate [Signature] Date June 27, 2014

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

NUF.



SUP
PROPERTY
OF AXIS DESIGN GROUP AND NOT
TO BE REPRODUCED OR ANY MANNER
EXCEPT WITH THE WRITTEN
APPROVAL OF AXIS DESIGN GROUP.

AXIS DESIGN GROUP
11104 S.E. STARK STREET
PORTLAND, OR 97216
PH: 503.284.0988
FX: 503.545.9276

**WENTWORTH
CHEVY TOWN**
107 S.E. GRAND AVE.
PORTLAND, OR 97214



REVISIONS

DRAWN BY: SJM
CHECKED BY: JAW
JOB NO: 10-067
DATE: 04/24/2014
ISSUED FOR: HIST. REV.

SHEET TITLE
EXTERIOR DETAILS
BLADE SIGN

SHEET NO.

1 TYP. WALL SECTION AT NEW STOREFRONT
SCALE: 1/2" = 1'-0" 1/A-221

A-511

Lu 14-130657 HR

Exhibit C-6