



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

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Date: May 9, 2013
To: Interested Person
From: Kate Marcello, Land Use Services
503-823-7538 | kate.marcello@portlandoregon.gov

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in the version located on the BDS website, via this link: <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the district coalition and then scroll to the relevant neighborhood and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 13-120580 DZM

Loading Dock and Parking Lot Alterations at MAC Laundry Building

GENERAL INFORMATION

Applicant: Karen Lange, Waterleaf Architecture | (503) 228-7571
419 SW 11th Ave Suite 200 | Portland, OR 97205

Owner: Multnomah Athletic Club
1849 SW Salmon St | Portland, OR 97205-1726

Site Address: 826 SW 21st Avenue

Legal Description: TL 800 0.55 ACRES, SECTION 33 1N 1E
Tax Account No.: R941330340
State ID No.: 1N1E33CD 00800
Quarter Section: 3027
Neighborhood: Goose Hollow; contact Jerry Powell at 503-222-7173
Business District: Goose Hollow Business Association; Angela Crawford at 503-223-6376
District Coalition: Neighbors West/Northwest; contact Mark Sieber at 503-823-4212
Plan District: Central City Plan District; Goose Hollow Subdistrict
Zoning: High Density Residential (RH) base zone; Design (d) overlay zone
Case Type: Design Review (DZ)
Procedure: Type II (an administrative decision with appeal to the Design Commission)

Proposal: The application requests Design Review approval for alterations to the existing loading dock and parking lot located at the Multnomah Athletic Club's laundry building.

Loading Dock

At the existing loading dock, the applicant proposes to remove the existing ramp and install a new, shallower ramp 3'-9" high. In addition, the existing wooden steps will be removed and replaced with concrete steps. A new person door will be installed adjacent to a new overhead door. A metal guardrail will be installed along the perimeter of the loading dock, and a new metal canopy with down-lights will be installed on the building façade, above the new overhead door and the new person door.

Parking Lot

The parking lot currently has 15 angled parking spaces. The parking lot will be reconfigured for 90-degree parking spaces. After reconfiguration, the parking lot will have 22 90-degree parking spaces. One of the 90-degree parking spaces will be designated for handicapped parking. The applicant also proposes to remove an existing maple tree from the parking lot.

After the parking lot is reconfigured, there will be about 700 square feet of interior landscaping. Seven new parking spaces are being created; therefore, in accordance with 33.266.130.G.3, 315 square feet of the 700 square feet of interior landscaping must meet the P1 standard. (Refer to 33.248.020.I for details about the P1 standard.)

Because the proposal is for non-exempt exterior alterations to an existing site with design overlay zoning in the Central City Plan District, **Design Review** is required prior to the issuance of building permits.

A **Modification** is requested as part of this Design Review. After the existing parking lot is reconfigured, two of the parking spaces will each be 8'-4" wide. According to 33.266.130.F.2 (Table 266-4), 90-degree parking spaces are required to be 8'-6" wide. Therefore a Modification is requested.

Relevant Approval Criteria:

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

- *Goose Hollow District Design Guidelines;*
- *Central City Fundamental Design Guidelines;* and
- *33.825.040 Modifications That Will Better Meet Design Review Requirements.*

ANALYSIS

- I. Site and Vicinity:** The subject site is located on the irregularly shaped block bounded by SW 21st Avenue, W Burnside Street, SW Morrison Street, SW 20th Place, SW Yamhill Street, SW 20th Avenue, and SW Salmon Street in the Goose Hollow neighborhood. The site is located just outside the Goose Hollow Pedestrian District.

The site is 24,956 square feet in area. The existing building located on the site was constructed in 1923. The building was occupied by an auto body shop until it was purchased by the Multnomah Athletic Club (MAC) around 1990. MAC converted the building into a laundry facility, parking garage, and storage facility.

The surrounding area contains a wide variety of uses, including multi-family residential, office, social/fraternal organizations, and retail. Most of the nearby retail is located north of the subject site, on W Burnside Street. Jeld-Wen Field, originally known as Civic Stadium, is located to the east. Portland's professional men's and women's soccer teams play at Jeld-Wen Field.

According to Portland's Transportation System Plan (TSP), SW 21st Avenue, Yamhill Street, and 20th Place at this location are each classified as a Local Service Bikeway and Local Service Walkway.

II. Zoning:

The Design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design overlay zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, Design Review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The High-Density Residential (RH) zone is a high-density multi-dwelling residential zone. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use is regulated by floor-area ratio (FAR) limits and other site development standards. Generally the density ranges from 80 to 125 units per acre. Allowed housing is characterized by medium to high height and relatively high percentage of building coverage. The major types of new housing development are low-, medium-, and high-rise apartments and condominiums. Generally, RH zones are well- served by transit facilities or near areas with supportive commercial services.

III. Land Use History:

- City records indicate the following land use reviews for the subject site:
 - CU 11-90 (reference file # LU 90-000795 CU):
Conditional Use approval to convert an existing auto body shop into a parking garage, laundry facility, and storage facility for Multnomah Athletic Club (MAC).
 - LUR 92-00813 (reference file # LU 92-009932 MS):
Approval for MAC Master Plan Goals regarding neighborhood relations, transportation, and urban design issues.
- City records indicate the following land use reviews associated with the larger Multnomah Athletic Club that also pertain to the subject site:
 - CU 89-90 (reference file # LU 90-003331 CU):
Conditional Use approval to amend MAC Master Plan and to amend Condition “A” of CU 11-90.
 - LUR 91-00740 (reference file # LU 91-008995 MS):
Conditional Use approval of new MAC Master Plan.

IV. Public Notice: A *Notice of Proposal in Your Neighborhood* was mailed on March 21, 2013.

Neighborhood Review: No written comments in response to the proposal have been received from the neighborhood association (Goose Hollow Foothills League Neighborhood Association) or notified property owners.

Agency Review:

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

ZONING CODE APPROVAL CRITERIA

I. Design Review

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental and Goose Hollow Special Design Guidelines.

Goose Hollow District Design Guidelines and Central City Fundamental Design Guidelines

The Goose Hollow District is envisioned to be a predominantly urban residential, transit-oriented community located on the western edge of the Central City between Washington Park and Downtown Portland. When riding light rail through the West Hills tunnel to the Central City, it is the first neighborhood experienced before entering downtown Portland. The Urban Design Vision celebrates the sense of arrival from the west at Jefferson Street Station and Collins Circle, and from the north at the Civic Stadium Station and Fire Fighter's Park. This is done by integrating the history of the community with its special natural and formal (man-made) characteristics.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality** addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis** addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design** addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas** provides design guidelines for the four special areas of the Central City.

Goose Hollow District Design Goals

The Goose Hollow District Design Goals are specific to the Goose Hollow District. These urban design goals and objectives are to:

- Enhance mixed-use, transit-oriented development around the light rail stations to make it a pedestrian-friendly station community.
- Provide open spaces to accommodate active public life.
- Strengthen connections to adjacent neighborhoods through light rail, bike and pedestrian access and assure a safe and pleasant bike/pedestrian environment.
- Preserve and enhance the community's history and architectural character.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

A6. Reuse/Rehabilitate/Restore Buildings.

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

Findings for A6: The proposal includes alteration of the existing loading dock at the rear of the building. The new ramp will have a shallower slope; the existing wooden steps will be replaced with concrete steps; a canopy with down-lights will be installed; the existing person door and overhead door will be replaced with new doors, and the existing low-quality chain-link guardrail will be replaced with guardrail consisting of pipe-rail with square pickets. Whereas currently the loading dock is not entirely usable due to its poor condition, the proposed alterations will increase the dock's functionality and durability. This will augment the reusability of the building, which was converted from an auto body shop to a laundry facility around 1990. *Therefore this guideline is met.*

B2. Protect the Pedestrian.

Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings for B2: The loading dock, which constitutes a service area, is located at the rear portion of the building, with access from SW Yamhill Street/SW 21st Place. The truck ramp located at the loading dock will be lowered so that its slope is shallower. By making the ramp safer, the abutting pedestrian environment of SW Yamhill St/21st Place will also become safer. Additionally, the new lighting to be installed in the new canopy at the loading dock can increase nighttime safety in the nearby pedestrian environment.

The proposed louver will be located on a portion of the north façade located far from the public sidewalk; thus the pedestrian environment will not be negatively impacted.

Therefore this guideline is met.

B6-1. Provide Outdoor Lighting at Human Scale.

Provide outdoor lighting at a human scale to encourage evening pedestrian activity.

C12. Integrate Exterior Lighting.

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

Findings for B6-1 and C12: Down-lights will be located in the soffit of the new canopy. Each down-light is square-shaped with sides 4-3/8" long. The lights have powder-painted die-cast aluminum housing with an aluminum grey finish, and the fixtures are light-emitting diodes (LEDs). The lights' simple, utilitarian appearance is appropriate for their location at the loading dock. By virtue of their relatively small size and their low-profile location in the soffit of the canopy, the lights are integrated with the straightforward design concept for the loading dock. Although the lights will not be located within the pedestrian environment, their adjacency to the public sidewalk on SW Yamhill Street/21st Place will provide ground-level illumination and increase pedestrians' sense of security. *Therefore these guidelines are met.*

C1-1. Integrate Parking. Design surface parking and parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by any or all of the following:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;
- b. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's

- relationship to pedestrians; or
- c. Accommodating vending booths along sidewalks adjacent to parking facilities when active ground level uses are not possible.

Findings for C1-1: The existing parking lot will be re-configured for 90-degree parking spaces. Seven parking spaces will be added, bringing the total number of spaces to 22. To accommodate the required amount of parking lot landscaping, two parking spaces will each be 8'-4" wide instead of the required 8'-6". There will be about 1,313 square feet of parking lot landscaping. Four mature maple trees will remain; their diameter is equivalent to nine medium trees as measured by the Zoning Code. The canopy effect created by the trees is fairly large for such a modestly sized parking lot. This canopy effect, in concert with the existing and new landscaped areas, will soften the appearance of the parking lot, minimizing its visual impact on the surrounding pedestrian environment. *Therefore this guideline is met.*

- C1-2. Integrate Signs and Awnings.** Integrate signs and awnings to be complementary and respectful of a building's architecture. This guideline may be accomplished by any or all of the following:
- a. Placing signs and awnings to fit with and respect a building's architecture.
 - b. Avoiding large, excessively illuminated or freestanding signs that contribute to visual clutter; or
 - c. Integrating with a building's design an exterior sign program/system for flexible sidewalk level space that accommodates changing tenants.

Findings for C1-2: The proposed canopy will be located at the existing loading dock, above the new overhead door and new person door. It will project about 6'-0" from the building wall. The canopy has metal tie rods and is comprised of steel channels and metal decking, with down-lights in the soffit. The canopy's simple, unadorned appearance is appropriate for the loading dock, which is a utilitarian area located at the rear portion of the building. The canopy's all-metal materials help to integrate it with the other all-metal design elements of the loading dock, including the new guardrail, person door, and overhead door. *Therefore this guideline is met.*

C2. Promote Quality and Permanence in Development.

Use design principles and building materials that promote quality and permanence.

C5. Design for Coherency.

Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for C2 and C5: The proposal employs design principles and durable materials that promote the building as a permanent structure. The new canopy is comprised of steel channels, metal decking, and metal tie rods. The canopy soffit will contain square-shaped down-lights that have powder-painted die-cast aluminum housing and LED fixtures. The new steps will be concrete; the new person door and overhead door will be metal; and the new guardrail will be metal pipe-rail with square pickets. The new louver on the façade adjacent to the loading dock will be metal. The use of simple, durable metal materials is appropriate for this utilitarian part of the building. The loading dock is materially unified to render a cohesive composition.

C3. Respect Architectural Integrity.

Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

Findings for C3: The materials used in the loading dock alterations are all metal, with the exception of the new concrete steps. The new canopy, lights, guardrail, steps,

person door, and overhead door are simple in appearance, with no ornamentation. Thus the proposal respects the character of the existing loading dock, which is a wholly utilitarian part of the building. *Therefore this guideline is met.*

II. Modification

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A. Better meets design guidelines.

The resulting development will better meet the applicable design guidelines; and

B. Purpose of the standard.

On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modification is requested:

After the existing parking lot is reconfigured, two of the parking spaces will each be 8'-4" wide. According to 33.266.130.F.2 (Table 266-4), 90-degree parking spaces are required to be 8'-6" wide. Therefore a Modification is needed.

As stated in the Zoning Code, the purpose of 33.266.130.F.2 is:

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

Findings for Criterion A: With the Modification to 33.266.130.F.2, the proposal better meets Guideline C1-1: *Integrate Parking*. Without the Modification, the re-configuration of the parking lot would result in less landscaping than currently exists. Allowing two parking spaces to each be 0'-2" narrower than required by the Zoning Code creates the space for a 4'-4"-wide area of landscaping between parking spaces. This new landscaped area increases the amount of perimeter landscaping by 8'-0" square feet and the amount of interior landscaping by 1'-0" square foot. The re-configured parking lot will have a total of 1,313 square feet of landscaping, which will soften the appearance of the parking lot and minimize its effect on the surrounding pedestrian environment. *Therefore this criterion is met.*

Findings for Criterion B: The proposal is consistent with the purpose of the standard being modified, as follows:

- The two narrower parking spaces do not affect the circulation area of the parking lot. The width of the drive aisle and driveway will remain the same.
- The two narrower parking spaces do not have a negative impact on stormwater management in the parking lot. The narrower parking spaces allow for the creation of a 4'-4"-wide area of landscaping. The reconfigured parking lot will have more landscaping than previously, allowing for increased stormwater infiltration.
- The two narrower parking spaces do not have an effect on the convenient entry and exit of vehicles. The re-configuration from angled parking spaces to 90-degree parking spaces will actually make exiting more convenient and safe because cars will no longer have to back out onto SW 21st Avenue.

Therefore this criterion is met.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The proposed alterations to the loading dock employ high-quality materials that will render a cohesive composition. Proposed alterations to the existing parking lot will result in an increased amount of landscaped area, which will soften the appearance of the parking lot. The Design Review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of **Design Review** for the following alterations at the Multnomah Athletic Club laundry building, located in the Goose Hollow Subdistrict of the Central City Plan District:


- New louver located on the north façade, adjacent to the existing loading dock;
- Re-configuration of the existing parking lot from angled parking to 90-degree parking spaces, with a total of 613 sq ft of perimeter landscaping and 700 sq ft of interior landscaping; and
- Alterations to the existing loading dock, comprised of the following new elements:
 - concrete steps;
 - metal guardrail;
 - metal person door;
 - metal overhead door;
 - shallower truck ramp; and
 - metal canopy with down-lights.

Approval of a **Modification through Design Review**, to 33.266.130.F.2 (Table 266-4), to allow two of the new parking spaces to each be 8'-4" wide instead of 8'-6" wide.

Approval per the approved plans and drawings, Exhibits C-1 through C-13, signed and dated May 7, 2013, subject to the following condition:

- A. As part of the building permit application submittal, each of the four required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-13. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 13-120580 DZM. No field changes allowed."

Staff Planner: Kate Marcello

Decision rendered by:  **on May 7, 2013**
By authority of the Director of the Bureau of Development Services

Decision mailed: May 9, 2013

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

Procedural Information. The application for this land use review was submitted on February 26, 2013, and was determined to be complete on March 19, 2013.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 26, 2013.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless extended by the applicant, **the 120 days will expire on July 17, 2013.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 23, 2013** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

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

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21

days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **May 24, 2013**.
- A building or zoning permit will be issued only after the final decision is recorded.

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

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

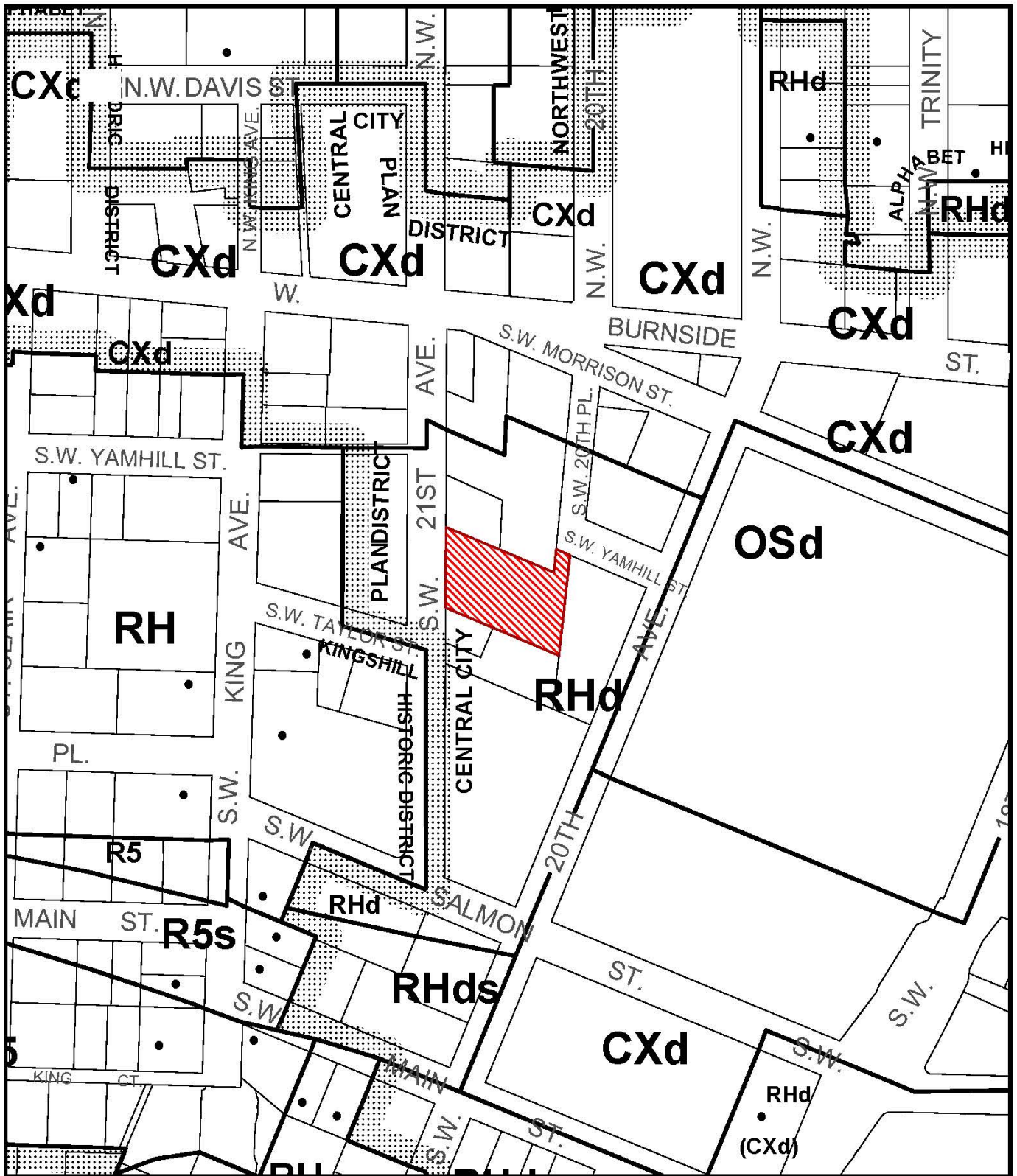
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement/Narrative
- B. Zoning Map (attached)
- C. Plans and Drawings:
 - 1. Site Plan (attached)
 - 2. Project Location Map and Tax Lot Map

3. Site Plan – Existing – Loading Dock
 4. Site Plan – Proposed – Loading Dock
 5. Section Drawing – Existing – Loading Dock Ramp
 6. Section Drawing – Proposed, Looking West – Loading Dock Ramp
 7. Section Drawing – Proposed, Looking East – Loading Dock Ramp
 8. Section Drawing – Proposed – Loading Dock Stair
 9. Elevation Drawing – Proposed – Loading Dock (attached)
 10. Site Plan – Existing – Parking Lot
 11. Site Plan – Proposed – Parking Lot (attached)
 12. Manufacturer's Cutsheet – Louver
 13. Manufacturer's Cutsheet – Canopy Down-lights
- D. Notification information:
1. Mailing list
 2. Mailed notice
- E. Agency Responses:
1. Portland Water Bureau
 2. Portland Fire & Rescue
 3. Bureau of Environmental Services
 4. Site Development Review Section of Bureau of Development Services
 5. Life Safety/Building Code Section of Bureau of Development Services
- F. Correspondence: None received.
- G. Other
1. Original Land Use Review Application

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



ZONING



Site



Historic Landmark



NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No. LU 13-120580 DZM

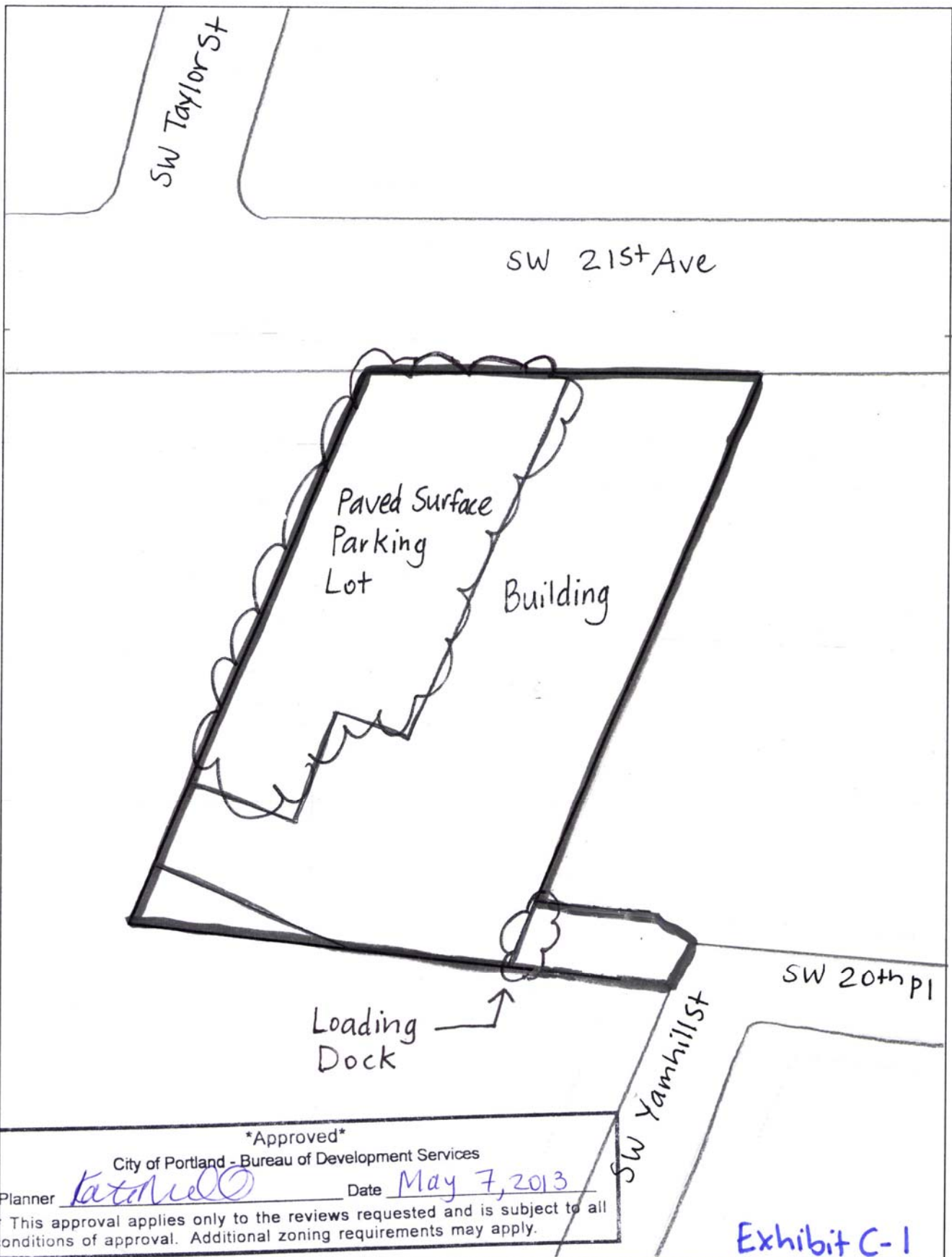
1/4 Section 3027

Scale 1 inch = 200 feet

State_Id 1N1E33CD 800

Exhibit B (Mar 11, 2013)

Site Plan 826 SW 21st Ave



Case #: LU 13-120580 DZM

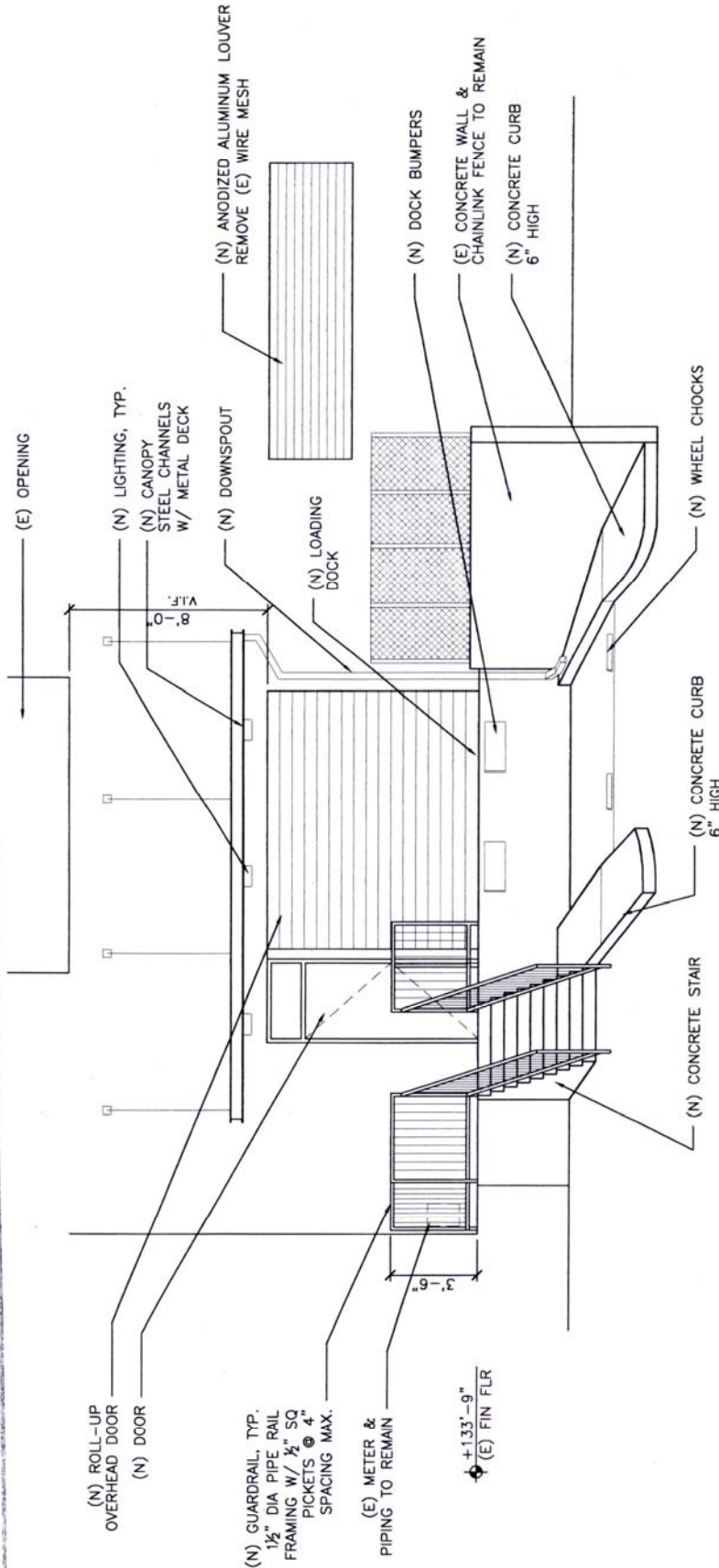
Approved* Loading Dock

City of Portland - Bureau of Development Services

Planner Katell

Date May 7, 2013

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



Case number: LU 13-120580 DZM

1 PROPOSED ELEVATION
SCALE: 1/4" = 1'-0"

Reduced sheet size.

multnomah athletic club laundry/parking - 826 sw 21st ave

loading dock

bruary 25, 2013

ale: 1/4"=1'-0"



waterleaf 10 of 10

419 S.W. 11th Ave Suite 200
Portland, Oregon 97205
Phone: 503/228-7571
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architecture, interiors & planning

Exhibit C-9

LEGEND

- PERIMETER LANDSCAPING
- INTERIOR LANDSCAPING

PARKING SPACES:	EXISTING	NEW
PERIMETER LANDSCAPING:	15	22
INTERIOR LANDSCAPING:	605 SF	613 SF
TOTAL LANDSCAPING:	699 SF	700 SF
	1304 SF	1313 SF

ZONING CODE SECTION 33.248.020.120 REQUIRES:
 (1) LARGE TREE PER (4) PARKING SPACES
 = 6 TREES FOR 22 SPACES
 (1) MEDIUM TREE PER (2) PARKING SPACES
 = 8 TREES FOR 22 SPACES
 (1) SMALL TREE PER (2) PARKING SPACES
 = 11 TREES FOR 22 SPACES
 TREES OF DIFFERENT SIZES MAY BE COMBINED
 TO MEET THE STANDARD.

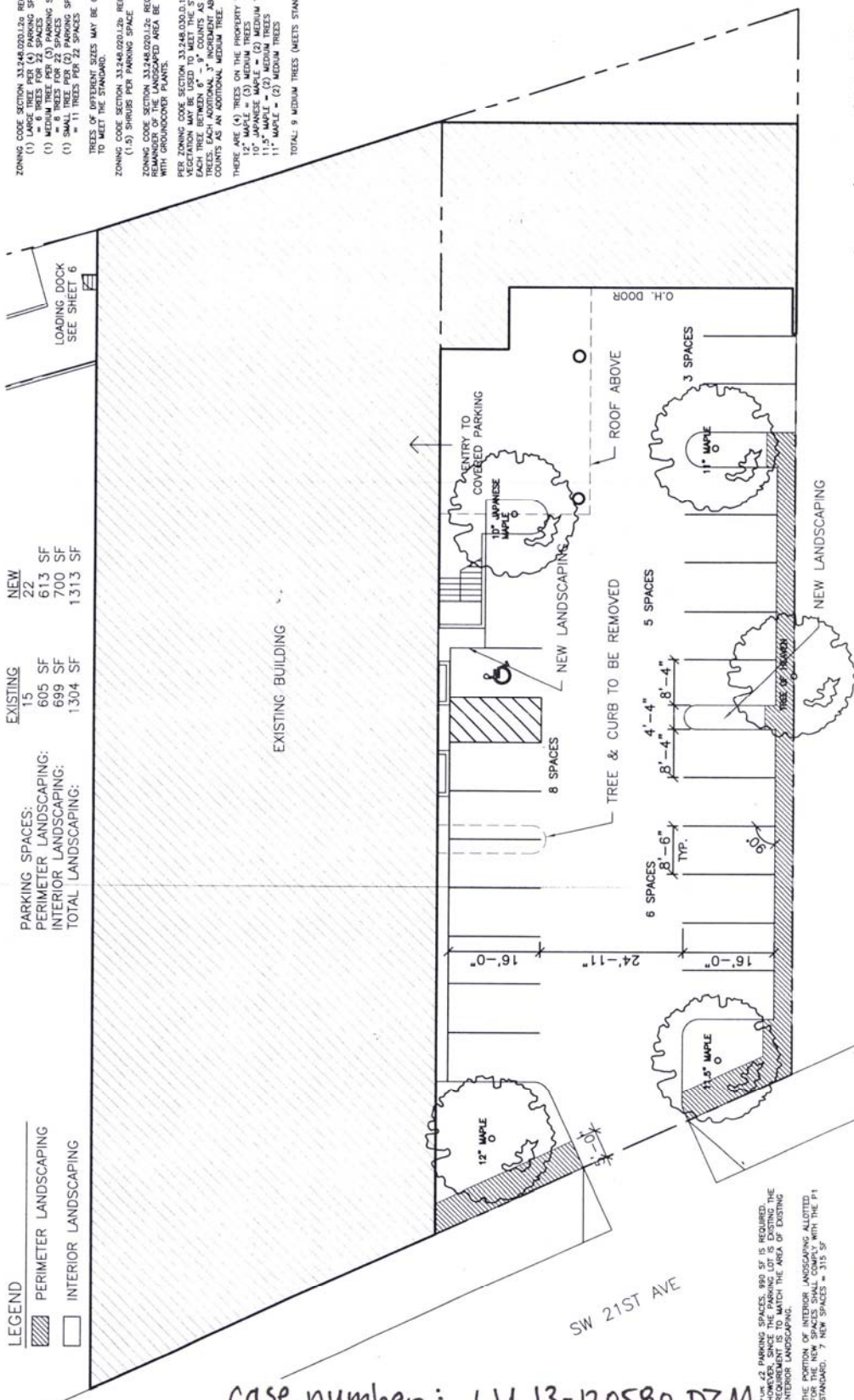
ZONING CODE SECTION 33.248.020.120 REQUIRES:
 (1.5) SHRUBS PER PARKING SPACE

ZONING CODE SECTION 33.248.020.120 REQUIRES THE
 UNIMPAVED PARKED AREA BE PLANTED
 WITH GROUNDCOVER PLANTS.

PER ZONING CODE SECTION 33.248.020.120, EXISTING
 VEGETATION MAY BE USED TO MEET THE STANDARDS.
 EACH TREE BETWEEN 6" - 9" COUNTS AS (2) MEDIUM
 TREES. EACH TREE BETWEEN 10" - 11" COUNTS AS (3)
 MEDIUM TREES. EACH TREE ABOVE 9"
 COUNTS AS AN ADDITIONAL MEDIUM TREE.

THERE ARE (4) TREES ON THE PROPERTY TO REMAIN:
 12" JAPANESE MAPLE = (3) MEDIUM TREES
 10" JAPANESE MAPLE = (2) MEDIUM TREES
 11" JAPANESE MAPLE = (2) MEDIUM TREES
 11" MAPLE = (2) MEDIUM TREES
 TOTAL: 9 MEDIUM TREES (MEETS STANDARD)

case number : LU 13-120580 DZM
 Exhibit C-11



FOR 42 PARKING SPACES, 980 SF IS REQUIRED.
 SINCE THE PARKING LOT IS EXISTING THE
 REQUIREMENT TO PROVIDE FOR THE AREA OF EXISTING
 INTERIOR LANDSCAPING.

THE PORTION OF INTERIOR LANDSCAPING ALLOTTED
 FOR THE NEW SPACES SHALL COMPLY WITH THE P1
 STANDARD. 7 NEW SPACES = 315 SF

multnomah athletic club laundry/parking - 826 sw 21st ave
 proposed site plan
 march 26, 2013 REVISED
 scale: 1/16"=1'-0"

Parking Lot Plan



waterleaf 3 of 10



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architecture, interiors & planning

Reduced sheet size.

Approved

City of Portland - Bureau of Development Services

Planner *Katell*

Date *May 7, 2013*

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