



Planning Commission Meeting Agenda  
March 17, 2020  
7:00 PM

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Chairperson: Todd Culver  
Vice-Chairperson: Rhonda Giles  
Commissioners: David Smid, Roger Bristol, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber and Youth Advisor Quinton Sheridan.  
Meeting Location: Harrisburg Municipal Center @ 354 Smith St.

**PUBLIC NOTICES:**

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
4. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
5. *The City of Harrisburg does not discriminate against individuals with disabilities, and is an equal opportunity provider.*
6. *For information regarding items of discussion on this agenda, please contact City Recorder/Assistant City Administrator Michele Eldridge, at 541-995-6655*

**CALL TO ORDER AND ROLL CALL**

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** (Please limit presentation to two minutes per issue.)

**APPROVAL OF MINUTES**

Recommended Motion:

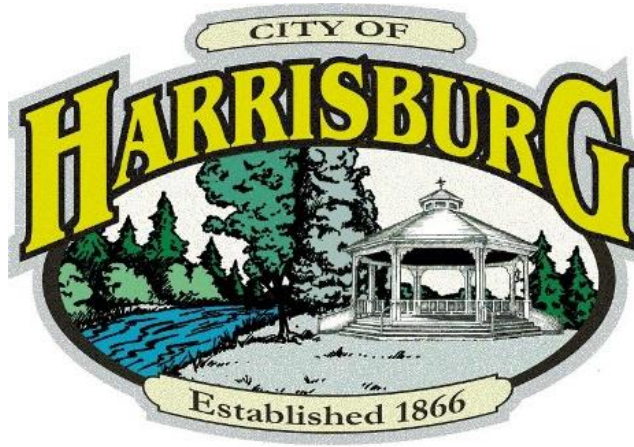
- [1.](#) Motion to Approve the Minutes from February 18, 2020.

**PUBLIC HEARINGS**

- [2.](#) Freeman Variance and Historic Alteration Permit Application (LU 411 & LU 416)

**OTHERS**

**ADJOURN**



## Planning Commission Meeting Minutes February 18, 2020

The Harrisburg Planning Commission met on this date at the Harrisburg Municipal Center, at the hour of 7:00pm. Presiding was Pro-Tem Rhonda Giles. Also present were Commissioners Jeremy Moritz, Kurt Kayner, Kent Wullenwaber, and Youth Advisor Quinton Sheridan. Also present were Contract Planner Jordan Cogburn, and City Recorder/Assistant City Administrator Michele Eldridge. Absent were Chairperson Todd Culver, Vice-Chair Roger Bristol, and Commissioner David Smid.

**CALL TO ORDER AND ROLL CALL:** Because both the Chairperson, and Vice-Chair were absent, Rhonda Giles became the Pro-Tem Chairperson, by unanimous consent of Planning Commissioners present.

**CONCERNED CITIZEN(S) IN THE AUDIENCE.** All present were for items on the agenda.

### **NOMINATIONS FOR THE 2020 CHAIRPERSON AND VICE-CHAIRPERSON**

- Kayner **motioned to appoint Todd Culver to be the 2020 Chairperson. He was seconded** by Wullenwaber, and the **Planning Commission voted unanimously to approve the appointment of Todd Culver to be the 2020 Planning Commission Chairperson**
- Wullenwaber **then motioned to nominate Rhonda Giles to the Vice-Chair position and was seconded** by Kayner. **The Planning Commission then voted unanimously to approve the appointment of Rhonda Giles as the 2020 Planning Commissioner Vice-Chairperson.**

### **APPROVAL OF MINUTES**

- Wullenwaber **motioned to approve the minutes and was seconded** by Kayner. **The Planning Commission then voted unanimously to approve the Minutes from November 19, 2019.**

## **LaSalle Crossing Apartment LLC Site Plan Review (LU 417)**

**Pro-Tem Rhonda Giles read aloud the order of proceedings, and the procedures to ask for a continuance, or to leave the record open.**

**At the hour of 7:05PM, the Public Hearing was opened.**

**Giles asked if there were any Conflicts of Interest, or Ex Parte contacts. There were none declared; she then asked if there were any rebuttals of such. There were none.**

**Giles then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. She also directed the audience of how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.**

**Staff Report:** Cogburn noted that this site plan for 700 LaSalle St is on property that is zoned R-2 and was an expansion of the LaSalle St. apartments. The complex would result in 20 new residential units; and the property is 3.7 acres in size. A recent replat added in 1.7 acres to what was previously there. There is existing access onto 6<sup>th</sup> St., and LaSalle St, from the fully developed apartments already on the project site. The applicant has met minimum parking requirements, but he would like to note specifically that there is a discrepancy between the site plan, and the civil utilities plan. The correct parking is shown on the civil engineering site plan. There was some concern expressed by the City Engineer, from Branch Engineering, in relation to the storm drainage. A storm drainage plan will be required prior to the issuance of the building permit and is one of the conditions. Otherwise, the security measures, and protecting the general public from injury, has been adequately addressed. Staff recommends approval of this land use request.

- Moritz asked about clarification on item no. 4 on pages 12 and 13.
- Cogburn read aloud the Condition of Approval No. 3, "Prior to the issuance of a building permit, the applicant is required to submit a stormwater drainage plan providing sufficient evidence to support adequate-drainage from the newly impervious areas, including structures and parking areas.
- Moritz asked where the standing water would be?
- Cogburn said that there are no surface drains shown on this plan, therefore, we are requiring them.
- Kayner thought it sounds like you caught that.
- Cogburn said that actually, it was the City Engineer who caught that.

### **Applicant Presentation:**

- Jamie Paddock, who will be the general contractor on this project, introduced himself, and the architect, Jonathan Stafford. The site managers are also here this evening; they are here to answer any questions that he can't.
- Stafford had no complaints about the staff report.
- Moritz asked if there were going to be more in the future than these 4 complexes?

- Paddock told him no. They will build this in two phases; two of the buildings will be constructed immediately this summer, but the others will be in the future.
- Moritz asked if there was any more space on the property, or was it maxing out?
- Paddock told him it wasn't.
- Moritz then asked if the property could only hold these 4 units, or could more possibly go in in the future?
- Paddock didn't think that they were planning on that, because the owners want open space.
- Moritz commented that you are building this in such a way that you could add more units, and he wanted to make sure that they were certain of this configuration, so that they don't limit themselves.
- Paddock said that he supposed that there could be a chance in the future, if they decided to do that.

**Giles asked for public testimony in favor of the land use request, then in opposition, as well as those that were neutral. Despite a number of people in the room, there were none expressed, and no rebuttals of such.**

**At the hour of 7:16pm, the Public Hearing was closed.**

- Cogburn asked when the original apartments were built?
- Paddock told him it was about 20 years ago. When asked if he had read through the Conditions of Approval, he stated that he was aware of them. It's mainly having to do with storm water, and the drainage on the property, and making sure they used the civil engineering parking plan.
- Kayner then **motioned to Approve the LaSalle Crossing Apartment LLC Site Plan Review, (LU 417-2020), Subject to the Conditions of Approval. He was seconded by Wullenwaber. The Planning Commission then voted unanimously to approve the site plan review for the LaSalle Crossing Apartment LLC.**

#### **Freeman Variance and Historic Alteration Permit Application (LU 411 & LU 416)**

**Pro-Tem Rhonda Giles read aloud the order of proceedings, and the procedures to ask for a continuance, or to leave the record open.**

**At the hour of 7:25PM, the Public Hearing was opened.**

**Giles asked if there were any Conflicts of Interest, or Ex Parte contacts. There were none declared; she then asked if there were any rebuttals of such. There were none.**

**Giles then read aloud the criteria that were relied upon for this land use hearing and noted additional copies of criteria near the door. She also directed the audience of how they would need to direct testimony towards the applicable criteria, and how an appeal could be made.**

**Staff Report:** Cogburn noted that this is a Historic Alteration Permit and subsequent Variance request, for the property located at 190 Smith St. The property is currently zoned C-1 as well as H-1, and is also known as the IOOF (International Order of Oddfellows) building, which is also a historic structure on the main historic list, which is used as a standard against other historic properties in town. The applicant would like to change the Façade structure, to allow parking inside the structure. The City has no proof that this was used for this reason in the history of the building. It does create some concern for him in relation to the existing architectural features, and spacing to the alley way, which is supposed to be 24', but the spacing here will be only 14', which is why they need a variance. You'll notice, where the project doesn't quite meet the standards. Starting at HMC (Harrisburg Municipal Code) 18.35.150, they are widening the doorway, which may not meet the original intended use of that site. It's not to say it can't be used today for that purpose. The state historical preservation office is in favor of it being allowed. Under that condition of criteria, the Planning Commission should desire an alternate design that shows how they will meet that request. Under parking standards, of HMC 18.35.190, it states that parking standards within the historic district shall therefore be as follows: 1. Parking shall be accessed from a public alley unless the City Planner determines this cannot reasonably be accomplished. The City hasn't been given any information that shows that it can't reasonably be accomplished, which is usually given by an architect or an engineer's opinion on why that can't be done.

- Moritz asked if that was required?
- Cogburn told him to look at it from current state of the structure, as it states in this standard. He had a hard time determining that it wasn't reasonable; it just wasn't addressed. Then under two, they are not supposed to be parking from access from a street. Again, they are asking for a variance in relation to the spacing standard. And again, there is not enough information for why this is being done. Finally, in three, Harrisburg's downtown is short on parking spaces, and this action is kind of denying an actual parking space for this area, when it's removed.
- Jeremy Moritz asked if it wasn't intended for residential use.
- Eldridge noted that it's been an Oddfellows building from the beginning.
- Moritz said ok, so it's probably not for that use. Or if it was, at some point, the commission or somebody converted it.
- Cogburn, told him the existing zoning allowed for it. It had to pass the test of zoning criteria. He has a concern about the parking standards, because they are removing a parking space, and why they are doing so. On 18.105, because this is a target building, if they alter the doorway, they will have created a jog with the transom. With elevations, the state had guidelines, and this created a vertical jog in the architecture not shared by any other part of the building. On several of the findings, he has asked for an alternate design of doors, showing that they can meet those standards. To allow the permit to go forward, it has to meet one of those three, has to be specific, and the decisions need to be made specific to those designs. They

do have some options on this. It looks like they had no data, for alterations or construction on the building; or permits, or photos showing alterations. Again, the pictures that are submitted, are stylistic features, but need more design in order to meet the guidelines. Under 6, if they are replacing features, it's not clear whether the door would meet this standard. To meet SHPO standards, they made it clear, they wouldn't approve an overhead door as depicted. In HMC18.115, the variance criteria, is because there is spacing now of 14' to the alley, and if they are allowed to enlarge the door, there will be only 10' to the alley. They have submitted no parking studies, or anything that helps support this change. They did take pictures, of an existing location on 1<sup>st</sup> St, which is located about 10' from the alley, that was approved in the 90's. That was approved in the past, and it's not quite the same. In 4, it states that the variance shall not confer a special privilege upon an applicant. Since this is a hardship created by their own actions, he had trouble signing off on that, and feels that there is no need or support for this variance, but again, it's up to the Planning Commission.

- Moritz asked him if that wouldn't be the case if there was alley access.
- Cogburn told him right. So, going over the staff report, there are a number of criteria adequately addressed, so his recommendation, is to have the applicant provide us with the detail we need, plus they also have to make SHPO happy.
- Wullenwaber asked then if the alley access is the one that abuts The Voo?
- Cogburn told him that was correct. Staff would like to see something from the architect, that says that here is the proof for why they can't access a garage from the alley.
- Moritz thought it would be hard with the existing buildings, because they were built a long time ago. He thought this alley was narrower, in relation to the existing buildings. There is no turn radius, and it's a unique area of existing buildings.
- Wullenwaber knew that there was another alley in town, where somebody built a garage, and the alley was wider than the one behind The Voo. Those people have to back up a couple of times to get their vehicle in the garage with wider access than what this would give.
- Kayner said that its hard to look at this and say yeah, but the burden of proof are on these guys.

**Applicant Testimony:** Patrick and Donnell Freeman, were both present this evening. They had a handout for the Planning Commission, which is shown in Addendum No. 1. Donnell related that they have been lucky to find grants, otherwise, they likely wouldn't have been able to do what they are doing now. They want to live in the top part of the building, with a commercial tenant in the bottom; and at least, if they visit here, they could come for extended stay's, and their baby could be closer to grandma and grandpa.

- Patrick Freeman noted that they've spent a lot of time, resources, and money to do this, and with help from the city and state, they might be able to see their vision made real. Jordan did great in the project overview. They are requesting a curb cut, which will be 16" wider than each side of the doorway. That door is being replaced because it's inoperable. It's great historically, but it's falling apart, and in fact, there are worries about the safety of that entire side of the building, if that door fails. It doesn't make sense to replace it with another non-working door. They aren't using it as a main door, but it should be a usable doorway, that still retains the historical aesthetic. They have the same overall goals in restoring and preserving the building, and would replace it with a period appropriate door, which would match the other door, and would provide a pleasing aesthetic. Then they found out, that wow....the city was doing a sidewalk project, and street project, so they can tie in with that, for curb cuts and signage, and can provide the appropriate safety for pedestrian traffic on 2<sup>nd</sup> St. The other opinions for allowing the variance, is that they've worked really closely with SHPO, and they've signed off on our design. While the architectural drawings do show an overhead door, they would certainly work with the city to come up with a solution. The state signed off on an overhead door, as long as it looks like French doors. We can't do actual carriage doors, because we can't have the doors moving over the sidewalk, or into the building. Cogburn made a good point about the alley, and it's not on paper, but we've talked with the engineer, and there isn't any turn radius there, and they also don't think the state would allow another opening. They want us to stick to the original façade as much as possible. They were ok too, with not changing the existing window above; they want to keep the windows and doors the same to match with all the others.
- Donnell added that she spoke with The Voo, the Post Office, and Gods Storehouse, and explained what we are doing. They all got the notice of the meeting, but they (the Freeman's) had them sign letters in support of their garage opening.
- Patrick added that they have more things that they will install in the garage to help with the safety aspects there. They felt that this is one thing that is stopping them from moving forward. If they can't change it, then this will remain one part of the building that sticks out because it's not matching. He felt it would be good for the City to allow them to install a good looking, but historically relevant door.
- Donnell said that if they look at the letter from SHPO, they were willing to accept a door that looks historically accurate but is still an overhead door. They would work with the historic team with the state, making sure it gets signed off and approved. They found a local company that can provide a door that meets the recommendations. Maybe that's something they should provide later. They looked for drawings, on a historical basis, of whether that was built as a little garage, but they have no pictures of a buggy here. There actually wasn't a sidewalk there, when the door was put in.

- Patrick agreed, and said that you can find older photos, showing a dirt road, and board walk. That door looks like they used it as an access door for the bakery, for deliveries. He reiterated that he didn't want them to think that they were out of towners; they are locals, and we are asking for the Planning Commission support to finalize what they can do with this building.
- Donnell said that she is open to suggestions for other safety features, like changing the alley to a one-way only. They could also hang up mirrors. They haven't conducted a study, but they also spoke with Chuck, who told them that there wasn't any parking studies in this area.
- Patrick added that they could use audio warnings. Those aren't historic, but from a safety standpoint, it works.
- Kayner asked if they got grants to do this, then there are criteria attached to the grants. So, they were financing this through historic preservation grants? He asked if the money is tied to anything like work being done in an alleyway?
- Patrick told him it was mutually exclusive.
- Kayner said ok then, it was money to restore the building, so we won't be crossing any lines.
- Donnell confirmed that and said that they have to clearly show how they used the money, and SHPO has to approve it.
- Kayner asked then If we don't approve this, then you wouldn't be able to add more commercial space downstairs? Does the space, or this solution, resolve some of those issues?
- Patrick told him this is how its zoned right now. We are allowed to have mixed use development; the garage is part of the residential use.
- Kayner asked even those its zoned commercially, you can have this kind of use?
- Moritz told him it's like Golden Chopstix. They have a residence on the 2<sup>nd</sup> story. That is mixed use. He wondered, though, where they park?
- Giles told him that her grandson is best friends with their son...they park in the parking lot there.
- Eldridge added that they own that entire parking lot.
- Moritz asked then if we have to provide the variance, for them to have street access.
- Cogburn told him that the approval of the widened door would create the need for a variance.
- Patrick said that the door is already in violations of today's 'old code'.
- Moritz said that these old buildings are all established, but it has the current code applied to it too. It's hard to apply the new code to old buildings, when the current door, as it stands now wouldn't be allowed.
- Cogburn told him that it's not that we know of. There is no record of that. He thought it would have been a delivery door.

The Planning Commission discussed the door for a while, and Moritz expressed that it's hard to determine this, because this is the target building for the entire historic zone, and it's what everyone else looks at. Kayner felt that he had a hard time with this

decision and didn't want to keep kicking the can down the road. He understands where they are coming from, but he doesn't feel comfortable enough yet, to say yeah, let's do this. It makes sense, but it's a historic part of our community, so let's fix it nice, and meet the grant criteria. He would simply like more information. He knows that puts the burden on them. Wullenwaber added that it becomes a precedent, because everyone will say, hey, you gave them a variance. Donnell and Patrick asked them for guidelines for what they'd like to see from them. Kayner asked if they have to prove that they can't get through the alley, or if structurally, the building wouldn't allow an opening. Cogburn said yes, the architect or engineer won't sign off on that without knowing that for certain.

**Public Testimony in favor, in opposition, and neutral testimony was requested, but there was nobody here for this issue, and therefore, no rebuttals.**

Donnell told them that their engineer told them that wood would hold that wall weight, but we didn't want to have to pay him for the calculations, until we knew if the curb cut would be allowed. So, is that ok? Kayner said that you had an architect look at this already. Donnell told him yes; he already did the drawings, and those were approved by SHPO. Kayner asked if that was proof on the alleyway not being accessible. Donnell said that they started with the Historic Preservation Office. They don't want us to take it outside of the historical designation. She said that SHPO didn't have a problem with the door, but as far as with the alley, we don't know if creating a new hole in the building wouldn't be approved.

Cogburn said we should back up here...the State has ultimate authority over historically registered buildings. The City has the authority of how those buildings get developed over time, so architectural elements have to be the same, and be approved by the state, if a structure is only 50 years old. The City can be more restrictive than the state. If we had a statement from the state, that they wouldn't allow access from the alley, then that would be sufficient for our needs. Moritz thought it would be easier for us then, if they say that, because then we'd only need to approve the design of the door. Cogburn said that it's unfortunately, a burden on the applicant to prove. Donnell asked if the Planning Commission needed anything else to be comfortable on the decision on the door...if they say no to access from the alley, then it's ok? Moritz said it shouldn't be a blanket letter. We want to know if it's approved, or not approved. We want to know if the state would allow it. Wullenwaber said then what if we had that letter, and the state says they wouldn't allow a new hole in the building. Patrick thought they would say it's ok. He's fairly confident on that. Kayner asked if they say it's not historically allowed, or that there can't be more openings. Moritz agreed, and said it's whether or not they will allow a fresh cut in the wall. Donnell said if SHPO says ok, you can, then they will find out the radius, and whether they could access a garage there. But if we move forward on this, and they allow the door, and variance, would you guys want more information? Kayner asked which door would they show us? Wullenwaber said it should be a materials design; everything. Moritz told the Freeman's that it's important that they approve what they will actually install, rather than a drawing or picture that say's, 'it's like this'. If we allow you to widen the door, then we need to know exactly what it's going to be. If you give us options, then we don't have to pick it out for you. You can say here are our options, and give us 3 options, and if we like all of them,

then you can put in any one of those. Kayner apologized and said that we don't deal with this type of issue very much. Donnell said it was helpful to know which direction to move in.

Cogburn said that they wouldn't need to return for the next meeting. Instead, they can just send the information. Moritz also didn't want a blanket approval from SHPO. He knows that they just submitted another picture of a different door, but he wants actual doors to choose from.

**At the hour of 8:15pm, the public hearing was closed.**

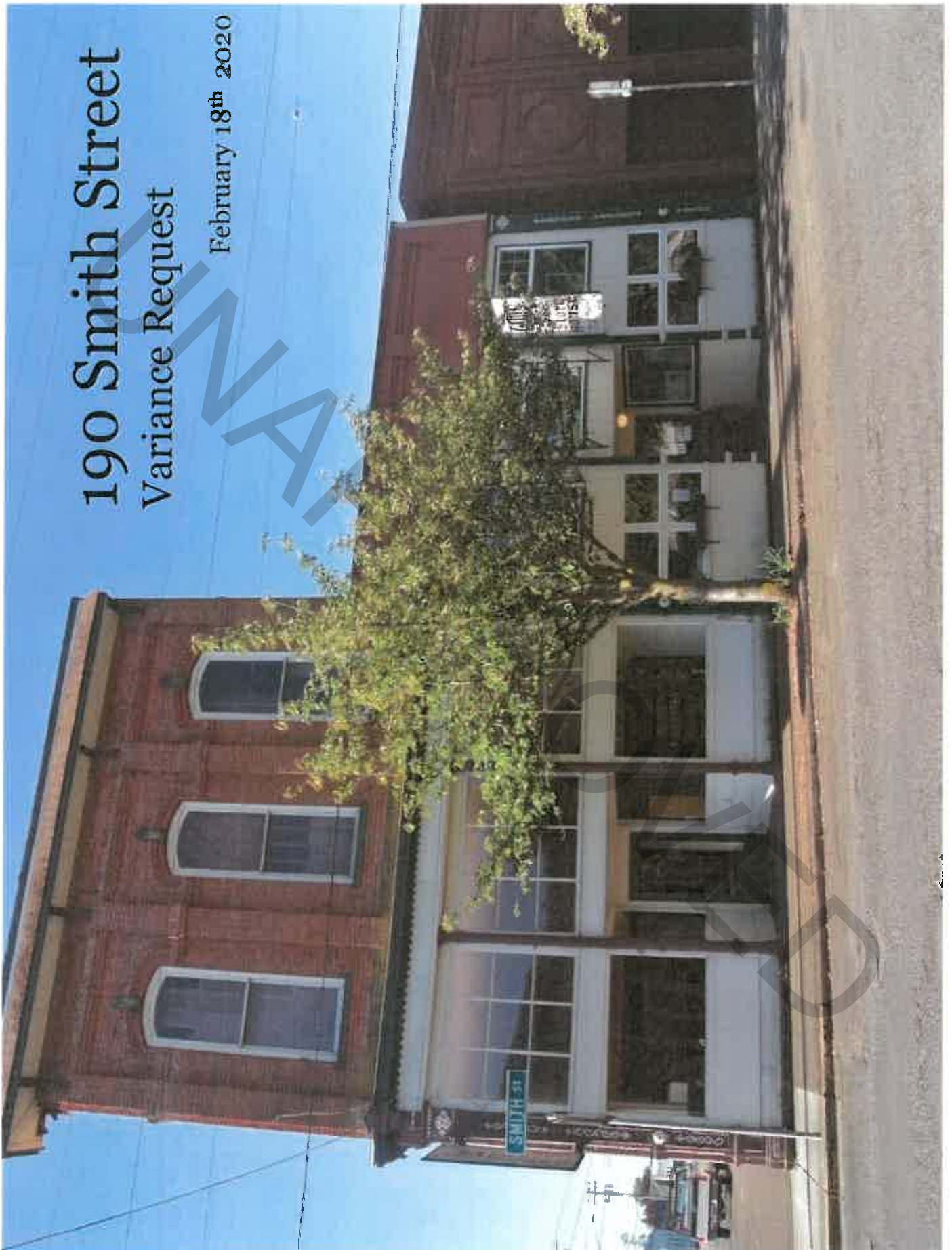
- Kayner wasn't sure as to what rules we were postponing.
- Cogburn told him that you are requesting additional information. He noted that the legalities of the public hearing process, is that you can request a specific time to keep the record open, but since the public hearing is closed, if there is additional public testimony, we have to make it clear that the public is involved. The motion could be to continue the hearing to the next meeting.
- Kayner said that he doesn't want to deny it. He just wants to hear more details.
- Moritz agreed.
- Kayner then **motioned to postpone the decision, on page 65, and to continue the hearing for LU 411 and 416 to the next available meeting.** Wullenwaber **seconded the motion, and the Planning Commission voted unanimously to postpone the decision and continue the hearing to the next meeting.**
- Kayner then **motioned to continue the Freeman Historic Alteration Permit Application after the applicant provides more information to staff, to the March 17, 2020 meeting.** He was **seconded** by Wullenwaber, and the **Planning Commission voted unanimously to continue the Historic Alteration Permit Application to the next Planning Commission meeting being held on March 17, 2020.**

**OTHERS:** None

**ADJOURN:** The meeting was adjourned at the hour of 8:20pm.

# 190 Smith Street Variance Request

February 18<sup>th</sup> 2020



**Project Overview**

## Project Overview

### Property Details

- ***Project Variance Details***
  - Request to widen the existing small access door along Eastern wall of 2<sup>nd</sup> Street
  - Requested opening and current opening from access door to alley does not meet the minimum distance required
  - Widen by only 16” on each side, preserve historical architectural design
  - Allow for a curb cut along 2<sup>nd</sup> Street for access to opening
- ***Project Timing***
  - Start Date: (pending approval)
  - Completion Date: ~Two months after approval
- ***Property Cost***
  - Not using City or State grant funding

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Scope of Work

## Variance Request Details

### ■ Project Goals

- Replace an inoperative doorway to create a usable doorway fitting a modern use but retaining the historical aesthetic
- Work with the State Historical Preservation Office ('SHPO') and the City of Harrisburg to create a historical accurate replacement for the access door which matches the other planned exterior doorways
- Prepare for future commercial growth by creating a more functional commercial space suitable for a restaurant loading dock, etc.
- Enhance the structural integrity of the building by addressing a dilapidated section of this historical brick building
- Improve the exterior aesthetics of the building to match the City's street improvement plans

## Variance Request Details

- **Opinions for allowing the variance**
  - Neighboring businesses are in agreement with the variance request confirmed by signed letters
  - Existing precedent has been set with neighboring businesses (see image)
  - The doorway was built in 1906 as a garage which is not sufficient for today's vehicles
  - Making safety for pedestrians and traffic along 2<sup>nd</sup> Street a top priority
  - Allows owner to improve the structural integrity of building ultimately extending the life of the structure



### ***Variance Request Details Continued***

- **Opinions for allowing the variance**
  - Sophisticated team is already in place with preliminary masonry, drawings and engineering already completed
  - Creation of a cohesive aesthetic along one of the main streets of Harrisburg
  - SHPO has already signed off and agreed to the project (see addendum C)
  - Not using grant funds for this project
  - Allows for potential future expanded commercial use

**Project Team**

## General Contractor – Access Door

### Bid - Ives Construction

- Ives Construction – Steve Ives
  - [steve@ivesconstructioninc.com](mailto:steve@ivesconstructioninc.com)
  - 541-914-6415
- Inspection: Nov. 20<sup>th</sup>, 2019
- Scope of Work
  - Job set up and general conditions.
  - Demo opening and remove material
  - Build structure to allow for installation of new access door
  - Oversee repair of masonry walls and installation of new access doorway
  - Ensure the safety of the public and project workers



## Architect & Engineer – Access Door

Will Dixon – Architect and Adam Clough – Structural Engineer

- Architect – Will Dixon
  - [wcd@willardcdixon.com](mailto:wcd@willardcdixon.com)
  - 541-689-3548
- Inspection: Feb 20<sup>th</sup>, 2018
- Scope of Work
  - Draw interior framing detail
  - Provide specs and details on exterior aesthetic details
  - Coordinate, draw and submit plans in conjunction with the engineer
- Engineer – Adam Clough
  - [adam@pioneerengr.com](mailto:adam@pioneerengr.com)
- Scope of Work
  - Support drawing details with engineering support
  - Assist GC, mason and architect with engineering throughout construction
  - Coordinate, draw and submit plans in conjunction with the architect

## Mason– Access Door

Ben Swartzendruber

- Ben Swartzendruber
  - [steve@ivesconstructioninc.com](mailto:steve@ivesconstructioninc.com)
  - 541-914-6415
- Inspection: Oct 20<sup>th</sup>, 2019
- Background
  - Completing all current mason work on exterior of building
  - Experience with historical brick buildings throughout Oregon
- Scope of Work
  - Repair masonry around new access door utilizing current bricks and matching historical mortar.

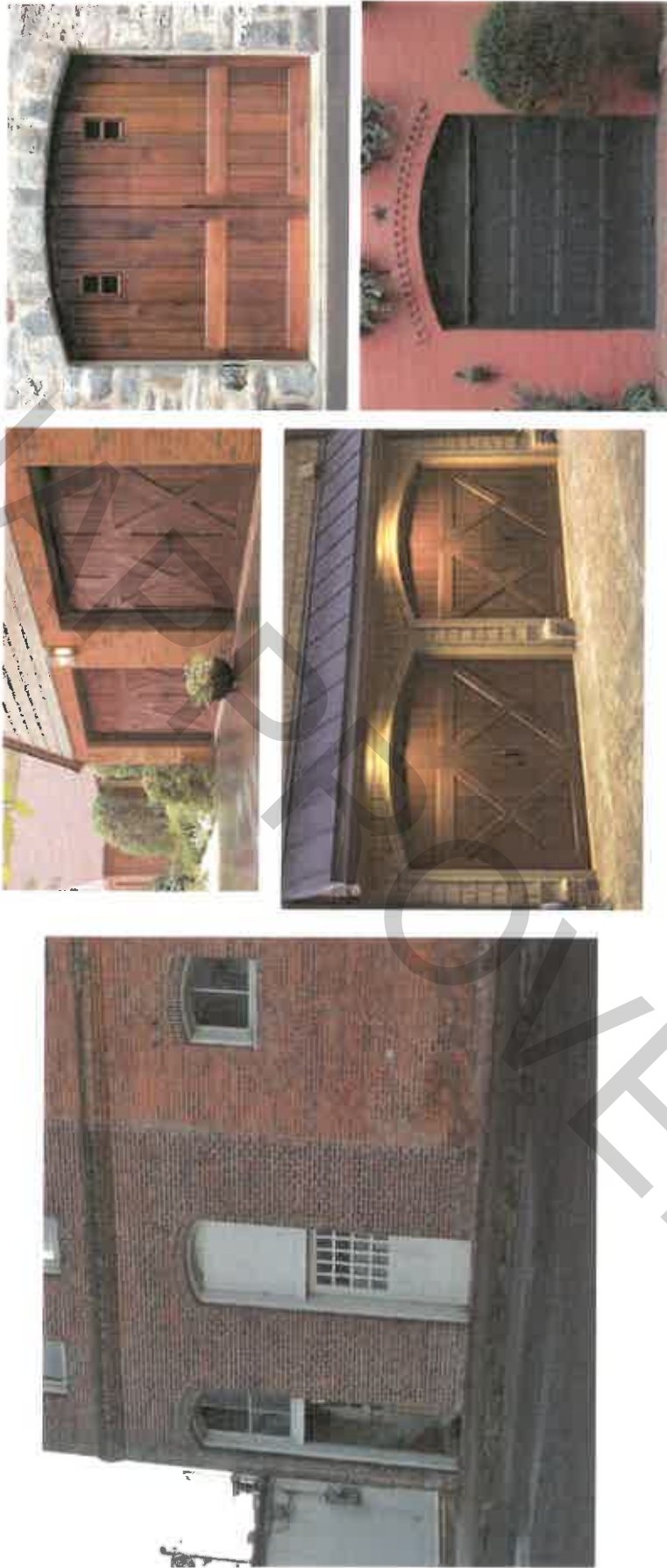
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Addendums

## Addendum A

### Precedent Images – Before and After



## Addendum B

### Notice of Complete Application



City of Harrisburg  
120 Smith Street P.O. Box 376  
Harrisburg, OR 97446  
Ph: (541) 895-8655  
www.ci.harrisbur.or.us

January 8, 2020

Patrick & Donnell Freeman  
Clyde the Glide, LLC  
310 S Williams Street  
Denver, CO 80209

#### NOTICE OF COMPLETE APPLICATION

Freeman Variance Application & concurrent Historic Alteration Permit Application  
(LU-411-2019) Assessor's Map 15-04-16-AA, Lot 5300

Dear Mr. and Mrs. Freeman,

This letter is in regard to the submitted Variance Application & concurrent Historic Alteration Permit Application for the property located at Map 15-04-16-AA, Lot 5300, addressed 190 Smith Street. Your completed submission materials, including a signed application, were received by the City of Harrisburg on July 15, 2019, with revised and additional materials received on October 22, 2019 and January 3, 2020.

After reviewing the submitted materials, the application has been deemed "complete" for processing purposes. A review of the proposal can now be carried out to determine whether it is consistent with the applicable regulatory provisions. The first review of the submitted materials has been scheduled for a Planning Commission Public Hearing on **February 18, 2020 at 6pm**. A notice regarding the location and time will be sent to you in the coming weeks.

If you have any questions, please feel free to contact me at [jordanc@branchengineering.com](mailto:jordanc@branchengineering.com) or at 541-746-0637.

Sincerely,

Jordan Cogburn  
City Planner  
Harrisburg, OR  
File: LU-411-2019

Worked closely with Jordan Cogburn to  
present the most complete variance  
application to this committee

## Addendum C

### Feedback from SHPO

Worked closely with Joy Sears to ensure we're following all protocol outlined by the State Historical Preservation Office.

Hello Patrick and Donnell,

Thank you for sending this information as I was certain I was missing something! I thought this was an existing industrial garage door that I was not seeing on the building. Or you were proposing a large industrial auto repair garage door that would not be appropriate that I would have denied. I see you are referring to the little over 5 foot access door on the side which I am sure was used for deliveries. This door is a historic component of the building and should be moved inside as an stabilized artifact if not reused in the building somewhere. Keep in mind if this had not been an existing opening, we would be having a different conversation. Since this is an existing opening that would be widened to create a residential size garage door which doesn't interfere with the window above that would meet the Standards but it cannot have a generic garage door installed as drawn. If the widen opening didn't have a new wider door installed, it should be flat (not arched) opening as shown and the new door should look like 2 large carriage doors that swing out but functions as an overhead door. My design suggestions are below as better examples to consider.

Please let me know if you have any questions.

Take care,

Joy

**Joy Sears**

**Restoration Specialist**

Oregon State Historic Preservation Office (SHPO)

725 Summer Street NE, Suite C

Salem OR 97301

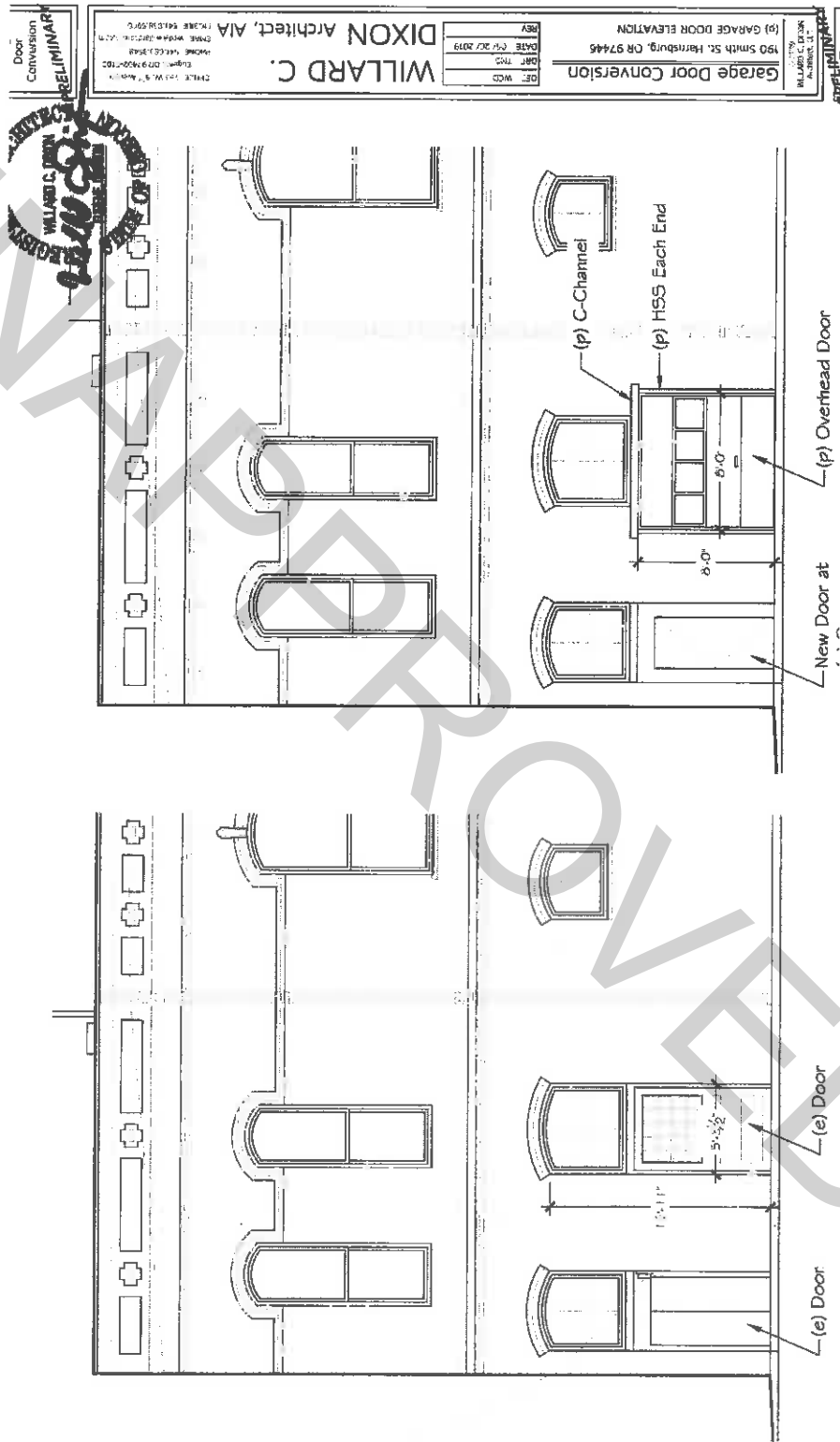
Phone 503-986-0688

Email: [Joy.Sears@oregon.gov](mailto:Joy.Sears@oregon.gov)

Website: [www.oregonheritage.org](http://www.oregonheritage.org)

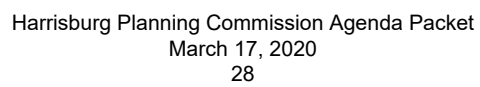
## Addendum D

### Drawing - Elevation



**Note: Ignore garage door aesthetic in this drawing – standard architectural door for schematic set**

## Drawing – Inside – Measurements



February 13, 2020

The Voo,  
2<sup>nd</sup> Street  
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello Dan,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2<sup>nd</sup> Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office ("SHPO") and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.



February 13, 2020

God's Storehouse,  
Smith Street  
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello Vesta,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2<sup>nd</sup> Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office ('SHPO') and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

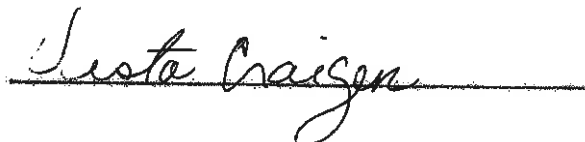
We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.



February 13, 2020

City of Harrisburg Post Office,  
204 Smith Street  
Harrisburg, OR 97446

RE: Variance Request for door opening at 190 Smith Street

Hello,

This request is stating that you would support the variance request at 190 Smith Street.

The variance would allow for a slightly wider opening, new door and curb cut completed on the current dilapidated access door on 2<sup>nd</sup> Street (along the eastern wall of the building at 190 Smith Street). The project would be completed by a historical mason, local general contractor and engineer while under the aesthetic supervision of the State Historical Preservation Office ('SHPO') and the City of Harrisburg. The current door is in poor shape, doesn't open and poses a risk to the overall structural integrity of the building. The door will be replaced with a high-quality, historically relevant replacement that improves the overall aesthetic of the street and downtown area.

Additionally, pedestrian and street traffic safety will be upgraded with appropriate audible and visual safety equipment installed as required.

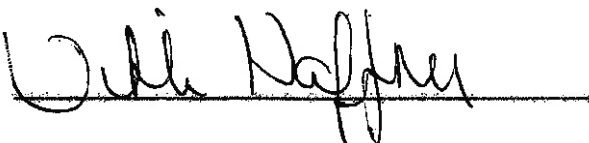
We look forward to the continued improvement of this historically important landmark in the City of Harrisburg. We also look forward to being your neighbor!

Thank you for your support and please don't hesitate to reach out with any questions or concerns.

Sincerely,

Patrick & Donnell Freeman

As a neighboring business, we support the requested variance discussed above at 190 Smith Street.



# City of Harrisburg

## PLANNING COMMISSION

### NOTICE OF DECISION

**REQUEST:** The applicant requests a Site Plan Review approval to construct four (4) new 5-plex Multifamily Residential buildings, totaling 20 new units, on a vacant lot adjacent to existing Lasalle Crossing Apartments Multifamily apartment complex for the purposes of expanding the adjacent use.

The site is located at the southeast corner of Lasalle Street and South 6th Street, is approximately 3.77 acres in size, and is currently developed with a large apartment complex with eight (8) structures totaling 36 units. A recent Property Line Adjustment approval resulted in the present configuration, adding additional development area of approximately 74,730 square feet (1.7 acres). The applicant intends to develop the remainder of the subject property with multi-family dwelling facilities totaling 10,200 square feet, with pedestrian facilities, parking areas, and associated drive aisles in compliance with the Harrisburg Municipal Code (HMC)..

**LOCATION:** 700 Lasalle Street, and known as tax lot 3300 of Linn County Assessor's Map 15S04W15BC.

**HEARING DATE:** February 18, 2020

**ZONING:** R-2, Multifamily Residential

**APPLICANT/  
OWNER:** Jamie Paddock, Paddock Construction  
PO Box 2447  
Eugene, OR 97402

**APPEAL DEADLINE:** March 1, 2020, at 5:00 p.m.

**DECISION:** The Harrisburg Planning Commission conducted a hearing on February 18, 2020, and voted to approve the request, subject to the attached conditions of approval. The Planning Commission adopted the findings contained in the February 11, 2020 Staff Report, and portions of the minutes from the

meeting that demonstrate support for the Planning Commission's actions.

**APPEALS:**

The decision may be appealed by filing a Notice of Appeal with the City Recorder at 120 Smith Street. The Notice of Appeal should be filed by the Appeal Deadline date listed above. Specific information on the requirements for an appeal or a copy of the complete file of this land use action may be obtained at Harrisburg City Hall. There is a fee of \$425.00.

**EFFECTIVE DATE:**

March 1, 2020, unless an appeal has been filed with the City Recorder.

**EFFECTIVE PERIOD:**

Site Plan Review approvals shall be effective for one year from the date of approval. If the applicant has not begun the work associated with the approval within one year, all approvals shall expire. Where the Planning Commission finds that conditions have not changed, at its discretion and without a public hearing, the Commission may extend the period one time for a period not to exceed one additional year.

Unless appealed, this Site Plan Review Approval will expire on February 18, 2021.



Planning Commission Chairperson

## CONDITIONS OF APPROVAL

1. **Consistency with Plans** - Development shall comply with the plans and narrative in the applicant's proposal identified as Exhibit A, except as modified by this approval or the conditions of approval below.
2. **Off-Street Parking** - The applicant is required to adhere to the site grading and paving plan, sheet C-2, as shown in the application materials.
3. **Stormwater Drainage** - Prior to the issuance of a building permit - the applicant is required to submit a Stormwater Drainage Plan providing sufficient evidence to support adequate drainage from the newly impervious areas, including structures and parking areas.
4. **Time Limit on Approved Land Use Application** - Applicant must apply for a building permit for phase two of construction prior to February 18, 2022, or will be required to apply for a site plan review for phase two.

# Staff Report

## Harrisburg Planning Commission

### Harrisburg, Oregon

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#### THE MATTER OF THE FREEMAN VARIANCE AND HISTORIC ALTERATION PERMIT APPLICATIONS (LU 411-2019 & LU 416-2019)

#### STAFF REPORT EXHIBITS:

Exhibit A: Application Materials dated 7-15-2019, Revised  
Materials dated 10-22-2019, 11-2-2019, 12-11-2019,  
12-21-2019, and 1-3-2020, Planning Commission  
requested materials submitted 3-5-2020

#### ACTION:

1. Motion to approve/modify/continue/deny the Freeman Historic Alteration Permit Application (LU 411). This motion is based on findings presented in the March 17, 2020 Staff Report to the Planning Commission, and findings made by the Commission during deliberations on the request at the March 17, 2020 Public Hearing.
2. Motion to approve/modify/continue/deny the Freeman Variance Application (LU 416). This motion is based on findings presented in the March 17, 2020 Staff Report to the Planning Commission, and findings made by the Commission during deliberations on the request at the March 17, 2020 Public Hearing.

**APPLICANT:** Patrick Freeman, 310 S Williams Street, Denver, CO 80209

**LOCATION:** 190 Smith Street, Map 15-04-15, Lot 13400

**HEARING DATE:** March 17, 2020

**ZONING:** C-1, Commercial

**OWNER:** Clyde the Glide, LLC, 310 S Williams Street, Denver, CO 80209

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## BACKGROUND

The subject site is located at 190 Smith Street, zoned Commercial C-1 and Harrisburg Historic District H-1. The structure is known as the IOOF Building (Odd Fellows Building), and is listed as Target Building 2B in the *Harrisburg Design and Action Plan, 1991*, serving as a benchmark to guide construction and repair for all Historic properties in Harrisburg in their respective target areas. As such, any alteration to the existing building requires compliance with the standards listed within HMC 18.35 – Harrisburg Historic District H-1, and 18.105 - Historic Resource Alteration and Demolition.

## INTRODUCTION

The applicant has submitted a Historic Alteration Permit for alterations to the existing structure, including the expansion of an east facing doorway to facilitate interior off-street parking. Additionally, a Variance application has been submitted concurrent with the proposal for a 14-foot reduction in the access spacing standard in order to construct the necessary driveway approach to serve the proposed off-street parking. The current proposal shows an approximate 10-foot separation between the alley driveway and the proposed driveway curb cuts. The standard relative to commercial development is a minimum of 24-feet between driveways.

## EVALUATION

The following relevant criteria and proposed findings demonstrate that the proposed development may not comply with all applicable approval criteria and related standards. The following evaluation includes findings of compliance with the applicable criteria and related standards as provided in the Harrisburg Municipal Code (HMC), with informational items noted where appropriate. The approval criteria and related standards are listed below in **bold**, with findings addressing each respectively.

## HISTORIC ALTERATION CRITERIA AND FINDINGS

### Chapter 18.35 - HARRISBURG HISTORIC DISTRICT H-1

#### **18.35.070 Historic district area.**

**The historic downtown district is defined as the area between Monroe and Macy Streets, and between 1st Street and the Union Pacific Railroad tracks. The buildings in the local inventory of historic properties are listed as follows:**

- 1. I.O.O.F. Hall, 190 Smith Street;**

The subject site is located at 190 Smith Street.

#### **18.35.140 Design standards for new construction.**

**In an H-1 zone, new commercial construction, facade renovation, or building rehabilitation shall reflect the City's historic, aesthetic, and cultural heritage. The scale and form, style, material and texture, color, and signage shall follow the design guidelines for the historic downtown**

beginning on page 6-21 of the Harrisburg Design and Community Action Plan, dated June 27, 1991.

**18.35.150 Design guidelines for commercial construction.**

In an H-1 zone, new commercial construction and exterior remodeling shall follow the guidelines set forth in HMC 18.35.070 through 18.35.160 with the following exception:

The historic downtown commercial buildings shall be maintained and developed to represent a historic riverfront community of the late 1880s to early 1900s. The following buildings currently listed on the local inventory of historic properties best represent buildings from this era:

1. IOOF Hall, 190 Smith Street;
2. Rampy Building, 195 Smith Street;
3. Hubbell Building, 286 Smith Street;
4. May and Senders Store (original three-bay arcaded facade), 125 Smith Street. [Ord. 882 § 3.288, 2010.]

**Discussion:** A widened garage opening facilitating the applicant's desired use of the site may not meet the scale representation requirements of a historic riverfront community of the late 1880s to early 1900s, nor the design guidelines for the historic downtown (*page 6-21 through 6-32, Harrisburg Design and Community Action Plan, 1991*), and could impact the local significance of the building. The applicant has indicated that the space was traditionally used as a carriage storage area and could accommodate the use at the time, therefore asserting that the alteration would continue the historic nature of the building by allowing modern vehicles. However, the applicant has not provided evidence to this claim.

**Finding:** As originally submitted, the application to alter the existing doorway did not comply with these criteria. Three (3) alternate designs have since been submitted to show compliance with the standards above. The faux carriage style facades shown on the submitted materials are representative of buildings of the 1880s to 1900s. Therefore, this standard has been met.

**18.35.160 Building materials for commercial construction.**

In an H-1 zone, the type of materials used should be selected from those materials exhibited on the buildings representing the targeted era listed in

**HMC 18.35.150. These include wood, brick, cast iron, and wrought iron.  
[Ord. 882 § 3.290, 2010.]**

**Finding:** While the applicant's narrative states an intention to meet this requirement, the submitted specification sheets for the proposed overhead doors show steel as the primary construction. This standard cannot be met with a modern, opening garage door. However, Oregon State Historic Preservation Office (SHPO) has found that a steel door, with a wood or brick look, is compatible with state historic building standards (see SHPO statement and phone call reference, below.)

**18.35.190 Parking standards for historic district.**

**Parking standards generally applicable within the City of Harrisburg may not be appropriate for the historic district. The intent of the historic district is to have an appearance reminiscent of a time before there were automobiles and parking lots. Parking standards within the historic district shall therefore be as follows:**

- 1. Parking shall be accessed from a public alley unless the City Planner determines this cannot reasonably be accomplished.**

**Discussion:** The applicant is seeking to access automobile parking areas directly from 2<sup>nd</sup> Street through the current Historical Alteration Permit and Variance application submittal.

**Finding:** The applicant has submitted correspondence from the State Historic Preservation Office in an attempt to satisfy the above criterion. The correspondence notes the State's preference would be to widen the existing opening on the street side, as an alley access would create a greater impact to the historical character of the structure and its historic integrity. Staff concurs with the state and finds that a newly constructed opening on the south side of the structure would prove unreasonable.

- 2. Parking shall not front onto a public street other than an alley except for public parking lots or when it is determined to be necessary by the City Planner.**

**Discussion:** No public parking lots are proposed. The proposed parking area within the structure directly fronts onto a public street. The building abuts a public alley to the south.

**Finding:** As noted above, the applicant has submitted correspondence from SHPO stating that the current proposal for the street side garage is a preferred alteration, as the creation of a new opening will create a larger impact to the historical character of the structure.

- 3. For residential uses, each dwelling unit shall have a parking space that is within 500 feet of the dwelling that is intended for use by that dwelling.**

**Discussion:** The subject site is dual zoned for Commercial Use, with Harrisburg Historic District H-1 Overlay restrictions. The applicant intends to utilize the 2<sup>nd</sup> floor of the structure for residential use and the 1<sup>st</sup> floor areas for commercial uses and residential parking (a Mixed-Use Development). Mixed-Use Developments are allowed outright in the C1 - Commercial Zone by HMC 18.30.010(29). The applicant has proposed interior parking areas along the southern portions of the building to meet this standard.

**Finding:** The site currently does not contain off-street parking facilities. Nor does the site meet access requirements for the proposed interior parking area, as noted above. The Planning Commission should consider possible alternate parking areas, other than those being proposed. These alternates could include permit only on-street parking adjacent to the site, shared parking agreements with other properties, or other areas as determined by the Planning Commission.

**4. 4. For commercial uses:**

- a. The required number of parking spaces shall be one-half (rounded up to the next whole number) the number of parking spaces that would be required by HMC 18.85.010.
- b. The required parking spaces shall be within 1,000 feet of the commercial use; or
- c. As an alternative to providing off-street parking, and with the approval of the City Planner, an amount established by City Council resolution can be paid to the City for a parking lot fund for the purpose of building and maintaining a public parking lot in or within 1,000 feet of the historic district. [Ord. 882 § 3.296, 2010.]

**Discussion:** No changes or expansions to the existing commercial areas are proposed with this application, only alterations to the exterior façades. No specific uses are known for the commercial areas at this time. Therefore, any preexisting nonconformance relative to the number of parking spaces provided will be allowed to continue pursuant to HMC 18.100.010 Continuation of Nonconforming Use or Structure.

**18.105.070 Review criteria for an alteration application.**

**In reviewing an application to alter a historic building and to preserve the historical and architectural integrity of historical resources, and to provide for public safety, Planning Commission decisions shall be based on applicable State and local codes and ordinances related to building, fire and life safety, and the following criteria:**

- 1. The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.**

**Discussion:** The applicant has stated an intent to preserve the dated iron detail at the north end of the building, as well as cleaning and maintaining the signage outlines along the brick wall. The submitted drawings show existing doorways sharing distinctive

architectural lines with the transom windows above each opening. This feature continues throughout the design of the building. The proposed alteration of the existing doorway on Smith Street, with an expansion of approximately two (2) feet on each side (total of four (4) feet), would create a jog in the vertical architectural features not shared by any other portion of the building.

**Finding:** The Planning Commission directed the applicant to provide additional information, including specific historic style design proposals, for consideration at the February 18, 2020 Public Hearing.

**Finding:** On March 5, 2020, the applicant submitted three (3) design proposals for Planning Commission consideration based on direction given at the February 18, 2020 Planning Commission Public Hearing.

**2. Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.**

**Finding:** As stated above and shown within the applicant's submittal, the proposed garage door size does not keep with the historic appearance of the building. The Planning Commission directed the applicant to provide additional information, including specific design proposals for consideration, at the February 18, 2020 Public Hearing.

**Finding:** As noted above, the applicant submitted three (3) design proposals for Planning Commission consideration based on direction given at the February 18, 2020 Planning Commission Public Hearing. The new proposed designs are closer to the historic appearance of the building, even though the steel construction of the proposed overhead door is not in keeping with historic materials. However, this criterion does not prohibit alternate materials used in construction, it only discourages their application. Therefore, Staff recommends the Planning Commission give consideration to the proposal in regard to the material compatibility with the historic appearance.

**4. Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.**

**Discussion:** As stated under subsections 1 and 2 of this section, the proposed alteration of the existing doorway along Smith Street, with an expansion of approximately two (2) feet on each side (total of approximately four (4) feet), would create a jog in the stylistic features not shared by any other portion of the building.

**Finding:** The proposed expansion of the existing doorway does not meet the above standard as it does not retain the distinctive stylistic features of the structure. The Planning Commission directed the applicant to provide additional information, including feasibility of an alley access and specific historic design proposals, at the February 18, 2020 Public Hearing.

**Finding:** On March 5, 2020, the applicant submitted three (3) historic style design proposals and correspondence from SHPO stating location preference for Planning Commission consideration. As noted above, Staff recommends the Planning Commission give consideration to the proposal in regard to the compatibility with the historic appearance.

**5. Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.**

**Discussion:** The applicant has indicated that they wish to maintain and repair all architectural features that can be salvaged to keep the historical character of the building in place, while still repurposing the building for modern uses.

**Finding:** No evidence has been provided to show the need for the expansion, or the inability to repair the existing doorway. This standard has not been met. However, SHPO has submitted standards that would allow the alteration of the opening, if the applicant submits a carriage style door that meets the historic detail allowed by SHPO.

**Finding:** On February 6, 2020, Joy Sears, Restoration Specialist, at SHPO submitted the following statement:

*Thank you for the opportunity to provide courtesy comments on this proposed historic alteration to the National Register listed Harrisburg Odd Fellows Hall at 190 Smith Street. SHPO has reviewed the proposed alteration to this historic building and would recommend approval of enlarging an existing, historic opening as rendered. SHPO would not approve an overhead door as depicted but would approve a carriage style door in keeping with the historic character of the fraternal meeting hall. I already discussed this with the owners via email. If the existing, historic opening was enlarged and a carriage style door was installed then it would meet the Secretary of the Interior's Standards for Rehabilitation. I have attached a copy of a technical publication addressing this particular issue for your reference."*

**Finding:** The applicant's submitted designs detail a faux carriage style façade on an overhead door. Correspondence with Joy Sears via telephone confirmed that SHPO would allow the doors as presented.

**6. If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.**

**Discussion:** The applicant has indicated a desire to replace deteriorated features with materials matching in terms of composition, design, color and texture. The proposed faux carriage style overhead doors shown in the submitted documents on November 3, 2019 and March 5, 2020 show three options for compliance with the above standard. The Planning Commission should consider whether one or more of the proposed faux carriage style overhead metal door(s) meets this standard.

**Finding:** The City received correspondence from the State Historic Preservation Office (SHPO), regarding types of doors that would be acceptable. SHPO has stated that overhead doors would not be acceptable, whereas a carriage style door would keep with the historic character.

**Finding:** As noted above, the applicant's submitted designs detail a faux carriage style façade on a steel overhead door. Correspondence with Joy Sears via telephone confirmed that SHPO would allow the doors as presented.

[Criteria belonging to HMC 18.105.070 (3) & (7) were both included in the previous month's staff report, and because both standards were not applicable to this request, have not been included in this report].

## **VARIANCE CRITERIA AND FINDINGS**

### **18.115.020 Criteria for granting a variance.**

**A variance may be granted only in the event that all of the following criteria exist:**

- 1. Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.**

**Discussion:** The applicant is seeking a variance to the minimum access spacing standards under HMC 18.95.100(5), which requires a minimum of 24 feet of separation between driveways. The alley abutting the site is approximately ten (10) feet from the applicant's proposed driveway for the garage door under consideration. The present use of the site does not include a garage. The Planning Commission should consider whether unique or extraordinary circumstances apply to this property (either with or without the proposed historic alteration pending before the Commission) that do not generally apply to other properties in the same zone or vicinity of which the applicant has no control. Further, the current standards of the Harrisburg Historic District H-1 Zone and Historic Alteration Permit criteria were in place prior to the applicant's February 2, 2018 purchase date shown on the Linn County Assessor's report.

**Finding:** The request for a variance to the minimum spacing standard is based on the applicant's desired use of the site through the Historic Alteration Permit process. If the

Planning Commission should approve the Historic Alteration Permit, (LU 416-2019) then the Planning Commission may consider whether new or “unique or extraordinary circumstance” now apply to this property.

**2. The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.**

**Discussion:** The applicant has provided evidence of a nearby existing commercial structure located at the western terminus of the alley at 1st Street, north of Smith Street, which is located in the Commercial Zone C-1, and the Harrisburg Historical District Zone H-1. Moreover, this structure is known as the May and Senders Store, with the three-bay arcaded facade/rectangular original portion on the Historic Resource List, located as 125 Smith St. This property has a similar driveway spacing distance from the alley to the garage, of approximately 15 to 17 feet. The City allowed an Industrial addition to the north side of the existing historic structure in 1995. This portion of the structure is not included in the Historic Resources List, as the list specifically notes the original portion of the property (excluding the new portion). While the newer portions of the structure are not a comparable reference due to being excluded from the specific structure on the resource list, the property is located within the Harrisburg Historic District zone. As such, the property is within the same zone and is a valid comparison for compliance with the criterion list above.

**Finding:** The applicant has provided sufficient evidence to show how the proposal meets the above standard.

**3. The variance is consistent with the goals and policies in the comprehensive plan.**

**Finding:** The proposed variance for a 14-foot reduction in driveway spacing will not have an impact on Comprehensive Plan compliance.

**4. The variance shall not confer a special privilege upon an applicant.**

**Finding:** Approval of the requested driveway spacing variance will not confer a special privilege upon the applicant as the City does not have record of a similar application containing a denial. If the Planning Commission chooses to accept the applicant's hardship by way of a Historic Alteration Permit approval and subsequently allow the proposed Variance, this could be considered as conferring a special privilege. The Planning Commission should consider whether granting this variance might confer a special privilege on, or for the exclusive benefit of the applicants. Deliberation and public input should be considered especially in the light of the stated desire of the city to revitalize the downtown historic district with the view of enhancing economic viability

**5. The variance shall not violate any provision of law. [Ord. 906 § 1, 2012; Ord. 882 § 8.020, 2010.]**

**Finding:** Approval of the requested driveway spacing Variance application will not violate any provision of law. Therefore, this criterion has been met.

## **CONCLUSIONS**

The applicant requests approval of a Variance application and Historic Alteration Permit. As demonstrated by the above discussion, analysis and findings, and in consideration of public testimony by the applicant and others at the continued public hearing, the Planning Commission must consider whether the applicants' proposal reasonably meets minimum applicable criteria from the Harrisburg Municipal Code.

## **PLANNING COMMISSION ACTION**

The Planning Commission has three options with respect to the subject applications. They can:

1. Approve the request;
2. Approve the request with modifications/conditions;
3. Request additional information from Staff and/or the applicant; or
4. Deny the request.

## **PLANNERS RECOMMENDATION:**

The Planner recommends that the Planning Commission review the materials submitted in response to direction and make a determination on the Freeman Historical Alteration Permit Application, and Variance Application. Motions are located at the top of this staff report.

## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

- B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

- C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution seems in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

- D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege

- E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

## Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're making every effort to use historically relevant materials in order to maintain the historical appearance.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're making every effort to maintain all historical elements over this building, especially considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We're making all appropriate efforts to carefully demo and clean all exterior façade elements.

E. HMC 18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're making efforts to repair architectural features as much as possible

F. HMC 18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

We're making all reasonable efforts to match the historical aesthetic as closely as possible

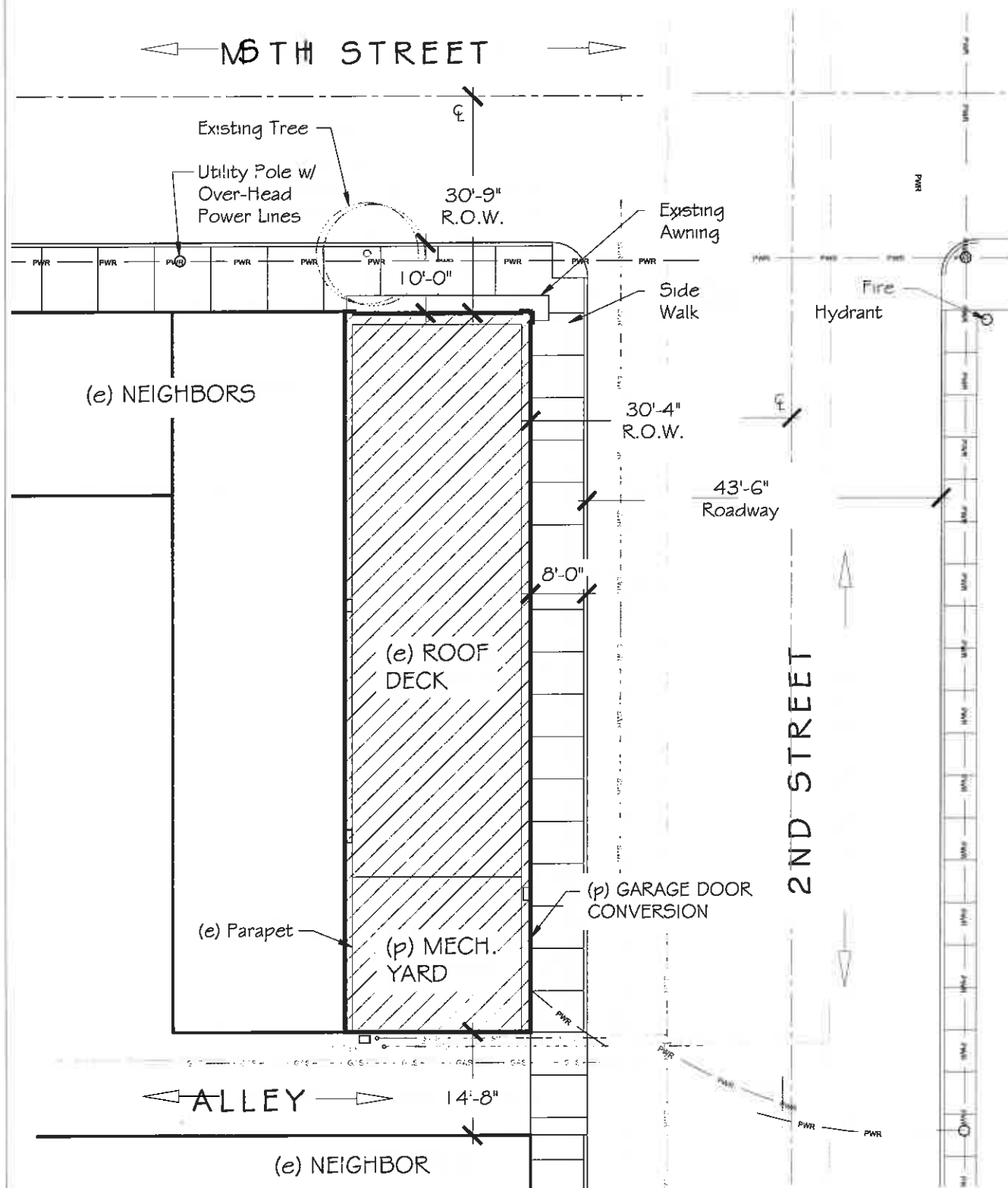
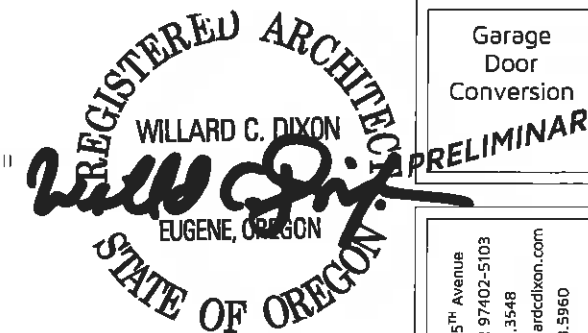
G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to make efforts to match the historical aesthetic as closely as possible

# GARAGE DOOR CONVERSION

ENGINEERING  
REVIEW

OWNERS: Clyde the Glide, LLC PROJECT SITE 190 Smith Street, Harrisburg TAXMAP#15S 04W 16AA, Lot# 05300



NOTE  
E = Existing  
P = Proposed

## PROJECT SCOPE

Conversion of an Existing Ground-Level Entrance at 2nd Street from a former Carriage Door to an Overhead Garage Door.

## PROPERTY INFO

ZONING..... C-1 Commercial

Lot# 5300..... ±2,529 sf

Building Footprint..... ±2,529 sf

Existing building was apparently built to zero lot line siting standards to each property line.

## GENERAL NOTES

General Contractor to Verify all Field Conditions, Utilities & Dimensions prior to providing Material & Equipment, and prior to Installation, Fabrication & all approved Construction. Comply with all applicable Local, State & Federal Laws, Regulations & Codes.

## PROJECT TEAM

### ARCHITECTURE

Willard C. Dixon Architect, LLC  
Attn: Will Dixon, AIA  
753 W. 5th Avenue  
Eugene, OR 97402  
PHONE: 541-689-3548  
EMAIL: wcd@willardcdixon.com

### OWNER

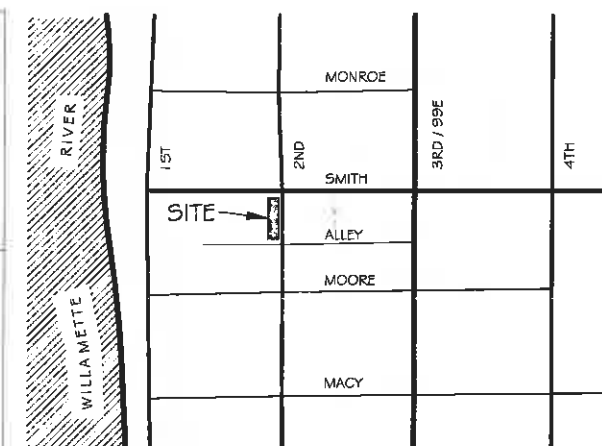
Clyde the Glide, LLC  
190 Smith Street  
Harrisburg, OR 97446  
PHONE: 415-268-7441

### STRUCTURAL

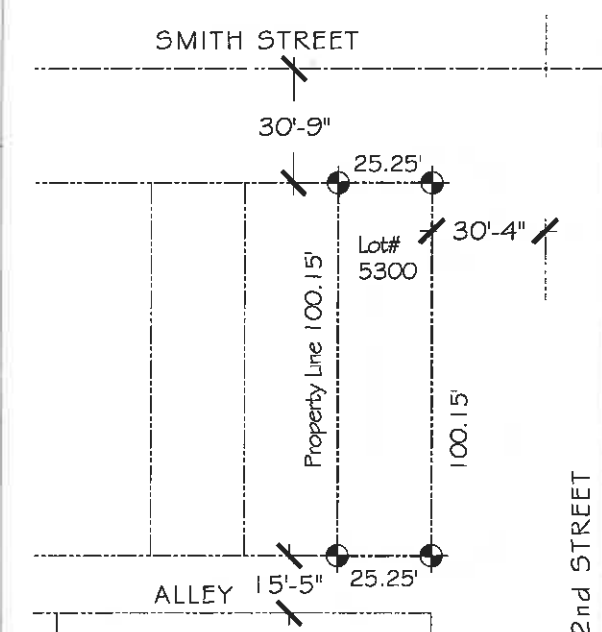
Pioneer Engineering, LLC  
Attn: Adam Clough, PE, SE  
1717 Centennial Blvd., #9  
Springfield, OR 97477  
PHONE: 541-746-5841

### GENERAL CONTRACTOR

Ives Construction, Inc.  
CCB# 99712  
Attn: Steve Ives  
PO Box 2101  
Eugene, OR 97402  
PHONE: 541-520-5436



**a VICINITY MAP**  
scale: For Reference Only



**b LOT PLAN**  
scale: 1" = 50' - 0" when printed on 11x17

**c (p) SITE PLAN**  
scale: 1" = 20' - 0" when printed on 11x17  
15S-04W-16AA #05300

Garage  
Door  
Conversion

OFFICE: 753 W. 5th Avenue  
Eugene, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcdixon.com  
MOBILE: 541.868.5960

**WILLARD C.  
DIXON Architect,**

DES: WCD  
DRF: TMS  
DATE: 06/26/2019  
REV:

Garage Door Conversion

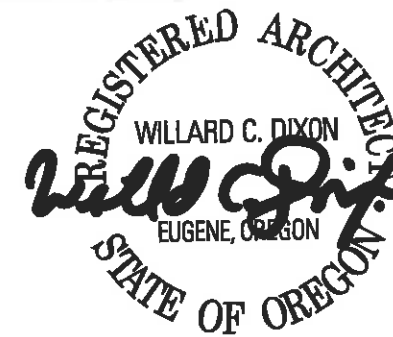
190 Smith St. Harrisburg, OR 97446

(e) SITE PLAN / PROJECT INFO

© 2019  
WILLARD C. DIXON  
Architect, LLC

**PRELIMINARY**

**D1**  
1 of 4



Garage  
Door  
Conversion

PRELIMINARY

OFFICE: 753 W. 5<sup>TH</sup> AVENUE  
EUGENE, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcdixon.com  
MOBILE: 541.868.5960

**WILLARD C.  
DIXON** Architect, AIA

DES: WCD  
DRF: TMS  
DATE: 06/26/2019  
REV:

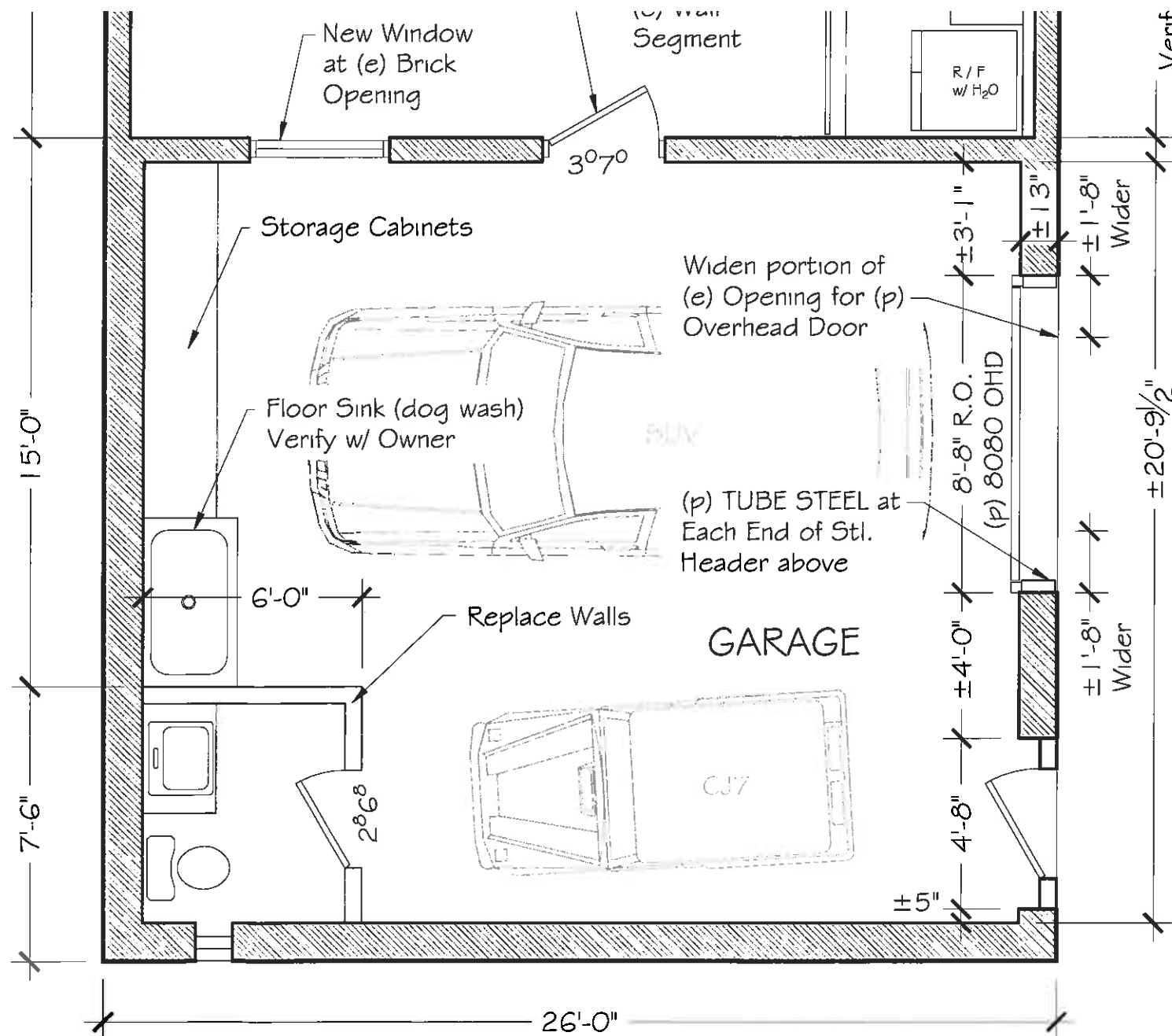
**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(p) GARAGE DOOR PLAN

© 2019  
WILLARD C. DIXON  
Architect, LLC

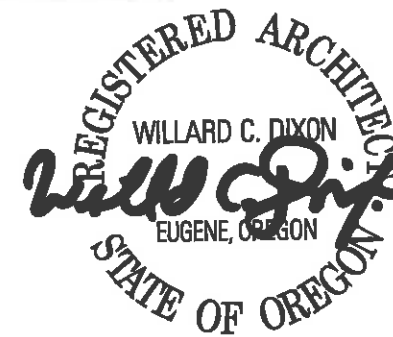
PRELIMINARY

**D2**

2 of 4



**(p) GROUND FLOOR PLAN at GARAGE**  
scale: 1/4" = 1' - 0" when printed



Garage  
Door  
Conversion

PRELIMINARY

OFFICE: 753 W. 5<sup>TH</sup> AVENUE  
EUGENE, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcixon.com  
MOBILE: 541.868.5960

**WILLARD C.  
DIXON** Architect, AIA

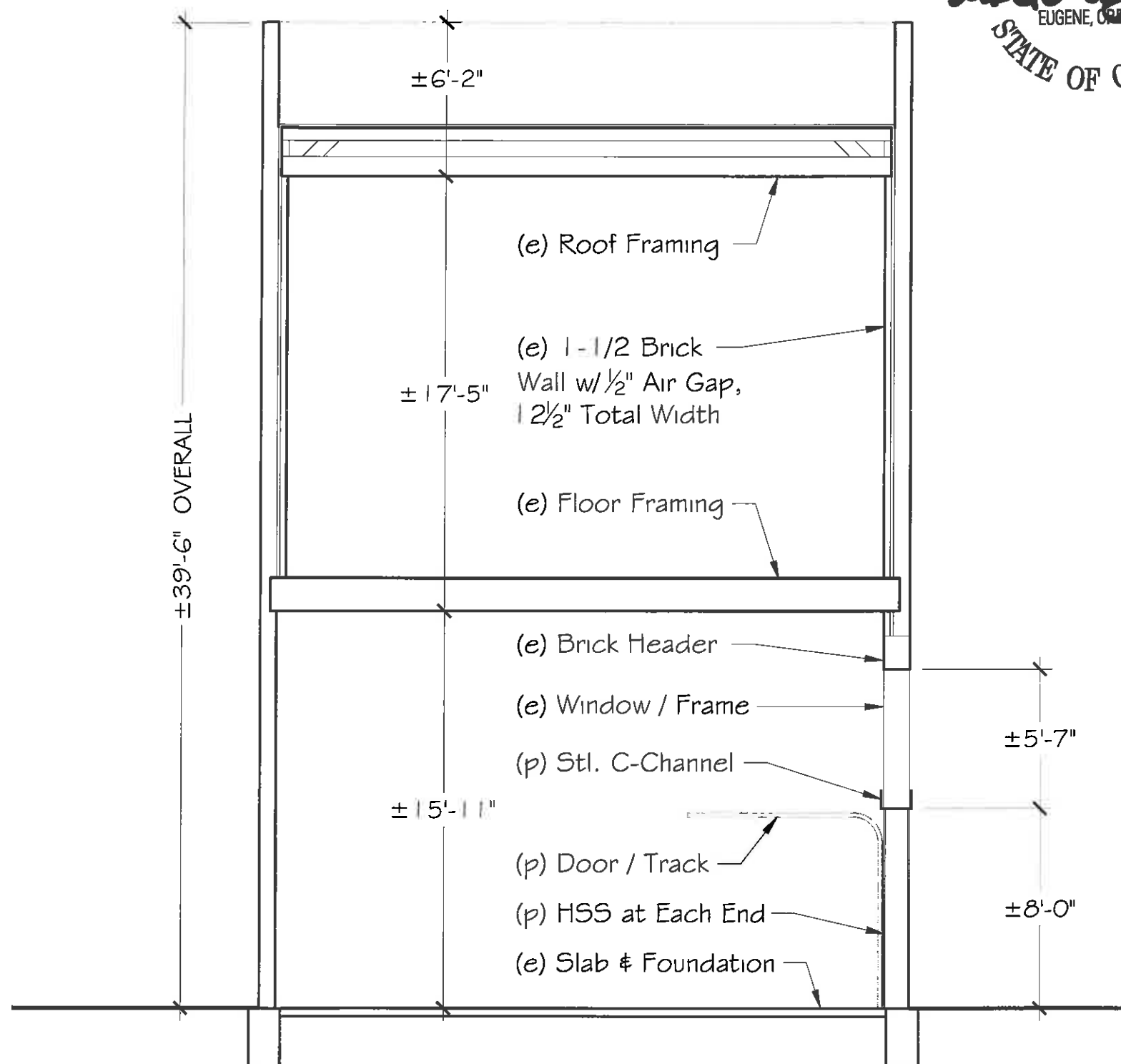
DES: WCD
DRF: TMS
DATE: 06/26/2019
REV:

**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(p) GARAGE DOOR SECTION

© 2019  
WILLARD C. DIXON  
Architect, LLC

PRELIMINARY

**D3**  
3 of 4



**(p) SECTION at GARAGE DOOR**  
scale:  $\frac{3}{16}" = 1' - 0"$  when plotted on 11x17



**(b) EXISTING ELEVATION**  
 scale:  $\frac{3}{16}" = 1' - 0"$  when printed on 11x17



**(a) (p) Partial EAST (2nd St) ELEVATION**  
 scale:  $\frac{3}{16}" = 1' - 0"$  when printed on 11x17

REGISTERED ARCHITECT  
 WILLARD C. DIXON  
*Willard C. Dixon*  
 EUGENE, OREGON  
 STATE OF OREGON  
 PRELIMINARY

Garage  
 Door  
 Conversion

**WILLARD C. DIXON** Architect, AIA

DES: WCD  
 DRF: TMS  
 DATE: 06/26/2019  
 REV:

**Garage Door Conversion**  
 190 Smith St. Harrisburg, OR 97446  
 (p) GARAGE DOOR ELEVATION

© 2019  
 WILLARD C. DIXON  
 Architect, LLC

PRELIMINARY  
**D4**  
 4 of 4



The City of  
Harrisburg

JUL 15 2019 (7/15)

RECEIVED

City of Harrisburg  
120 Smith Street  
Harrisburg, OR 97446  
Phone (541) 995-6655

[www.ci.harrisburg.or.us/planning](http://www.ci.harrisburg.or.us/planning)

## LAND USE APPLICATION

### STAFF USE ONLY

File Number: 2019-7-019

Date Received: 7/15/19

Fee Amount: \$6505-10-22-19 2.008738

### APPLICATION TYPE

<input type="checkbox"/> Annexation	<input type="checkbox"/> Property Line Adjustment
<input type="checkbox"/> Comprehensive Plan Amendment	<input type="checkbox"/> Partition / Replat <input type="checkbox"/> Minor <input type="checkbox"/> Major
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Site Plan Review
<input checked="" type="checkbox"/> Historic Permit	<input type="checkbox"/> Site Plan Review - Parking Only
<input checked="" type="checkbox"/> Resource Alteration <u>REC 10-22-19</u>	<input type="checkbox"/> Subdivision / Replat
<input type="checkbox"/> Resource Demolition	<input type="checkbox"/> Vacation of Street, Alley or Easement
<input type="checkbox"/> Historic Review – District	<input checked="" type="checkbox"/> Variance
<input type="checkbox"/> Legal Lot Determination	<input type="checkbox"/> Zone Map Change
<input type="checkbox"/> Measure 37 Claim	<input type="checkbox"/> Zoning Ordinance Text Amendment

### PLEASE PROVIDE A BRIEF SUMMARY OF THE PROPOSAL

Project Description

Proposal to add an exterior garage entrance on the East Side of the building at 190 Smith Street. Garage door replaces an existing exterior access door. The door will be instrumental in allowing access for construction equipment during the state and city approved redevelopment of the Subject building. This proposal also requests permission for a curb cut on 2nd street directly in front of the access point. Materials and colors of the proposed doorway will be reviewed by the city for aesthetic compliance.

Proposed door access is outlined in the attached architectural drawings.

Project Name

190 Smith Street

PRIMARY CONTACT AND OWNER INFORMATION

Applicant's Name Patrick Freeman

Phone 415-377-5382 Email freeman\_patrick@hotmail.com

Mailing Address 310 S. Williams Street, Denver, CO 80209

Applicant's Signature Patrick Freeman Digitally signed by Patrick Freeman  
Date: 2019.06.20 14:03:49 -06'00' Date

Property Owner Name Clyde the Glide, LLC

Phone 415-377-5382 Email freeman\_patrick@hotmail.com

Mailing Address 310 S. Williams Street, Denver, CO 80209

Owner's Signature Patrick Freeman Digitally signed by Patrick Freeman  
Date: 2019.06.20 14:03:39 -06'00' Date

\*If more than one property owner is involved, provide a separate attachment listing each owner or legal representative and their signature.

PROPERTY DESCRIPTION

(general vicinity, side of street, distance to intersection, etc.)

Street Address 190 Smith Street

General Location Description SW corner of Smith and 2nd Street in Harrisburg, OR

Assessor's Map Number(s)

Related Tax Lot(s)

Map # 15S04W16AA 05300 Tax Lot(s) # 00708-327219

The Assessor's Map Number (Township, Section, and Range) and the Tax Lot Number (parcel) can be found on your tax statement, at the Linn County Assessor's Office, or online at:  
<http://linn-web.co.linn.or.us/propertywebquerypublic/>

Lot Area 2529

## LAND USE AND OVERLAY ZONES

Existing Zone(s)

Existing Comprehensive Plan Designation(s)

Please select any of the following zone overlays or natural areas that apply to the subject site:

- |   |  |                                   |
|---|--|-----------------------------------|
| <input type="checkbox"/> Historic Overlay | <input type="checkbox"/> Willamette River Greenway | <input type="checkbox"/> Wetlands |
| <input type="checkbox"/> Floodplain       | <input type="checkbox"/> Riparian Corridors        |                                   |

\*Please include a discussion in the project narrative indicating how these overlays affect your proposal. For more information about any of these overlays or natural areas, please contact the City Planner at (541) 995-6655.

## CHECK THE BOX NEXT TO INCLUDED EXHIBITS

- |  |   |
|--|---|
| <input type="checkbox"/> Narrative   | <input checked="" type="checkbox"/> Architectural Elevations  |
| <input type="checkbox"/> Assessor's Map with Applicable Tax Lots Highlighted           | <input checked="" type="checkbox"/> Architectural Floor Plans |
| <input checked="" type="checkbox"/> Site Plan  | <input type="checkbox"/> Utilities Plan                       |
| <input type="checkbox"/> Survey / ALTA   | <input type="checkbox"/> Electronic Versions of Exhibits      |
| <input type="checkbox"/> Aerial Photograph / Existing Land Use(s) Map                  | <input type="checkbox"/> Geotechnical Report/Site Assessment  |
| <input type="checkbox"/> Zoning Map (if applicable, show proposed changes)             | <input type="checkbox"/> Application Fee                      |
| <input type="checkbox"/> Comprehensive Plan Map (if applicable, show proposed changes) | <input type="checkbox"/> Other                                |
| <input type="checkbox"/> Subdivision or Partition Plat                                 |   |

\*A written narrative is required for all application types. Typical drawings sizes are 24"X36", 11"X17", or 8.5"X11". Sizes of required drawings will depend on the type and scope of applications involved. Contact the City Planner to verify requirements. On your plans, include the following: property lines, points of access for vehicles, pedestrians, and bicycles, water courses, any natural features (wetlands, floodplain, etc.), existing and proposed streets and driveways, parking areas, utilities, pedestrian and bike paths, and existing easements. Please note there are additional specific graphic and narrative requirements for each application type. Refer to the Harrisburg Municipal Code for more information.

PLEASE TELL US MORE ABOUT THE PROPOSAL AND ITS SITE

1. Are there existing structures on the site? ☒ Yes ☐ No If yes, please explain

A two-story brick building built in 1882. Building has National Historical Building Designation

2. Indicate the uses proposed and describe the intended activities:

Retail/Office/Residential

3. How will open space, common areas and recreational facilities be maintained?

Maintained by owners and tenant (as specified in lease)

4. Are there previous land use approvals on the development site? ☐ Yes ☒ No  
If yes, please include a discussion in the project narrative describing how the prior approvals impact your proposal.

AUTHORIZATION FOR STAFF & DECISION MAKERS TO ENTER LAND

City staff, Planning Commissioners, and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(-ies) associated with this application as part of their site visits.

☒ I authorize City staff and decision makers to enter onto the property(-ies) associated with this application.

☐ I do not authorize City decision makers to enter onto the property(-ies) associated with this application.

## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

- B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

- C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution seems in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

- D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege

- E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

## Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're making every effort to use historically relevant materials in order to maintain the historical appearance.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're making every effort to maintain all historical elements over this building, especially considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We're making all appropriate efforts to carefully demo and clean all exterior façade elements.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're making efforts to repair architectural features as much as possible

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

We're making all reasonable efforts to match the historical aesthetic as closely as possible

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to make efforts to match the historical aesthetic as closely as possible

## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time.

- B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical facade

- C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution is in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

- D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance will not confer a special privilege.

- E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building.

## Historic Alteration

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We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.

Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.



G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.







## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

This doorway was always used as an access door to the back garage/shop space. In the early 1900's, when this opening was built, the dimensions of the doorway worked perfectly well for vehicles/wagons/carts of the time. The safety and traffic issues are further addressed below in item E.HMC

- B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is aligned with the historical property use. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical façade

- C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The proposed solution is in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

- D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance should not be considered a special privilege as it will return the building to its original use without impeding traffic or creating safety issues.

- E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building. The variance has been discussed with the neighboring businesses and no immediate issues were brought up.

Traffic studies (per City of Harrisburg) have not been completed by city, county or state for the Subject location on 2<sup>nd</sup> Street. The average daily traffic (‘ADT’) count on 2<sup>nd</sup> Street is negligible (based on nationwide traffic count surveys) and should be a limited factor in the decision of this variance request. The foot traffic on the sidewalk in front of the requested opening is also nominal. In order to comply and alleviate any concerns surrounding the variance request, we are



prepared to install a commercial audible opening device to alert any pedestrians walking in front of the opening. Similar systems are commonly installed in large metropolitan downtown parking garages. We've proactively discussed installation of a door with this feature with our preferred local door company (Overhead Door Co.).

### Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

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G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.



## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

The unique and extraordinary circumstances which apply to this building are the age and historical use of the space. This doorway has always been used as an access door to the back garage/shop space since the early 1900's. In 1905, when the back addition was constructed, this oversized access doorway was built, the dimensions of the doorway were made for vehicles/wagons/carts of the time. The size of the doorway demonstrates that the entry was not intended for pedestrian use.

- B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is aligned with the historical property use. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant investment to restore and maintain the buildings historical façade. The approval of the variance request will allow for improvements to the doorway in order to match the significant planned improvements to the rest of the building.

- C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The requested variance already has a precedent in the downtown area. The picture below in D. HMC 18.115.020 (4) demonstrates a current example of our requested variance. The picture shows a building on 1<sup>st</sup> Street between Smith and Monroe with a very similar alley/garage variance as requested.

The proposed solution is also in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

Approval of the variance ultimately helps to drive everyone's goal; to restore and improve this historical Harrisburg landmark.

Also, just a thought to improve traffic flow and continue to drive safety in a growing downtown district, the alley traffic could be redirected to a one-way direction. We'd be happy to help with cost of signage as needed.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

The variance should not be considered a special privilege as it will return the building to its original use without impeding traffic or creating safety issues. Additionally, the garage shouldn't not confer a special privilege, as neighboring buildings in the immediate downtown area have been allowed to build and possess the same distance to an adjacent alley. Our variance request is consistent other downtown buildings in the immediate area and should not be considered a special privilege.



E. HMC 18.115.020(5) – The variance shall not violate any provision of law.

The proposed entry construction will be executed by a licensed general contractor with oversight from a structural engineer familiar with the building. The variance has been discussed with the neighboring businesses and no immediate issues were brought up.

Traffic studies (per City of Harrisburg) have not been completed by city, county or state for the Subject location on 2<sup>nd</sup> Street. The average daily traffic ('ADT') count on 2<sup>nd</sup> Street is negligible (based on nationwide traffic count surveys) and should be a limited factor in the decision of this variance request. The foot traffic on the sidewalk in front of the requested opening is also nominal. In order to comply and alleviate any concerns surrounding the variance request, we are prepared to install a commercial audible opening device to alert any pedestrians walking in front of the opening. Similar systems are commonly installed in large metropolitan downtown parking

garages. We've proactively discussed installation of a door with this feature with our preferred local door company (Overhead Door Co.).

### Historic Alteration

A. HMC 18.105.070(1) – The removal or alteration of any historical marker or distinctive architectural features shall be avoided when possible.

We are keeping the integrated dated iron detail at the front of the property. We're also cleaning and preserving the old signage outlines on the brick wall.

B. HMC 18.105.070(2) – Alterations that include materials or a design not in keeping with the historic appearance of the building or structure shall be discouraged.

We're using historically relevant materials in order to maintain (yet improve) the building's overall appearance. This is further discussed in section E.

C. HMC 18.105.070(3) – Alterations that have taken place over the course of time are part of the history and development of the building or structure. These alterations may be significant in their own right and shall be preserved if possible and appropriate.

We're maintaining all historical elements of this building whenever possible. This is especially relevant considering the multiple phases of construction since it was built.

D. HMC 18.105.070(4) – Distinctive stylistic features or examples of skilled craftsmanship should be treated carefully and retained whenever possible.

We've contracted with companies which have significant experience working on similar age and condition brick building in the surrounding area. This includes the proposed brick mason, window/door company and MEP trades.

E. HMC18.105.070(5) – Deteriorated architectural features shall be repaired, rather than replaced, whenever possible.

We're maintaining and repairing all architectural features that can be salvaged to keep the historical character of the building in place. Certain features may have to be replaced if they are obsolete or beyond a reasonable state of repair.

F. HMC18.105.070(6) – If it is necessary to replace deteriorated architectural features, new materials should match in terms of composition, design, color and texture.

Masonry: We're using a masonry company who has completed numerous historical brick buildings in the surrounding area. They will maintain and repair the existing brick facades while restoring to a structurally safe condition and following Oregon State environmental laws.



Store frontage: We're recreating the store frontage details to match the historical aesthetic as closely as possible. These are based on historical photos, preservation documents and the current condition.

G. HMC 18.105.070(7) - Repair or replacement of missing architectural features shall be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on availability or architectural elements from other buildings or structures. The design shall be compatible with the size, scale, and material of the historic building or structure and shall be compatible with the character of the neighborhood.

We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.



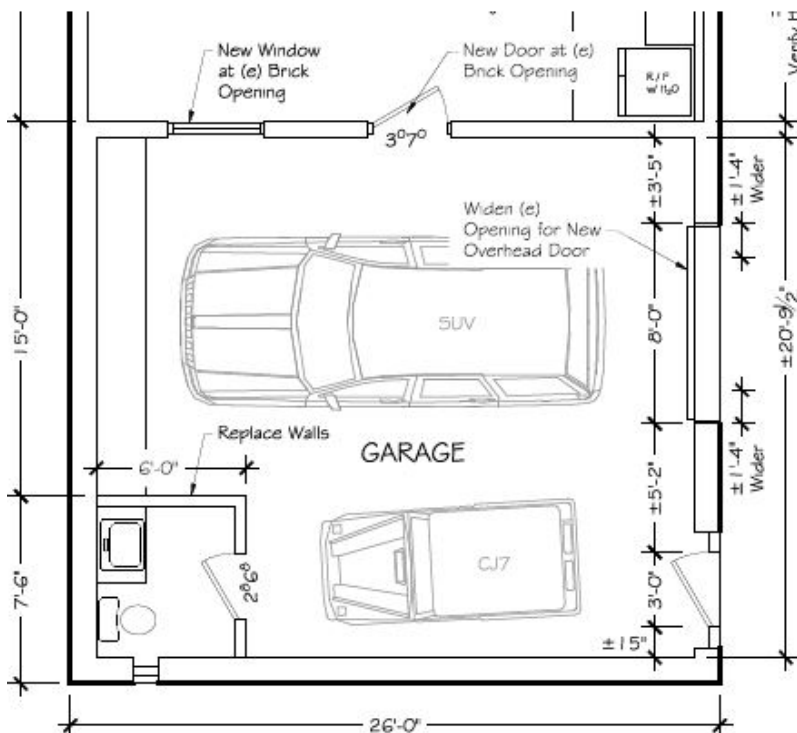
## Variance Ordinance

- A. HMC 18.115.020(1) - Unique or extraordinary circumstances apply to the property which do not generally apply to other properties in the same zone or vicinity and result from lot size or shape, topography, or other circumstances over which the owners of the property, since the enactment of the ordinance codified in this title, have no control.

The requested variance is to allow for a slight modification to the width of the existing door opening on 2<sup>nd</sup> Street in Harrisburg, OR. The variance would allow for a 1'4" (16 inches.) expansion to the existing doorway opening on each side. The picture below provides additional detail.

Approval of this request would also allow for a variance to the current code(s) related to distance from a garage opening to an alley. The requested new distance from the opening to the alley would be 9' 5" (113 inches). We have presented ideas in section C. HMC 18.115.020(3) to further support the safety of pedestrians and other vehicles.

The fundamental unique and extraordinary circumstance driving this variance request is the building's age. The building was built prior to current code restrictions and should be considered as a unique circumstance given the age of the building and doorway opening.



B. HMC 18.115.020(2) – The variance is necessary for the preservation and enjoyment of the same property rights as possessed by owners of other property in the same zone.

The requested variance is necessary to preserve the back section comprised of 21 feet of the building's brick facade. The existing doorway, trim and surrounding brickwork need to be replaced due to years of neglect. The doorway and opening will require significant (non-grant) investment to restore and maintain the buildings historical façade. The approval of the variance request will allow for improvements to the doorway in order to match the significant planned improvements to the rest of the building.

C. HMC 18.115.020(3) – The variance is consistent with the goals and policies in the comprehensive plan.

The requested variance is consistent with the goals and policies in the comprehensive plan. An example of our requested variance already has a precedent in the downtown area as shown in the picture below in D. HMC 18.115.020 (4). The picture shows a building on 1<sup>st</sup> Street between Smith and Monroe with an existing garage opening closer in distance to the alley than we are requesting through this variance.

The proposed variance is also in line with the overall Oregon Main Street plan and Harrisburg's downtown revitalization plan. The proposed opening would be slightly expanded while strengthening the overall wall with a new engineered header adding support to the brick wall and the load capacity of the building. A curb cut is also being requested to ensure a smooth aesthetic transition with the overall Harrisburg street beautification program (light poles, etc.). The project will ultimately help to ensure the structural longevity of the historic building.

Approval of the variance ultimately helps to drive everyone's goal; to restore and improve this historical Harrisburg landmark.

Also, just a thought to improve traffic flow and continue to drive safety in a growing downtown district, the alley traffic could be redirected to a one-way direction. We'd be happy to help with cost of signage as needed.

D. HMC 18.115.020(4) – The variance shall not confer a special privilege upon an applicant.

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We have been referencing the historical photos from the Harrisburg Museum to match the historical aesthetic. Referencing and duplicating the size, scale and overall historical aesthetics has been taken into consideration in every aspect of this project.



**Michele Eldridge**

---

**From:** SEARS Joy \* OPRD <Joy.Sears@oregon.gov>  
**Sent:** Thursday, February 6, 2020 12:15 PM  
**To:** Jordan Cogburn; Chuck Scholz; bgriff@harrisburgfire.org  
**Cc:** John Hitt; Michele Eldridge  
**Subject:** RE: LU 411 & 416 - Referral for Comment - Freeman Variance and Historic Alteration Permit  
**Attachments:** ITS29-NewVehicularEntrances.pdf

To whom it may concern,

Thank you for the opportunity to provide courtesy comments on this proposed historic alteration to the National Register listed Harrisburg Odd Fellows Hall at 190 Smith Street. SHPO has reviewed the proposed alteration to this historic building and would recommend approval of enlarging an existing, historic opening as rendered. SHPO would not approve an overhead door as depicted but would approve a carriage style door in keeping with the historic character of the fraternal meeting hall. I already discussed this with the owners via email. If the existing, historic opening was enlarged and a carriage style door was installed then it would meet the Secretary of the Interior's Standards for Rehabilitation. I have attached a copy of a technical publication addressing this particular issue for your reference.

Please let me know if you have additional questions or concerns.

Sincerely,

Joy Sears

Restoration Specialist

OR SHPO

Joy Sears

Restoration Specialist

Oregon State Historic Preservation Office

725 Summer Street NE, Suite C

Salem OR 97301

**From:** Jordan Cogburn <jordanc@branchengineering.com>  
**Sent:** Thursday, January 23, 2020 9:23 AM  
**To:** cscholz@ci.harrisburg.or.us; bgriff@harrisburgfire.org; SEARS Joy \* OPRD <Joy.Sears@oregon.gov>  
**Cc:** John Hitt <jhitt@ci.harrisburg.or.us>; melderidge@ci.harrisburg.or.us  
**Subject:** LU 411 & 416 - Referral for Comment - Freeman Variance and Historic Alteration Permit

Greetings,

Attached you find an application and supporting documentation for a proposed Historic Alteration Permit and subsequent driveway access Variance for a property at 190 Smith Street in Harrisburg, Oregon. Please return any comments on the proposal by February 6, 2020 in order to be included in the Staff Report. A Public Hearing has been

scheduled before the Planning Commission at the standing February 18, 2020 meeting. All comments received will be included in the record and addressed under the relevant criteria.

Please let me know if you have any questions on the issue.

Best regards,

---

**Jordan Cogburn**  
Project Manager

**BRANCH ENGINEERING, INC.**  
310 5<sup>th</sup> Street, Springfield, Oregon 97477  
**p:** 541.746.0637  
[www.branchengineering.com](http://www.branchengineering.com)

Eugene–Springfield OR | Corvallis–Albany OR

National Park Service  
U.S. Department of the Interior

Technical Preservation Services  
National Center for Cultural Resources



ITS  
NUMBER 29

## Interpreting The Secretary of the Interior's Standards for Rehabilitation

**Subject:** Adding Vehicular Entrances and Garage Doors to Historic Buildings

**Applicable Standards:** 2. Retention of Historic Character  
9. Compatible New Additions/Alterations

**Issue:** Rehabilitating historic buildings sometimes requires using part of the interior for parking. Clearly, such an alteration can have a major impact on a building that was never intended for such use. It can also result in loss of historic fabric if it requires cutting an opening for a garage door. Thus, for most historic buildings, this is not a compatible rehabilitation treatment.

However, there are some historic buildings in which it may be possible to convert a portion of the interior for parking without negatively impacting their historic character. When considering modifying an interior space for parking that has not been used for parking previously it is necessary, first of all, to evaluate the character and condition of the interior space. Generally, only some industrial or commercial spaces or previously altered spaces which are basically devoid of character-defining features and finishes may be suitable to adapt for parking. If a historic building interior meets these criteria, the exterior must also be evaluated to determine if a garage door can be added without a significant loss of historic building material and without adversely impacting the character of the exterior. In most instances, a garage door may be added only on a secondary elevation. Selecting a traditional design for the garage door(s) in keeping with the historic period and architectural style of the building is also critical.

**Application 1 (Compatible location/Compatible treatment):** This mid-19<sup>th</sup> century building was originally used as a warehouse on the first floor with the owner living above. The building is narrow and very deep, extending through the block from one street to another. The primary elevation with its cast-iron storefront faces a busy street while the rear faces a smaller street that is more like an alley in use and appearance. The shipping entrance at the rear was separated by decorative cast-iron piers into four bays of double doors.

The rehabilitation project proposed to return the upper floors to residential use. The first floor, which had little historic features or finishes remaining, was to be converted into an office in the front and parking in the rear. The rear of the building is a secondary elevation and using this portion for parking was determined to be compatible. Since no garage opening existed, the rear entrance had to be modified for vehicular access while retaining its historic character. One cast-iron pier was moved over several feet to create an opening wide enough for a car. Wood garage doors replicating the existing pedestrian doors were installed. Although moving the pier resulted in a slight change to the formerly symmetrical entrance, it did not negatively impact its historic character. The project met the Standards.



*Left:  
Before rehabilitation  
the ground floor of  
the rear elevation  
was divided into  
four equal-sized  
bays.*



*Left and Upper Right:  
The left bay was  
enlarged to create a  
vehicular opening  
which is compatible  
with the building's  
historic character.*

GARAGE DOOR

**Application 2** (*Compatible location/Compatible treatment*): This Tuscan Revival-style building was constructed in 1912 as regional headquarters for a national company. The property was to be rehabilitated for apartments. The first floor of the more utilitarian wing added later, which had been used for parking company vehicles, was proposed to be used as parking for the residents. Although one garage door already existed on the side of the addition, another, slightly wider opening was needed to allow incoming and outgoing cars to maneuver around cars parked inside.

Since the property is situated on a corner, this side of the building is clearly visible. But, it is a secondary elevation and of considerably less importance than the primary façade. In this case, the existence of a garage door on this elevation was a factor in determining that adding another garage door would not greatly change the character of the historic building. A simple opening was cut into this wall and traditional paneled wood garage doors were chosen to complement the early-twentieth century style of the building. The completed project met the Standards.

*Below: A wing was added to the right side of the headquarters building several years after it was constructed in 1912. Because this wing had always been used for parking and had a garage door on the side elevation (right top), adding another garage door was determined to be a compatible treatment (right bottom).*



**Application 3** (*Compatible location/ Incompatible treatment*): This 1880s retail building, situated on a downtown corner, had been altered numerous times since its construction. The storefront had been remodeled and a rear addition had been constructed. The first floor of the building was to be rehabilitated for continued commercial use and the second floor for apartments. The rehabilitation included a compatible storefront design, and a proposal to cut a vehicular opening in the side wall of the non-historic addition so that the interior could be used for parking. Although the rear addition faces a street, it is a secondary elevation, and it was determined that adding a garage door in this location would not negatively impact the character of the historic building.

Most treatments were completed as proposed. However, the new garage entrance differs from what had been proposed and approved. Two doors, varnished rather than painted as they would have been traditionally, are installed in a very large opening. A large pent-roof overhang which spans the entire length of the addition, extending from the garage to the back door, is also incompatible with the building's historic character. The garage entrance treatment did not meet the Standards and the project was denied certification.

*Left and Center: The front and side elevations of this building are shown here before rehabilitation.*

*Right: The cumulative effect of the size, design and finish of the new garage door and the new pent roof overhang is a contemporary treatment that is incompatible with the historic character of the building.*



Anne Grimmer, Technical Preservation Services, National Park Service

These bulletins are issued to explain preservation project decisions made by the U.S. Department of the Interior. The resulting determinations, based on the [Secretary of the Interior's Standards for Rehabilitation](#), are not necessarily applicable beyond the unique facts and circumstances of each particular case.

November 2004, ITS Num [redacted]

## Michele Eldridge

---

**From:** Patrick Freeman <freeman@livcor.com>  
**Sent:** Wednesday, March 4, 2020 9:09 PM  
**To:** John Hitt; Michele Eldridge  
**Cc:** Donnell Freeman; Patrick Freeman  
**Subject:** Commission Board - Variance Request Materials - 190 Smith Street  
**Attachments:** Freeman Overhead Door plans.pdf; Carriage Door Options.xls; carriage-house-garage-door-brochure - Executed.pdf; Cut Sheet 301 series.pdf; SHPO - Variance Email Carriage Doors - 190 Smith Street.pdf

Hi John and Michelle,

Thank you for your correspondence and assistance throughout this request.

We've attached the following exhibits to be considered as part of our continued variance request at 190 Smith Street. The attachments include: (1) an email correspondence with Joy Sears from the Oregon State Historic Preservation Office, (2) cut sheets with recommended options circled in red, (3) architectural carriage door plans, (4) custom door company pamphlet with circled recommended options and (5) a summary provided on an excel document listing the three recommended options (in no particular order).

The attachments are labeled as the following:

- **SHPO** – Variance Email Carriage Doors – 190 Smith Street
- **Cut Sheet 301 Series** – Cut sheet
- **Freeman Overhead Door Plans** - Architectural plans for access carriage door opening
- **Carriage-House-Garage-Door-Brochure** – Pamphlet from the manufacturer
- **Carriage Door Options** - Excel document showing the three different options we've customized to be a historical fit to the building and match the building finishes

Please keep in mind that we were not able to provide exact photos of the doors since these are a custom selection of options to best fit the historical nature and overall aesthetics of this project.

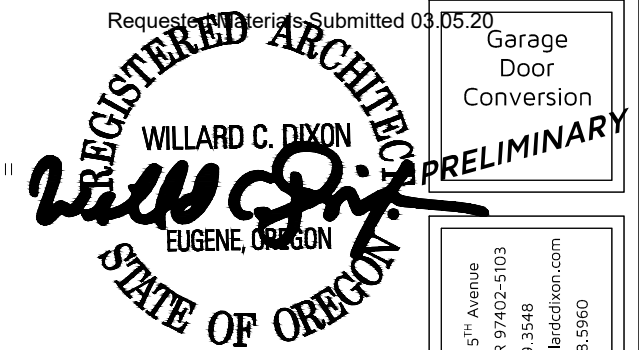
We're happy to further discuss any questions or concerns and please don't hesitate to reach out.

Patrick & Donnell Freeman

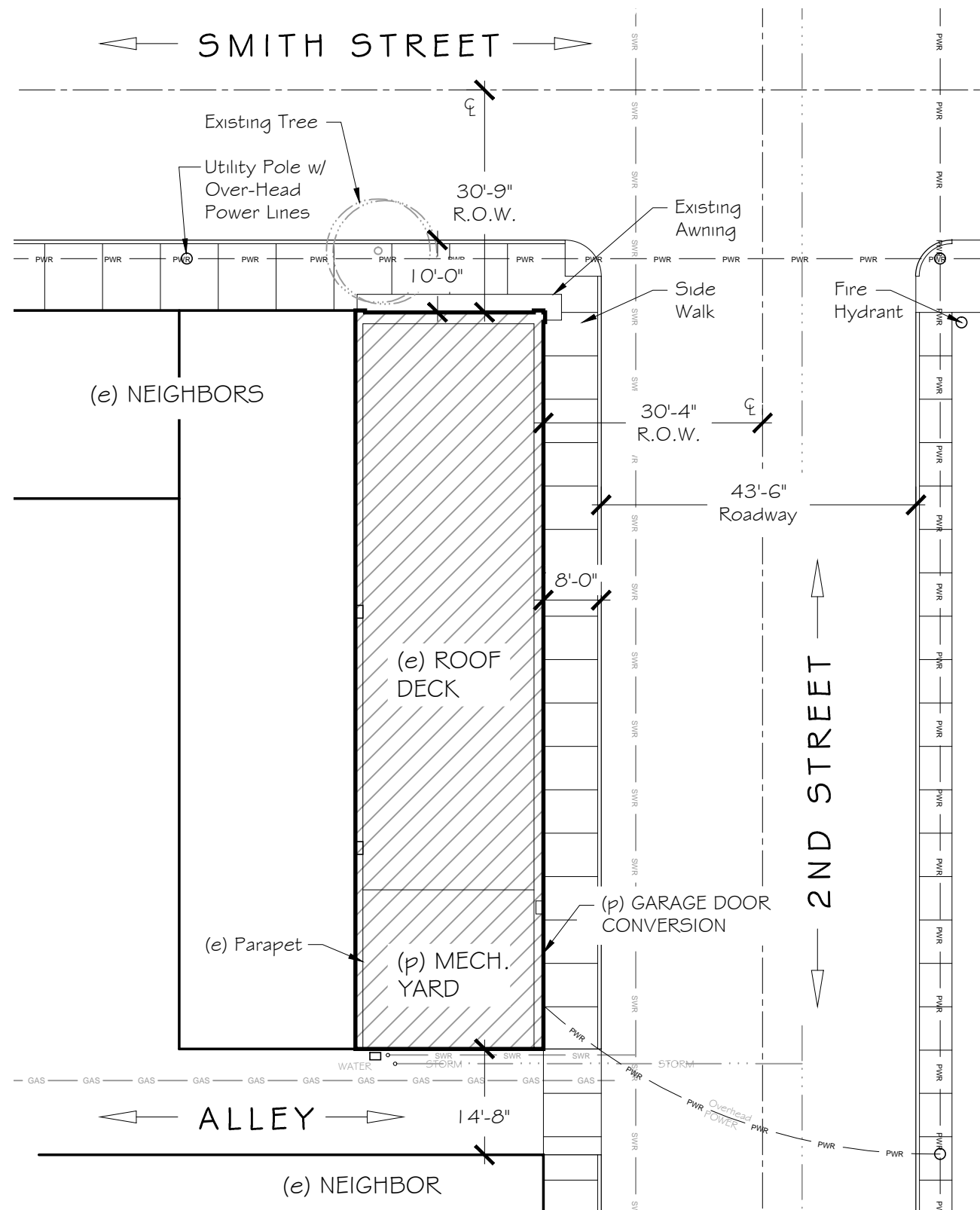
This e-mail communication is intended only for the addressee(s) named above and any others who have been specifically authorized to receive it. This e-mail may contain information that is privileged, confidential or otherwise protected from disclosure. If you are not the intended recipient of this e-mail communication, please do not copy, use or disclose the contents of this communication. Please notify the sender that you have received this e-mail in error by replying to this e-mail. Please then delete the e-mail from your system and any copies of it. No confidentiality or privilege is waived or lost by any transmission errors.

# GARAGE DOOR CONVERSION

ENGINEERING  
REVIEW



OWNERS: Clyde the Glide, LLC PROJECT SITE: 190 Smith Street, Harrisburg TAXMAP#15S 04W 16AA, Lot# 05300



NOTE  
E = Existing  
P = Proposed

## PROJECT SCOPE

Conversion of an Existing Ground-Level Entrance at 2nd Street from a former Carriage Door to an Overhead Garage Door.

## PROPERTY INFO

ZONING..... C-1 Commercial  
Lot# 5300..... ±2,529 sf  
Building Footprint..... ±2,529 sf

Existing building was apparently built to zero lot line siting standards to each property line.

## GENERAL NOTES

General Contractor to Verify all Field Conditions, Utilities & Dimensions prior to providing Material & Equipment, and prior to Installation, Fabrication & all approved Construction. Comply with all applicable Local, State & Federal Laws, Regulations & Codes.

## PROJECT TEAM

### ARCHITECTURE

Willard C. Dixon Architect, LLC  
Attn: Will Dixon, AIA  
753 W. 5th Avenue  
Eugene, OR 97402  
PHONE: 541-689-3548  
EMAIL: wcd@willardcdixon.com

### OWNER

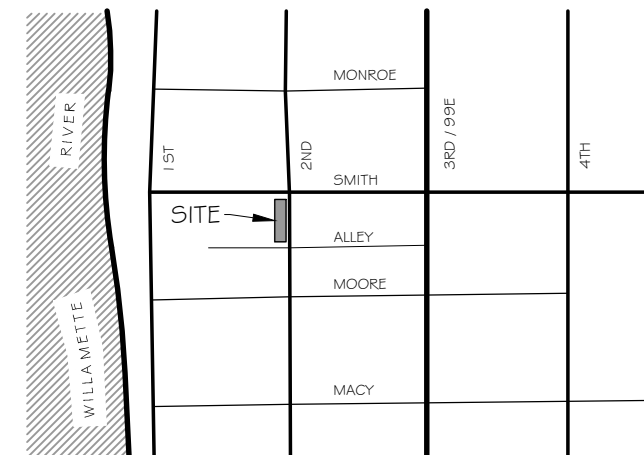
Clyde the Glide, LLC  
190 Smith Street  
Harrisburg, OR 97446  
PHONE: 415-268-7441

### STRUCTURAL

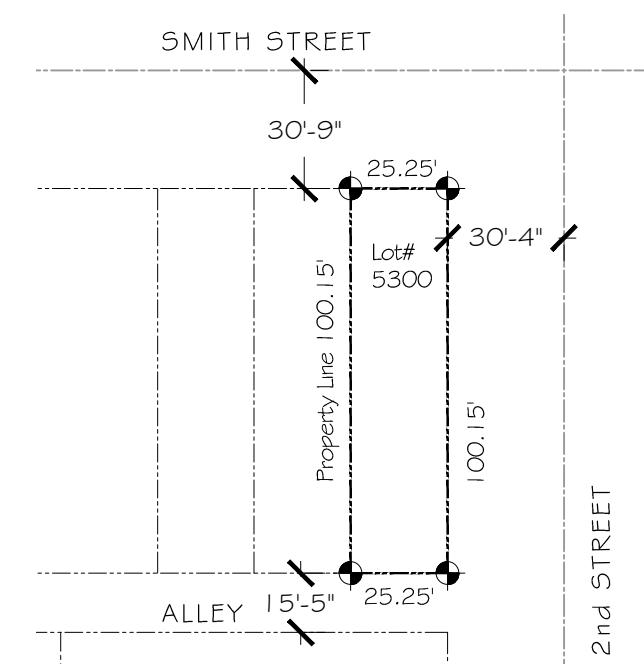
Pioneer Engineering, LLC  
Attn: Adam Clough, PE, SE  
1717 Centennial Blvd., #9  
Springfield, OR 97477  
PHONE: 541-746-5841

### GENERAL CONTRACTOR

Ives Construction, Inc.  
CCB# 99712  
Attn: Steve Ives  
PO Box 2101  
Eugene, OR 97402  
PHONE: 541-520-5436



**a** VICINITY MAP  
scale: For Reference Only



**b** LOT PLAN  
scale: 1" = 50' - 0" when printed on 11x17

**c** (p) SITE PLAN  
scale: 1" = 20' - 0" when printed on 11x17

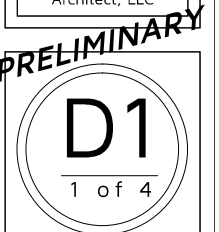
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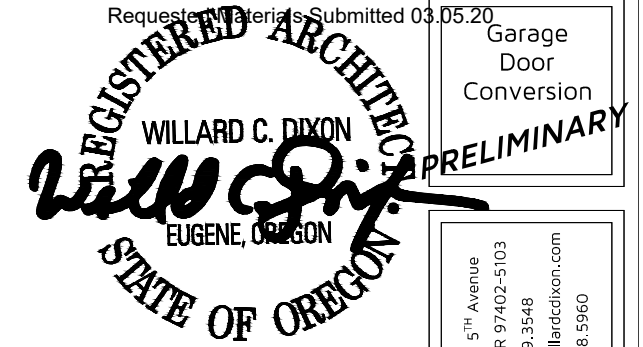
**WILLARD C.  
DIXON** Architect, AIA

DES: WCD  
DRF: TMS  
DATE: 06/26/2019  
REV:

**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(e) SITE PLAN / PROJECT INFO

© 2019  
WILLARD C. DIXON  
Architect, LLC





OFFICE: 753 W. 5<sup>TH</sup> AVENUE  
EUGENE, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcdixon.com  
MOBILE: 541.868.5960

**WILLARD C. DIXON** Architect, AIA

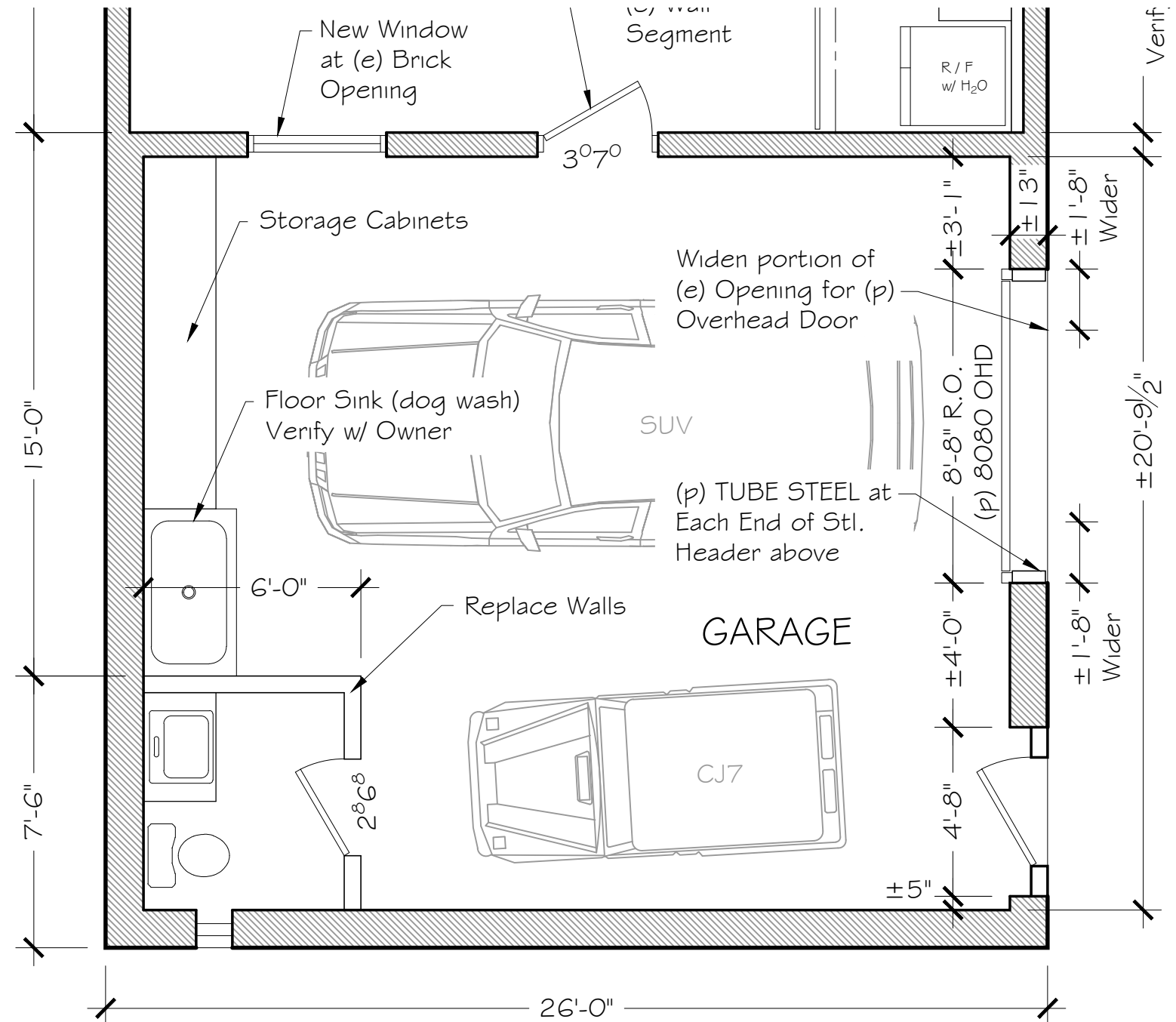
DES: WCD	
DRF: TMS	
DATE: 06/26/2019	
REV:	

**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(p) GARAGE DOOR PLAN

© 2019  
WILLARD C. DIXON  
Architect, LLC

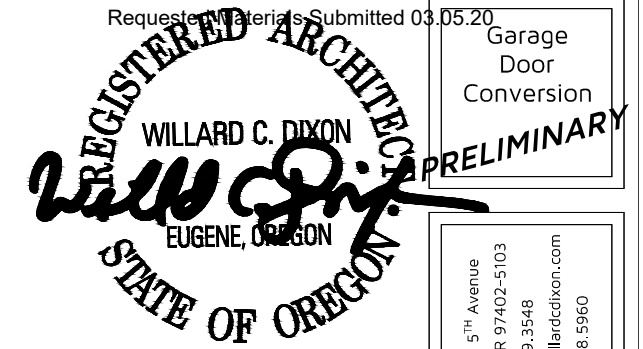
**PRELIMINARY**

**D2**  
2 of 4



**(p) GROUND FLOOR PLAN at GARAGE**

scale: 1/4" = 1' - 0" when printed on 11x17  
Harrisburg Planning Commission Agenda Packet  
March 17, 2020



Garage  
Door  
Conversion

PRELIMINARY

OFFICE: 753 W. 5<sup>TH</sup> AVENUE  
EUGENE, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcdixon.com  
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**WILLARD C.  
DIXON** Architect, AIA

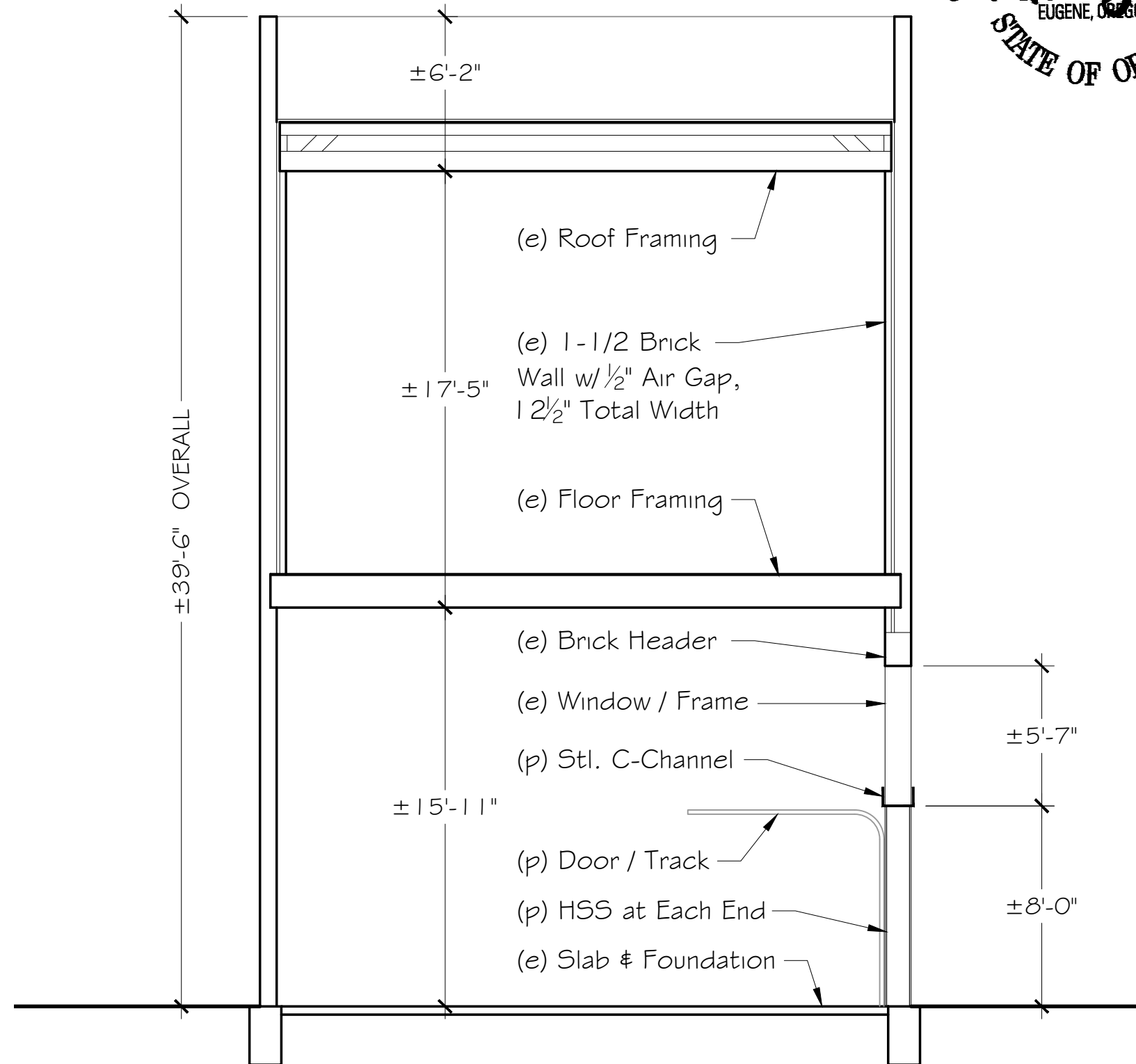
DES: WCD	
DRF: TMS	
DATE: 06/26/2019	
REV:	

**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(p) GARAGE DOOR SECTION

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WILLARD C. DIXON  
Architect, LLC

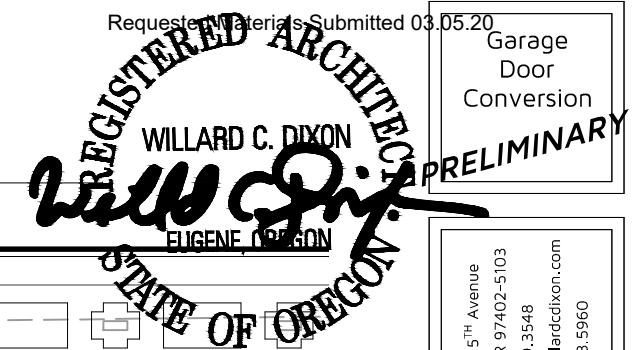
PRELIMINARY

**D3**  
3 of 4



**a (p) SECTION at GARAGE DOOR**

scale:  $\frac{3}{16}'' = 1' - 0''$  when printed on 11x17



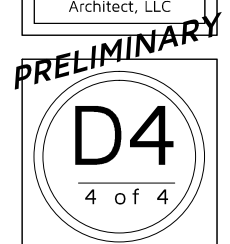
OFFICE: 753 W. 5<sup>TH</sup> Avenue  
Eugene, OR 97402-5103  
PHONE: 541.689.3548  
EMAIL: wcd@willardcdixon.com  
MOBILE: 541.868.5960

**WILLARD C. DIXON** Architect, AIA

DES: WCD	
DRF: TMS	
DATE: 06/26/2019	
REV:	

**Garage Door Conversion**  
190 Smith St. Harrisburg, OR 97446  
(p) GARAGE DOOR ELEVATION

© 2019  
WILLARD C. DIXON  
Architect, LLC



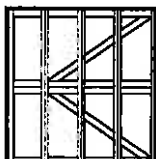
**b** EXISTING ELEVATION  
scale:  $\frac{3}{16}'' = 1' - 0''$  when printed on 11x17




**a** (p) Partial EAST (2nd St) ELEVATION  
scale:  $\frac{3}{16}'' = 1' - 0''$  when printed on 11x17

**Option 1**


Model: 8' Square Top #303  
Color: Black Walnut or Mahogany  
Window Style: Plain Window Square  
Hardware: Spear




**Stained finishes**




Mahogany




Walnut



**Spear hinge**




**Pull handles**




**Option 2**


Model: 8' Arched Top #303  
Color: Black Walnut or Mahogany  
Window Style: Plain Window Arched  
Hardware: Spear



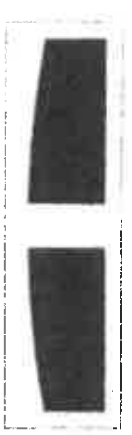
**Stained finishes**




Mahogany




Walnut



**Spear hinge**

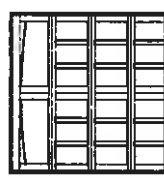


**Pull handles**




**Option 3**


Model: 8' Arched Top #307  
Color: Black Walnut or Mahogany  
Window Style: 12 Window Arched  
Hardware: Spear



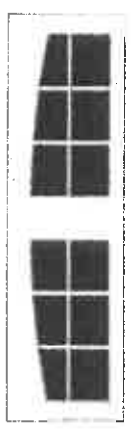
**Stained finishes**




Mahogany




Walnut



**Spear hinge**



**Pull handles**



# *Carriage House* COLLECTION



Charming carriage house design  
paired with the thermal  
performance of insulated steel.

**The Genuine. The Original.**





Cover image: Model 303 8' high, Walnut stained finish with Plain Window Square, decorative hardware  
Image above: Model 307 8' high Gray painted finish, 12 Window Square, decorative hardware

*Carriage House Collection doors combine distinctive carriage house designs and superior insulated steel construction to create a harmonious blend of elegance and strength.*

Model 308 7' high Clay/White painted finish



# Door Designs

Select your door panel style and color

1

Choose a panel style:

## Square top

Models:

301

302

303

304

305

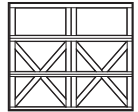
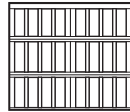
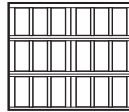
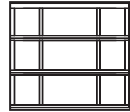
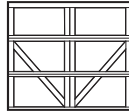
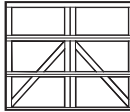
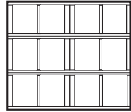
306

307

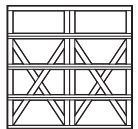
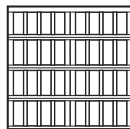
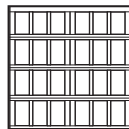
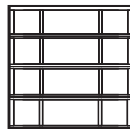
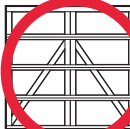
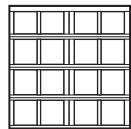
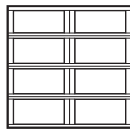
308

309

7'  
tall



8'  
tall



## Arched top

Models:

301

302

303

304

305

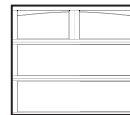
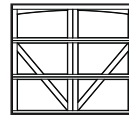
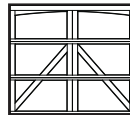
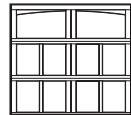
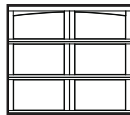
306

307

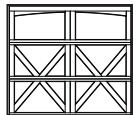
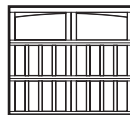
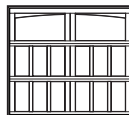
308

309

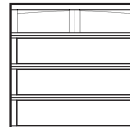
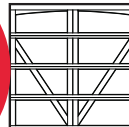
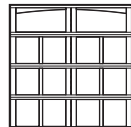
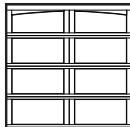
7'  
tall



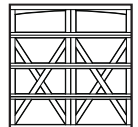
No  
arched  
option  
available



8'  
tall



No  
arched  
option  
available



Select your door panel finish

2

Choose a finish:

Actual colors may vary from brochure due to fluctuations in printing process. Always request a color sample from your Overhead Door™ Distributor for accurate color matching.

Painted finishes



White



Gray



Clay



Green

White is standard. All other colors are an optional upgrade.

Two-toned painted finishes



Gray/White



Clay/White



Green/White

With two-tone option the trim boards are white (standard).

Stained finishes



Mahogany



Walnut



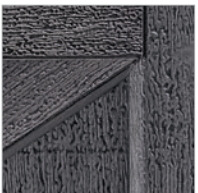
Oak



Red Oak



Honduran Mahogany



Gray



Clay



Green

Carriage House Collection  
*Decorative Accents*

Requested Materials Submitted 03.05.20

Customize your door with windows

3

Choose a window style:



Single car Plain Window Square  
Double car Plain Window Square



6 Window Square  
12 Window Square



8 Window Square  
16 Window Square



Single car 12 Window Square  
Double car 24 Window Square



16 Window Square  
32 Window Square



Single car Plain Window Arched  
Double car Plain Window Arched



6 Window Arched  
12 Window Arched



8 Window Arched  
16 Window Arched



Single car 12 Window Arched  
Double car 24 Window Arched



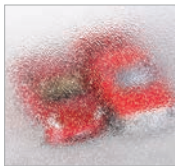
16 Window Arched  
32 Window Arched

Option of single or double arch  
for double car doors. Models are  
also available in solid arched top  
panels (no windows).

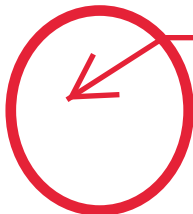
Choose a glass type:



Clear



Obscure



Blacked out  
options - safety



# Decorative Accents

Customize your door with decorative hardware

## 4 Choose your hardware:



For more hardware options contact your Overhead Door Company Distributor or see our website.



## 5 Choose your opener:



Be sure to ask about our complete line of Overhead Door® garage door openers. Powerful, quiet and durable, these garage door openers are designed for performance, safety and convenience. Your Overhead Door Distributor™ will help you choose the opener that best suits your door and preferences.



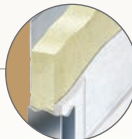
## Carriage House Collection

garage doors are available in a wide array of stained and painted finishes. An embossed wood-grain texture captures the look of a classic carriage house door. Customize the appearance of these garage doors with windows and decorative hardware for even greater curb appeal.

## Built better from the inside out

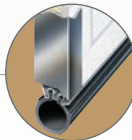


Model 303 7' high, Red Oak stained finish, 16 Window Square



### Polyurethane insulation

Provides thermal efficiency with an R-value\* of 10.



### Bulb seal

Protects against the elements.



### Embossed wood-grain texture

Adds beauty, sophistication and durability.

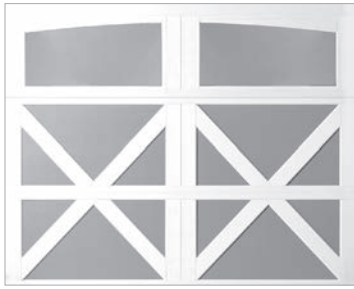


### Durable finish

Hot-dipped galvanized steel with two coats of baked-on polyester paint.

\*Overhead Door Corporation uses a calculated door section R-value for our insulated doors.

Wind load and custom options available upon request.



### Transform Your Home with the DoorView® visualization tool.

Go to [overheaddoor.com](http://overheaddoor.com) to try our on-line interactive software tool that lets you visualize what your home would look like with a Overhead Door™ garage door. Contact your local Overhead Door™ Distributor for more information and to receive a quote.



### Limited Warranty.

Carriage House Collection doors are backed by a limited lifetime warranty that protects against section rust-through for as long as you own your home. Also included is a one-year non-transferable, limited warranty ensuring high standards for materials and workmanship.

### The Genuine. The Original.

Since 1921, Overhead Door has not only raised the standards of excellence for the industry – we've created them. Overhead Door created the first upward-acting door in 1921 and the first electric garage door opener in 1926.

Today, our network of over 400 Overhead Door™ Distributors are still leading the way with innovative solutions and unmatched installation, service and support. So look for the Red Ribbon. It's your guarantee that you're getting the genuine, the original Overhead Door™ products and services.

SOLD AND DISTRIBUTED BY:



### The Genuine. The Original.



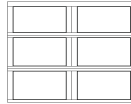
2501 S. State Hwy. 121 Bus., Suite 200, Lewisville, TX 75067  
**1-800-929-DOOR • sales@overheaddoor.com**  
**www.overheaddoor.com**

Harrisburg Planning Commission Agenda Packet

## Solid Door

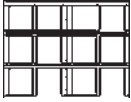
## 301 - Westfield

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2187	0.2253	0.234	0.2253	0.234
Spring ID	2	2	2	2	2
Spring Length	23	23.25	26	24.25	26
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	110.55	121.06	132.3	239.52	265.04



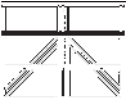
## 302 - Newport

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2187	0.2253	0.234	0.2253	0.234
Spring ID	2	2	2	2	2
Spring Length	22	23.25	26	23.25	25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	113.69	124.2	135.45	245.8	271.33



## 303 - Charleston

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2187	0.2253	0.234	0.2253	0.234
Spring ID	2	2	2	2	2
Spring Length	22	23.25	25	23.25	25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	114.27	124.92	136.66	246.98	272.78



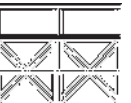
## 307 - Providence

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2253	0.234	0.234	0.234	0.234
Spring ID	2	2	2	2	2
Spring Length	24.25	26.75	25	26.75	25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	116.85	127.36	138.6	252.14	277.66



## 309 - Lexington

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2253	0.234	0.2437	0.234	0.234
Spring ID	2	2	2	2	2
Spring Length	24.25	26.75	29.5	26.75	25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	117.93	128.76	141.14	254.28	280.46



Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top 27.73" - (1) 2"  
 Lock 27.73" - none  
 Bottom 27.73" - none

## 301 - Westfield

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.225	0.234	0.2437	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	23.25	26	28.25	26.75	29.5
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	122.91	134.97	149.45	254.15	287.38



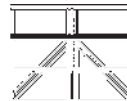
## 302 - Newport

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2253	0.234	0.2437	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	23.25	25	27.5	26.75	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	125.01	137.07	151.56	258.35	291.58



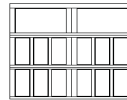
## 303 - Charleston

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.234	0.2437	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	26.75	25	27.5	26	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	126.63	138.83	153.81	261.61	295.12



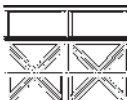
## 307 - Providence

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.234	0.2437	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	26.75	25	27.5	26	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	127.13	139.19	153.67	262.61	295.84



## 309 - Lexington

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	26.75	29.5	30	26	27.5
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	130.29	142.67	158.29	268.91	302.8

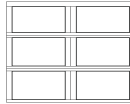


Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top 27.73" - (1) 2"  
 Lock 27.73" - none  
 Bottom 27.73" - none

## 301 - Westfield

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	29.5	30	31.5	28.25	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	142.51	157.69	175.34	293.34	332.82



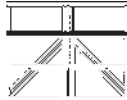
## 302 - Newport

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	29.5	30	30.75	28.25	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	144.61	159.79	177.45	297.54	337.02



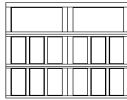
## 303 - Charleston

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	28.25	29.25	30.75	28.25	28.25
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	146.23	161.55	179.7	300.8	340.56



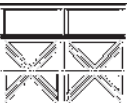
## 307 - Providence

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.257
Spring ID	2	2	2	2	2
Spring Length	28.25	29.25	30.75	27.5	31.5
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	146.73	161.91	179.56	301.8	341.28



## 309 - Lexington

3 Section Door	8 x 7	9 x 7	10 x 7	16 x 7	18 x 7
Top	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 2"	27.73" - (1) 3"
Lock	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Bottom	27.73" - none	27.73" - none	27.73" - none	27.73" - (1) 2"	27.73" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.2625	0.2437	0.257
Spring ID	2	2	2	2	2
Spring Length	28.25	29.25	32.75	27.5	31.5
Spring Turns	8	8	8	8	8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	104.00"	104.00"	104.00"	104.00"	104.00"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	149.89	165.39	184.18	308.1	348.24



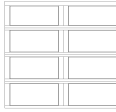
Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top 27.73" - (1) 2"  
 Lock 27.73" - none  
 Bottom 27.73" - none

## Solid Door

301 - Westfield

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.2437	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	29.75	32.25	30.25	28.75	30.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	128.7	141.03	154.56	263.09	302.97



302 - Newport

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.2437
Spring ID	2	2	2	2	2
Spring Length	28.75	32.25	33	28.75	30.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	132.26	144.59	158.12	270.21	310.09



303 - Charleston

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.25
Spring ID	2	2	2	2	2
Spring Length	28.75	32.25	33	27.75	33
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	132.72	145.55	159.52	271.12	312



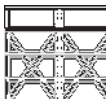
307 - Providence

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.25
Spring ID	2	2	2	2	2
Spring Length	28.75	31.25	32.25	27.75	33
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	135.83	148.17	161.7	277.39	317.27



309 - Lexington

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.25
Spring ID	2	2	2	2	2
Spring Length	27.75	31.25	32.25	34.93	33
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	136.62	149.79	164.21	278.91	320.46



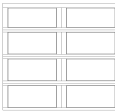
Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top	23.8" - (1) 2"
Intermediate #3	23.8" - none
Lock	23.8" - none
Bottom	23.8" - none

## Glazed - 1/8" Tempered

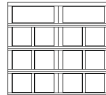
## 301 - Westfield

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.234	0.2437	0.25	0.234	0.25
Spring ID	2	2	2	2	2
Spring Length	27.75	30.25	31.25	27.75	32.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	140.1	153.88	170.45	275.82	323.2



## 302 - Newport

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	32.25	33	35	32.25	32.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	142.83	156.61	173.18	281.27	328.65



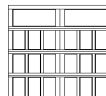
## 303 - Charleston

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	32.25	33	35	32.25	31.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	144.12	158.4	175.4	283.85	332.23



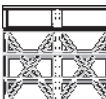
## 307 - Providence

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	32.25	33	35	32.25	31.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	145.57	159.35	175.92	286.77	334.15



## 309 - Lexington

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.25	0.257	0.2437	0.25
Spring ID	2	2	2	2	2
Spring Length	31.25	32.25	34	31.25	31.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	148.02	162.64	180.1	291.65	340.71



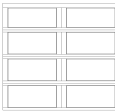
Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top	23.8" - (1) 2"
Intermediate #3	23.8" - none
Lock	23.8" - none
Bottom	23.8" - none

## Glazed - 1/2" Tempered

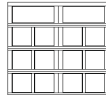
## 301 - Westfield

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.2437	0.257	0.2625	0.2437	0.257
Spring ID	2	2	2	2	2
Spring Length	30.25	35	35.25	30.25	34
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	155.48	171.71	190.77	306.57	358.85



## 302 - Newport

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.25	0.257	0.2625	0.25	0.2625
Spring ID	2	2	2	2	2
Spring Length	33	35	34.25	33	36.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	158.21	174.44	193.5	312.02	364.3



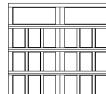
## 303 - Charleston

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.25	0.257	0.2625	0.25	0.2625
Spring ID	2	2	2	2	2
Spring Length	33	34	34.25	33	36.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	159.5	176.23	195.72	314.6	367.88



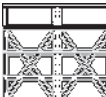
## 307 - Providence

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.25	0.257	0.273	0.25	0.2625
Spring ID	2	2	2	2	2
Spring Length	33	34	40.25	33	36.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	160.95	177.18	196.24	317.52	369.82



## 309 - Lexington

4 Section Door	8 x 8	9 x 8	10 x 8	16 x 8	18 x 8
Top	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 2"	23.8" - (1) 3"
Intermediate #3	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - none
Lock	23.8" - none	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"
Bottom	23.8" - none	23.8" - none	23.8" - none	23.8" - (1) 2"	23.8" - (1) 2"
Spring Quantity	1	1	1	2	2
Spring Wire Size	0.25	0.257	0.273	0.25	0.2625
Spring ID	2	2	2	2	2
Spring Length	32.25	34	40.25	32.25	35.25
Spring Turns	8.8	8.8	8.8	8.8	8.8
Cycles	10000	10000	10000	10000	10000
Drum	400.8	400.8	400.8	400.8	400.8
Cable Diameter	0.125	0.125	0.125	0.125	0.125
Cable Length	116"	116"	116"	116"	116"
Shaft Size	1"	1"	1"	1"	1"
Shaft	14GA Tube	14GA Tube	14GA Tube	14GA Tube	14GA Tube
Shaft Length	8'10"	9'10"	10'10"	16'10"	18'10"
End Hinge	Single	Single	Single	Single	Single
Door Weight	163.4	180.47	200.42	322.4	376.38



Notes: 1st place holder: Section size, quantity in brackets, strut size in last position.

Top	23.8" - (1) 2"
Intermediate #3	23.8" - none
Lock	23.8" - none
Bottom	23.8" - none

