



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

Ted Wheeler, Mayor  
Rebecca Esau, Director  
Phone: (503) 823-7300  
Fax: (503) 823-5630  
TTY: (503) 823-6868  
[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

**Date:** 10/21/2019  
**To:** Interested Person  
**From:** Tanya Paglia, Land Use Services  
503-823-4989 / [Tanya.Paglia@portlandoregon.gov](mailto:Tanya.Paglia@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 mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition 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 19-119690 DZ – KAADY CARWASH RENOVATION**

#### **GENERAL INFORMATION**

**Applicant:** Bonnie Chiu | TVA Architects  
920 SW 6th Ave #1500 | Portland, OR 97204  
[bonniec@tvaarchitects.com](mailto:bonniec@tvaarchitects.com)

**Owners:** Chuck Kaady | Kaady Car Wash  
2545 SW Spring Garden St #200 | Portland, OR 97219

**Site Address:** **1909 W BURNSIDE ST**

**Legal Description:** BLOCK 277&278 TL 7300 LAND ONLY SEE R141210 (R180227421)  
FOR IMPS, COUCHS ADD

**Tax Account No.:** R180227420, R649691740

**State ID No.:** 1N1E33DB 07300, 1N1E33DB 08002

**Quarter Section:** 3028

**Neighborhood:** NW/NW, Northwest District, contact John Bradley at 503-313-7574.  
**Business District:** Nob Hill, contact Nob Hill at [nobhillportland@gmail.com](mailto:nobhillportland@gmail.com).  
**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Central City - Goose Hollow  
**Zoning:** **CXd** – Central Commercial with Design Overlay

**Case Type:** **DZ** – Design Review  
**Procedure:** **Type II**, an administrative decision with appeal to the Design Commission.

**Proposal:**

The applicant requests Design Review approval for a project to renovate an existing car wash. Renovation includes new exterior building finishes, expansion of building in the North-South direction, new pay booths, new trash enclosure, new driveway and site work. The main building

and booths will be clad in white metal panels. The existing vacuums and monument sign will be removed, and the two curb cuts on W. Burnside will be consolidated into one 36' wide curb cut.

Modification requests [PZC 33.825.040]:

1. Modify the drive-through setbacks and landscaping standards (33.224.030).

Note: the expansion shown in the proposed design has already been approved through a Nonconforming Situation Review (LU 19-138361 NU) in August of 2019.

Design review is required because the proposal is for exterior alterations to a building in a design overlay zone.

**Relevant Approval Criteria:**

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

- Central City Fundamental Design Guidelines
- Goose Hollow District Design Guidelines
- Oregon Statewide Planning Goals

## ANALYSIS

**Site and Vicinity:** The site is located on the northwest corner of NW 19<sup>th</sup> Ave. and W Burnside and has been developed with a car wash since 1972. The site is improved with surface vehicle area, a single-story car wash building, and landscaping. Surrounding properties are developed with a mix of uses and development intensities. Some neighboring lots are developed with single-story commercial buildings and surface parking lots, while others are developed with multi-story residential buildings. West Burnside is a 4-lane arterial road connecting downtown Portland with west side neighborhoods. Providence Park is located one block south of the site.

**Zoning:** The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The "d" overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. 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 Central City Plan District implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region's premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. The site is within the Goose Hollow Subdistrict of this plan district.

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

- LU 19-138361 NU: 2019 approval of a Nonconforming Situation Review to remodel and expand the ar wash building and add two new cashier booths.
- LU 18-165731 LC: 2018 approval of a Lot Consolidation request.
- LUR 01-00320: 2001 Design Review approval to modify a sign.
- LUR 93-00872: 1994 Design Review approval for new coin-operated vacuums.

**Agency Review:** A “Notice of Proposal in Your Neighborhood” was mailed on 8/6/2019. The following six Bureaus, Divisions and/or Sections responded with no objections and four of these included comments found in Exhibits E-1 through E-4:

- Life Safety Division of the Bureau of Development Services (Exhibit E-1)
- Site Development Review Section of Bureau of Development Services (Exhibit E-2)
- Bureau of Environmental Services (Exhibit E-3)
- Bureau of Transportation Engineering and Development Review (Exhibit E-4)
- Fire Bureau
- Water Bureau

The Bureau of Transportation Engineering and Development Review’s response included the following comment pertaining to Driveway Design Exception 19-167602 TR:

*The applicant must close the driveways on W Burnside and replace them with a single 34-ft driveway as conditioned in the approved Driveway Design Exception 19-167602 TR.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on 8/6/2019. One written response have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Erica and Tim Griffin, neighbors, wrote on August 9, 2019 with concerns about construction noise and comments about avoiding a trash enclosure condition that would provide secretive areas that would attract illegal activity.

*Staff Response:* The findings below discuss how the project, specifically the location of the trash enclosure, meets applicable Design Review Guidelines. Construction noise cannot be considered in this land use review, as that issue is not addressed in the approval criteria. It is therefore encouraged that the respondents reach out directly to the listed applicant and owner to discuss construction plans.

## ZONING CODE APPROVAL CRITERIA

### 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 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 all of the 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.*

**A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**A5. Enhance, Embellish, and Identify Areas.** Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

**A5-1. Strengthen the Identity of the Civic Stadium Station Area.** This guideline may be accomplished by any or all of the following:

- a. Integrating the Civic Stadium and Multnomah Athletic Club into the station area. This can be done by making their ground level street walls more pedestrian-friendly.
- b. Incorporating the history of the Stadium and Tanner Creek in the form of art work, murals, and other design features;
- c. Strengthening the neighborhood focal point located within the station area. Street trees, awnings, lighting and other amenities can emphasize pedestrian connections to the focal point (the Park, Plaza/Station). Buildings can orient their openings and entries towards

the focal point to create a sense of enclosure and enhance the sense of entry into the District; or

- d. Using architectural vocabulary and materials that maintain continuity with the existing developments and add to the character of the station area.

**A5-3. Enhance West Burnside Street.** Enhance West Burnside Street as a boulevard by extending and improving its boulevard treatment and its environment for pedestrians west of the Park Blocks. This guideline may be accomplished by any or all of the following:

- a. Buffering and separating the sidewalk from vehicular traffic by introducing street trees, plantings and protective bollards;
- b. Enhancing the pedestrian promenade along Burnside and making it a linear focus for safe pedestrian activity by widening the space used by pedestrians and locating sidewalk cafes and food vendors in the wider pedestrian space;
- c. Maintaining visual contact and surveillance between the inside of buildings and the adjacent public right-of-way space of West Burnside Street;
- d. Punctuating ground floors of buildings with many destination points such as entries for pedestrians and display windows;
- e. Locating driveways and garage entrances on side streets where feasible, rather than crossing sidewalks along West Burnside; or
- f. Providing pedestrian scale to buildings fronting the street by using awnings and/or balconies along the street.

**A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**A8. Contribute to a Vibrant Streetscape.** Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

**A9. Strengthen Gateways.** Develop and/or strengthen gateway locations.

**A9-1. Provide a Distinct Sense of Entry and Exit.** When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

**B1-1. Provide Human Scale to Buildings along Walkways.** Provide human scale and interest to buildings along sidewalks and walkways.

**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.

**C1. Enhance View Opportunities.** Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

**C11. Integrate Roofs and Use Rooftops.** Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

**Findings for A2, A4, A5, A5-1, A5-3, A7, A8, A9, A9-1, B1, B1-1, B2, C1, C6, C7 and C11:** The subject site is located in the Providence Park (Civic Stadium) Station Area of the Goose Hollow neighborhood and on W Burnside St, a high-profile thoroughfare connecting the city along an east-west axis and also connecting to points east and west beyond the city limits. The proposed project will improve the character of the site and contribute to a stronger sense of place in this thriving pedestrian area that sits at an important edge connecting Goose Hollow with adjacent districts. The project will also contribute to the character of the district by improving a key location that is: adjacent to a designated Minor District Gateway (per the Goose Hollow Urban Design Plan); in close proximity to Providence Park Stadium; and across the street from the Fire Chief David Campbell Memorial plaza, an individually listed landmark on the National Register of Historic Places built in 1928.

While the site centers on an existing auto-centric commercial building with the majority of the site occupied by paved vehicle area, the proposal will make the site more pedestrian-oriented than the current condition. The proposed project will enrich the pedestrian realm in a variety of ways including: enhancing the quality of the existing carwash building; consolidating two of the site's vehicle access points into one; removing the nine existing outdoor vacuum stations; and adding substantial landscape elements to soften the site's edges and interior, including the addition of numerous trees.

The architecture of the building's new design will create an eye-catching streamlined focal point for the site that builds on the design vocabulary of the area. The redesigned building and its pay booths will feature more human scale design elements - including far more glazing - than the existing condition. The added glazing will contribute to visual connections between the building and the sidewalk creating a greater sense of activity and safety around the site. All rooftop mechanical will be screened in a simple metal screen that matches the rest of the building and does not attract attention.

The consolidation of two driveways on W Burnside down to one will minimize interruption of the sidewalk's through-zone, a large safety improvement for pedestrians. The change also creates the opportunity for increased landscaping at the site's prominent corner at the intersection of W Burnside and NW 19th Ave. The existing vacuums to be removed are among the site's most visible elements to pedestrians walking along the sidewalk on W Burnside and NW 19th Ave and are an audible nuisance for passersby. Their removal will be a large improvement to the neighborhood. The project will also include a new high-quality trash enclosure, which will contribute to improving site aesthetics. The trash enclosure is situated in a location where it is unlikely to attract illegal activity due to limited access with high north and east walls directly adjacent to it and also due to its highly visible position vis-à-vis the new cash booths and drive-through lanes which have a direct line of site to the enclosure.

The additional landscaping at the closed driveways and other locations throughout the site will visually buffer the site's extensive existing vehicle area and also reduce the amount of paved area. The project will add a total of 1,125 SF of landscaped area to the site, augmenting the existing 2,801 SF of site landscaping to bring it up to 3,926 SF of landscaped area. There will also be a net gain of 11 trees on the site. The project will add 14 trees, preserve 5 trees, and remove 3 trees increasing the total trees on the site from 8

to 19. The trees will do a great deal to add character to the area and visually buffer vehicle area. The trees along the perimeter of the site along NW 19<sup>th</sup> Ave and at the corner of 19<sup>th</sup> and Burnside help define the site's two rights-of-way by creating and maintaining a sense of urban enclosure and providing human scale to the site along the adjacent sidewalks. The 3 new trees in the enlarged landscaped area in the southeast corner will add definition to the corner with a new verticality and improve the pedestrian experience at the intersection of 19<sup>th</sup> and Burnside where a pedestrian crossing is located. The 5 mature trees to be preserved are a huge resource to the both the site and neighborhood. Their large, mature canopies visually buffer the large amount of paved area and auto-centric uses of the area and also provide micro-climate benefits by mitigating the heat island effect. Given the site's location at the edge of the Alphabet Historic District, the mature trees are an important element for compatibility with the neighboring context.

The improved pedestrian experience at this key location will contribute to better pedestrian connections between Goose Hollow and the Pearl District as well as between Goose Hollow and the Northwest District. The site sits adjacent to a key W Burnside crosswalk that connects Providence Park, one of the largest pedestrian draws in the area, to points north, such as the Alphabet Historic District and Slabtown. The extensive new planting area at this key corner with three new trees will contribute shade to passersby and provide a visual buffer from the asphalt vehicle area. The Goose Hollow Design Guidelines speak of a long-term vision of W Burnside as a pedestrian friendly commercial boulevard. The proposed project will contribute to this evolution by vastly improving site aesthetics and the pedestrian experience.

Together these changes will improve the aesthetic and pedestrian experience of the entire neighborhood. It should also be noted that the recently approved Non-conforming Situation Review for this car wash renovation and expansion included the approval criteria that required that: *“with mitigation measures, there will be no net increase in overall detrimental impacts (over the impacts of the last legal use or development) on the surrounding area taking into account factors such as: a. The hours of operation; b. Vehicle trips to the site and impact on surrounding on-street parking; c. Noise, vibration, dust, odor, fumes, glare, and smoke; d. Potential for increased litter; and e. The amount, location, and nature of any outside displays, storage, or activities.”* The Non-conforming Situation Review found that the project will meet these criteria and will not result in a net increase in detrimental impacts on the surrounding area. The review also found that the appearance of the new use or development will not detract from the desired function and character of the CX zone.

*With a Condition of Approval that the 19 trees shown on the Planting Plan (exhibit A09/C-8) shall be planted and/or preserved as shown (14 trees planted, 5 trees preserved), these guidelines are met.*

**A6. Reuse/Rehabilitate/Restore Buildings.** Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

**C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

**C3. Respect Architectural Integrity.** Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**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 A6, C2, C3, C4 and C5:** The project will strengthen the neighborhood's ambiance, including a visual improvement along pedestrian routes to Providence Park, by adding visual interest and quality to an existing auto-oriented building and site. The

remodel will update the existing building to a contemporary design that is more in keeping with the changing character of the neighborhood than the original 1972 design. Refreshing the architecture of the building and adding windows will contribute to providing human scale, activation and visual enhancement to an otherwise utilitarian carwash structure. The remodeled building will feature exterior materials of a high quality that are bright, minimal and appealing to pedestrians while also being appropriate for this heavily trafficked, urban, and very visible site located on a prominent transit street.

The primary cladding will be metal panel which complements other buildings in the area, and brings a clean, modern sensibility to a previously unadorned concrete and brick structure built in 1972. The use of a single-color metal panel around the entire exterior combined with the design details give the building a simple, cohesive, and modern form that complements the design vocabulary of the newer buildings across W Burnside from the site. The addition of several windows in what was previously a windowless structure will provide a sense of safety and activity to the site. Rooftop mechanical will be well screened and fully integrated with the building design. The new trash enclosure will also be highly compatible with the building and located in a corner of the site flanked by high walls to the north and east (created by a large grade change) which will contribute to screening it and ensuring it will not be a prominent feature.

Upgraded and expanded landscaping will be an embellishment to the site serving as an improved buffer along the streetscape while visually complementing the building. The proposed landscape alterations will soften the large expanse of existing vehicle area and will provide an attractive visual amenity to pedestrians as well as a sense of connection between the built and natural environments. Generally, the new materials and finishes proposed together with the landscape improvements will promote a sense of cohesiveness and permanence, will provide visual interest, and will increase public enjoyment of the district.

*These guidelines are met.*

### **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.*

#### **Modification #1: Modify the drive-through setbacks and landscaping standards (33.224.030).**

*Purpose Statement:* The regulations of this chapter are intended to allow for drive-through facilities by reducing the negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, lighting, and queued traffic interfering with on-site and off-site traffic and pedestrian flow. The specific purposes of this chapter are to: • Reduce noise, lighting, and visual impacts on abutting uses, particularly residential uses; • Promote safer and more efficient on-site vehicular and pedestrian circulation; • Reduce conflicts between queued vehicles and traffic on adjacent streets.

*Standard:* 33.224.030 Setbacks and Landscaping of drive-through facilities: should have a 5' setback landscaped to at least the L2 standard when abutting a street (property line east of

the drive-through); and should have a 5' setback landscaped to at least the L3 standard when abutting an R zone (property line north of the drive-through).

**A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

**Findings:** The proposed Modification will better meet Design Review guidelines related to neighborhood character and the pedestrian realm. The Modification to drive-through setback and landscaping standards (33.224.030) will: allow the required landscaping to not fully occur in-ground; allow the landscaped setback to drop slightly below the required 5' in a portion of the perimeter; and will allow the landscaped setback to be composed of more trees and less shrubs than required by the L2 and L3 standards. Because of the site's unique topography vis-à-vis its NW 19<sup>th</sup> Ave (east) frontage and its rear (north) property line, a Modification allows the site to maintain its significant grade changes at these edges. These grade changes contribute a great deal to keeping the site's extensive existing vehicle area away from the pedestrian realm on the north and east sides of the site. Keeping a large grade separation and ringing the north and east property boundaries with vibrant rows of trees is conducive to a safer and more pleasant pedestrian environment.

The site's eastern frontage which abuts a street requires Modification because the landscaped setback is elevated to be at the same grade as the sidewalk and thus the landscaping is in a planter and not "in ground." Additionally, portions of the planter are slightly less than the 5'-0" width required. Finally, the proposed landscape buffer will have more trees than required by the L2 standard, and will have the groundcover required, however, it will not have the shrubs also required. The Modification will allow the landscaping to stay in the existing planters up at sidewalk level with a large drop-off down to the vehicle area below, protecting pedestrians from the auto-centric use below. It will also allow the buffer to be composed of more trees than required by the L2 standard. Along this frontage, the project will add 5 new trees, replace 1 existing tree, and preserve 3 trees, increasing the buffer along the sidewalk edge from 4 to 8 trees. The site's northern frontage which abuts a Residential zone requires Modification because the setback landscaping will not have the shrubs required by the L3 standard but *will* have the trees and groundcover required. The northern landscaped setback will add 6 trees and preserve 1, bringing the total trees along the property line from 3 to 7.

Improvements to landscaping will also occur at the corner of W Burnside and 19<sup>th</sup> where the landscaped area will increase in size from 497 SF to 899 SF and 3 new trees will be added. This change will create a softer edge to the site along both Burnside and 19<sup>th</sup> Ave and add definition and visual interest at a high-profile corner. Overall, the project will add a total of 1,125 SF of landscaped area to the site, augmenting the existing 2,801 SF of site landscaping to bring it up to 3,926 SF of landscaped area. There will also be a net gain of 11 trees on the site increasing the total trees from 8 to 19 with 14 new trees added, 3 trees preserved, and 3 trees removed. *Therefore guidelines A8 – Contribute to a Vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B2 – Protect the Pedestrian, and B3 – Bridge Pedestrian Obstacles are better met.*

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

**Findings:** The purpose of this standard is to reduce the negative impacts created by drive-through facilities. The proposed Modifications to landscaped setbacks will allow the existing grade change to remain which achieves the objective of buffering noise, lights, and visual impacts from the pedestrian realm. They will also allow the site to achieve a greater number of trees at the perimeter in lieu of shrubs. Given the grade change along the two frontages in question, the trees will do a better job of meeting the purpose of the standard than will shrubs. *Therefore, the purpose of the standard is met.*

*Therefore, this Modification merits approval.*

**Goal 1: Citizen Involvement**

Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

**Findings:** The City of Portland maintains an extensive citizen involvement program which complies with all relevant aspects of Goal 1, including specific requirements in Zoning Code Chapter 33.730 for public notice of land use review applications that seek public comment on proposals. There are opportunities for the public to testify at a local hearing on land use proposals for Type III land use review applications, and for Type II and Type IIx land use decisions if appealed. *For this application, a written seeking comments on the proposal was mailed to property-owners and tenants within 150 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 400 of the site. There is also an opportunity to appeal the administrative decision at a local hearing.* The public notice requirements for this application have been and will continue to be met, and nothing about this proposal affects the City’s ongoing compliance with Goal 1. Therefore, the proposal is consistent with this goal.

**Goal 2: Land Use Planning**

Goal 2 outlines the basic procedures of Oregon’s statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan’s policies into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

**Findings:** Compliance with Goal 2 is achieved, in part, through the City’s comprehensive planning process and land use regulations. For quasi-judicial proposals, Goal 2 requires that the decision be supported by an adequate factual base, which means it must be supported by substantial evidence in the record. *As discussed earlier in the findings that respond to the relevant approval criteria contained in the Portland Zoning Code, the proposal complies with the applicable regulations, as supported by substantial evidence in the record. As a result, the proposal meets Goal 2.*

**Goal 3: Agricultural Lands**

Goal 3 defines “agricultural lands,” and requires counties to inventory such lands and to “preserve and maintain” them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

**Goal 4: Forest Lands**

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will “conserve forest lands for forest uses.”

**Findings for Goals 3 and 4:** In 1991, as part of Ordinance No. 164517, the City of Portland took an exception to the agriculture and forestry goals in the manner authorized by state law and Goal 2. Since this review does not change any of the facts or analyses upon which the exception was based, the exception is still valid and Goal 3 and Goal 4 do not apply.

**Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources**

Goal 5 relates to the protection of natural and cultural resources. It establishes a process for inventorying the quality, quantity, and location of 12 categories of natural resources. Additionally, Goal 5 encourages but does not require local governments to maintain inventories of historic resources, open spaces, and scenic views and sites.

**Findings:** The City complies with Goal 5 by identifying and protecting natural, scenic, and historic resources in the City’s Zoning Map and Zoning Code. Natural and scenic resources are identified by the Environmental Protection (“p”), Environmental Conservation (“c”), and Scenic (“s”) overlay zones on the Zoning Map. The Zoning Code imposes special restrictions on development activities within these overlay zones. Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts. *This site is not within any environmental or scenic overlay zones and is not part of any designated historic resource. Therefore, Goal 5 is not applicable.*

#### **Goal 6: Air, Water and Land Resources Quality**

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

**Findings:** Compliance with Goal 6 is achieved through the implementation of development regulations such as the City’s Stormwater Management Manual at the time of building permit review, and through the City’s continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities. The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed no objections to approval of the application, as mentioned earlier in this report. *In this case, the scope of the project does not warrant review by the Bureau of Environmental Services; Goal 6 is not applicable.*

#### **Goal 7: Areas Subject to Natural Disasters and Hazards**

Goal 7 requires that jurisdictions adopt development restrictions or safeguards to protect people and property from natural hazards. Under Goal 7, natural hazards include floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. Goal 7 requires that local governments adopt inventories, policies, and implementing measures to reduce risks from natural hazards to people and property.

**Findings:** The City complies with Goal 7 by mapping natural hazard areas such as floodplains and potential landslide areas, which can be found in the City’s MapWorks geographic information system. The City imposes additional requirements for development in those areas through a variety of regulations in the Zoning Code, such as through special plan districts or land division regulations. *The subject site is not within any mapped floodplain or landslide hazard area, so Goal 7 does not apply.*

#### **Goal 8: Recreation Needs**

Goal 8 calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expediting siting of destination resorts.

**Findings:** The City maintains compliance with Goal 8 through its comprehensive planning process, which includes long-range planning for parks and recreational facilities. Staff finds the current proposal will not affect existing or proposed parks or recreation facilities in any way that is not anticipated by the zoning for the site, or by the parks and recreation system development charges that are assessed at time of building permit. Furthermore, nothing about the proposal will undermine planning for future facilities. *Therefore, the proposal is consistent with Goal 8.*

#### **Goal 9: Economy of the State**

Goal 9 calls for diversification and improvement of the economy. Goal 9 requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

**Findings:** Land needs for a variety of industrial and commercial uses are identified in the adopted and acknowledged Economic Opportunity Analysis (EOA) (Ordinance 187831). The EOA analyzed adequate growth capacity for a diverse range of employment uses by distinguishing several geographies and conducting a buildable land inventory and capacity

analysis in each. In response to the EOA, the City adopted policies and regulations to ensure an adequate supply of sites of suitable size, type, location and service levels in compliance with Goal 9. The City must consider the EOA and Buildable Lands Inventory when updating the City's Zoning Map and Zoning Code. *Because this proposal does not change the supply of industrial or commercial land in the City, the proposal is consistent with Goal 9.*

### **Goal 10: Housing**

Goal 10 requires local governments to plan for and accommodate needed housing types. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

**Findings:** The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards. *Since this proposal is not related to housing or to land zoned for residential use, Goal 10 is not applicable.*

### **Goal 11: Public Facilities and Services**

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

**Findings:** The City of Portland maintains an adopted and acknowledged public facilities plan to comply with Goal 11. See Citywide Systems Plan adopted by Ordinance 187831. The public facilities plan is implemented by the City's public services bureaus, and these bureaus review development applications for adequacy of public services. Where existing public services are not adequate for a proposed development, the applicant is required to extend public services at their own expense in a way that conforms to the public facilities plan. *In this case, the City's public services bureaus found that existing public services are adequate to serve the proposal, as discussed earlier in this report.*

### **Goal 12: Transportation**

Goal 12 seeks to provide and encourage "safe, convenient and economic transportation system." Among other things, Goal 12 requires that transportation plans consider all modes of transportation and be based on inventory of transportation needs.

**Findings:** The City of Portland maintains a Transportation System Plan (TSP) to comply with Goal 12, adopted by Ordinances 187832, 188177 and 188957. The City's TSP aims to "make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs." The extent to which a proposal affects the City's transportation system and the goals of the TSP is evaluated by the Portland Bureau of Transportation (PBOT). *The scope of this project does not warrant transportation review; therefore Goal 12 is not applicable.*

### **Goal 13: Energy**

Goal 13 seeks to conserve energy and declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

**Findings:** With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to "make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs." This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current

building code. *For these reasons, staff finds the proposal is consistent with Goal 13.*

#### **Goal 14: Urbanization**

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an “urban growth boundary” (UGB) to “identify and separate urbanizable land from rural land.” It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

**Findings:** In the Portland region, most of the functions required by Goal 14 are administered by the Metro regional government rather than by individual cities. The desired development pattern for the region is articulated in Metro’s Regional 2040 Growth Concept, which emphasizes denser development in designated centers and corridors. The Regional 2040 Growth Concept is carried out by Metro’s Urban Growth Management Functional Plan, and the City of Portland is required to conform its zoning regulations to this functional plan. *This land use review proposal does not change the UGB surrounding the Portland region and does not affect the Portland Zoning Code’s compliance with Metro’s Urban Growth Management Functional Plan. Therefore, Goal 14 is not applicable.*

#### **Goal 15: Willamette Greenway**

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

**Findings:** The City of Portland complies with Goal 15 by applying Greenway overlay zones which impose special requirements on development activities near the Willamette River. The subject site for this review is not within a Greenway overlay zone near the Willamette River, so Goal 15 does not apply.

#### **Goal 16: Estuarine Resources**

This goal requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”

#### **Goal 17: Coastal Shorelands**

This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for “water-dependent” or “water-related” uses.

#### **Goal 18: Beaches and Dunes**

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

#### **Goal 19: Ocean Resources**

Goal 19 aims “to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19’s main requirements are for state agencies rather than cities and counties.

**Findings:** *Since Portland is not within Oregon’s coastal zone, Goals 16-19 do not apply.*

### **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 requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

## CONCLUSIONS

The proposal for exterior alterations to an existing car wash will foster a safer and more attractive pedestrian environment than the existing auto-centric condition. The site will have a stronger response to the pedestrian realm with improved landscaping, one fewer curb cut, a building with more windows, and removal of the noisy exterior vacuum stations. The proposed design will also enhance the pedestrian realm by using high quality materials that make it more attractive and visually interesting to pedestrians. The renovation will improve the existing condition of this site located in a thriving pedestrian area that sits at an important edge connecting Goose Hollow with adjacent districts. The proposed project will also bring a unique design element to the Goose Hollow district that will complement existing development in the area while building on the sense of place with its eye-catching redesign. 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 modification criteria and therefore warrants approval.

## ADMINISTRATIVE DECISION

Approval of a project to renovate an existing car wash in the Goose Hollow Subdistrict of the Central City Plan District.

Approval for the following Modification requests:

1. Modify the drive-through setbacks and landscaping standards (33.224.030).

Approvals per Exhibits C-1 through C-23, signed and dated 10/17/2019, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 19-119690 DZ." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. The 19 trees shown on the Planting Plan (exhibit C-8/A09) shall be planted and/or preserved (14 trees planted, 5 trees preserved) as shown.
- D. No field changes allowed.

**Staff Planner: Tanya Paglia**



**Decision rendered by:** \_\_\_\_\_ **on 10/17/2019**

By authority of the Director of the Bureau of Development Services

**Decision mailed: 10/21/2019**

**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 12, 2019, and was determined to be complete on 8/1/2019.

*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 12, 2019.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant requested that the 120-day review period be extended 20 days. Unless further extended by the applicant, **the 120 days will expire on: 12/19/2019.**

**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 11/4/2019** at 1900 SW Fourth Ave. Appeals can be filed at the 5<sup>th</sup> floor reception desk of 1900 SW 4<sup>th</sup> Avenue Monday through Friday between 8:00 am and 4:30 pm. **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](http://www.portlandonline.com).

**Attending the hearing.** If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the 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 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the 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 will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **11/4/2019** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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**

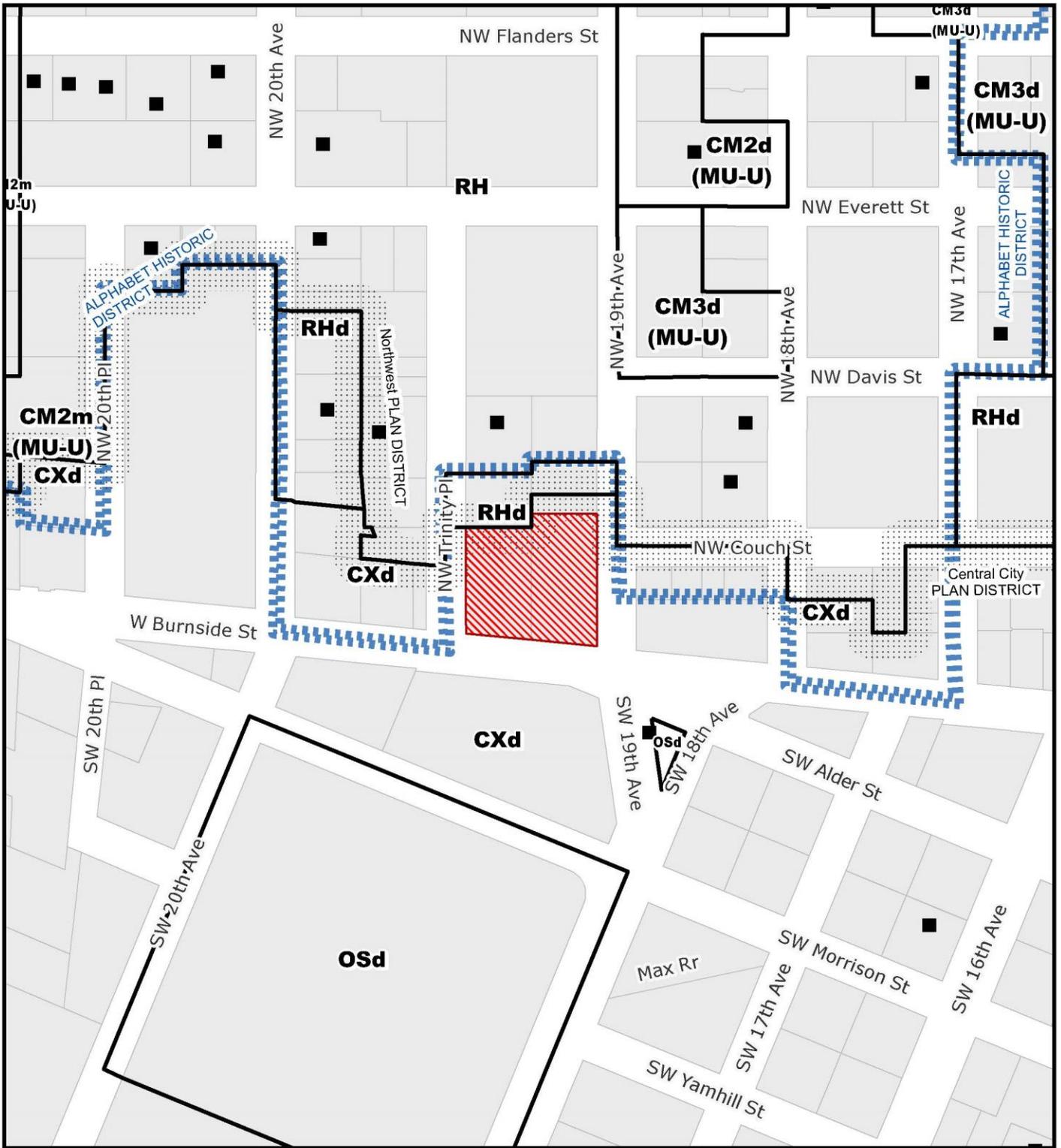
NOT ATTACHED UNLESS INDICATED

A. Applicant's Submittal

1. Applicant's Project Narrative, Zoning Code Analysis and Response to Approval Criteria
2. Site & Vicinity Photos (A02, A03)
3. Original full plan set – NOT APPROVED/reference only, March 2019
4. Second full plan set – NOT APPROVED/reference only, April 5, 2019
5. Updated Site Plan (A07) – NOT APPROVED/reference only, July 12, 2019
6. Third full plan set – NOT APPROVED/reference only, July 19, 2019
7. Updated Site Plan (A07) – NOT APPROVED/reference only, August 7, 2019
8. Updated Planting Plan (L2.01) and Plant Board with Renderings – NOT APPROVED/reference only, September 3, 2019
9. Updated Site Plan (A07) and Plant Board – NOT APPROVED/reference only, September 27, 2019
10. Ground Floor Window Diagram (A36)

11. Nonconforming Upgrades (A37)
  12. Applicant's Arborist Report
  13. Irrigation Plan (A11)
  14. Civil Site Plan (A12)
  15. Stormwater Facility Plan (A13)
  16. Renderings of Design (A28 – A31)
  17. Product cut sheets for metal panels, garage doors, and light fixtures (A32 – A35)
  18. Request for Extension of 120-Day Review Period for 20 days dated October 3, 2019
- B. Zoning Map (attached)
- C. Plans/Drawings:
1. Plan set Cover Sheet
  2. Vicinity Map (A01)
  3. Existing Site Plan (A04)
  4. Existing Floor Plan (A05)
  5. Existing Elevations (A06)
  6. Proposed Site Plan (A07) (attached)
  7. Tree Preservation Plan (A08)
  8. Planting Plan (A09)
  9. Plant Board (A10)
  10. Proposed Floor Plan (A14)
  11. Proposed Roof Plans (A15)
  12. Proposed North & East Elevations (A16) (attached)
  13. Proposed South & West Elevations (A17) (attached)
  14. Proposed Building Sections (A18)
  15. Proposed Enlarged South Elevation and Wall Section (A19)
  16. Proposed Enlarged North Elevation and Wall Section (A20)
  17. – 23. Proposed Sections and Details (A21 – A27)
- D. Notification information:
1. Mailing list
  2. Mailed notice
- E. Agency Responses:
1. Life Safety Division of the Bureau of Development Services
  2. Site Development Review Section of Bureau of Development Services
  3. Bureau of Environmental Services
  4. Bureau of Transportation Engineering and Development Review
- F. Correspondence:
1. Erica and Tim Griffin, neighbors, August 9, 2019, writing with concerns.
- G. Other:
1. Original LU Application
  2. Incomplete Letter
  3. Early Assistance summary memo, EA 18-259169 APPT, 12/4/2018
  4. Nonconforming Situation Review for carwash expansion on the same site, LU 19-138361 NU
  5. Documentation of Nonconforming Situation proving that the car wash was allowed when it was established and that the nonconforming rights have been maintained over time, 18-282501 PR, 1/14/2019

**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).**



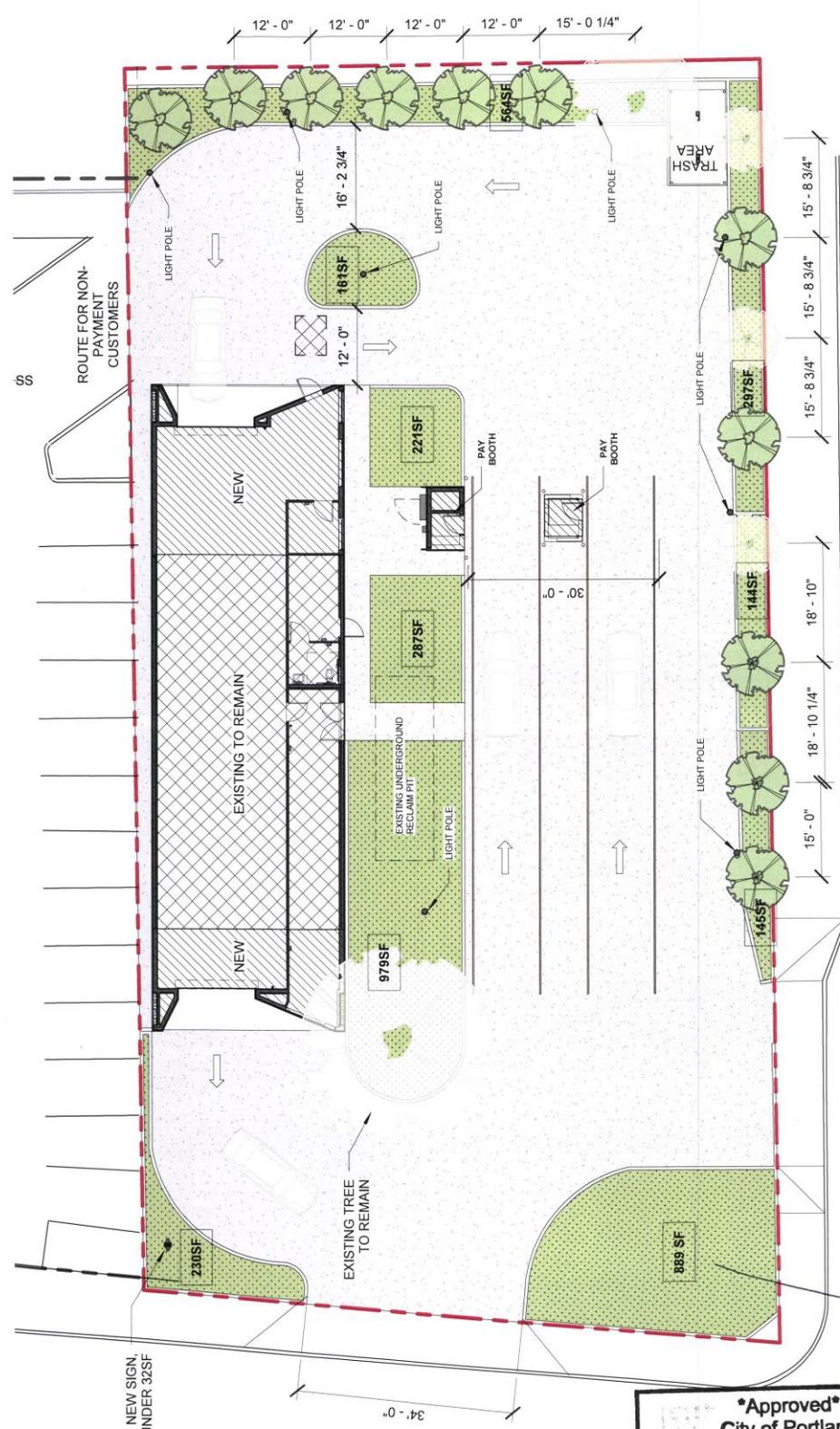
# ZONING

NORTH ↑

NORTHWEST PLAN DISTRICT  
GOOSE HOLLOW SUB DISTRICT

- Site
- Historic Landmark

File No.	LU 19-119690 DZM
1/4 Section	3028
Scale	1 inch = 200 feet
State ID	1N1E33DB 7300
Exhibit	B Sep 27, 2019



EXISTING STRUCTURE = 2190 SF  
 NEW ADDITION = 987 SF  
**TOTAL PROPOSED LANDSCAPE AREA: 3,926 SF**

**NW 19TH AVENUE**



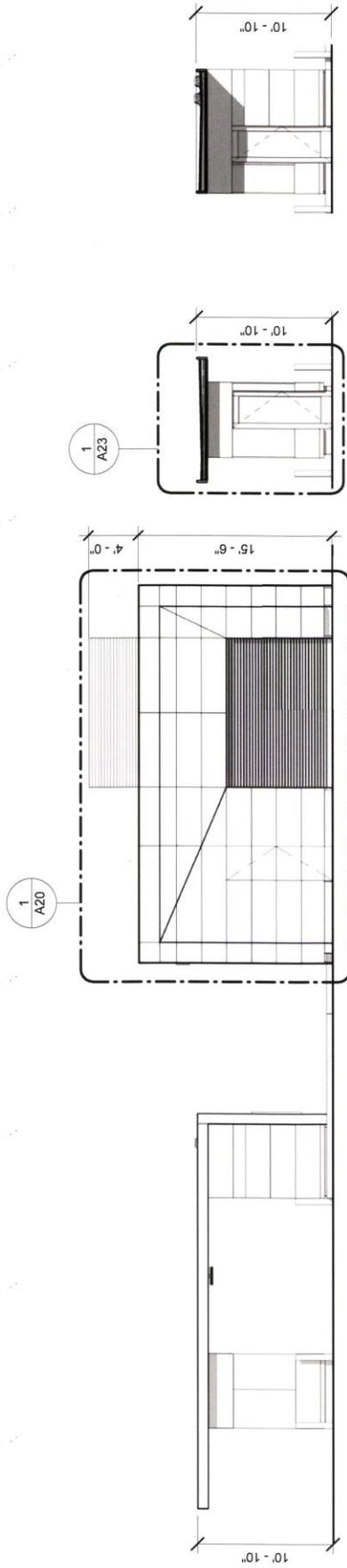
**KAADY CAR WASH BURNSIDE**  
 1/16" = 1'-0"  
 10.09.2019  
 PORTLAND, OREGON

Note: 3 trees must be present @ this corner. see C-8 (A09)

tva architects inc.  
 920 SW SIXTH AVENUE | SUITE 1500 | PORTLAND, OREGON 97204  
 phone: 503.220.0668 | www.tvaarchitects.com



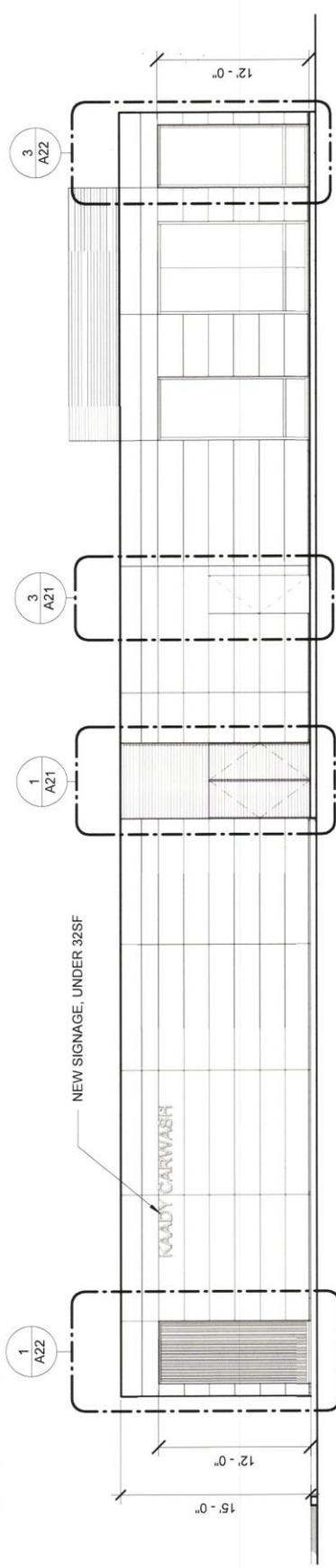
\*Approved\*  
**City of Portland**  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 10/17/2019  
 \* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



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

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

4 BOOTH - EAST ELEVATION 2  
1/8" = 1'-0"



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

**\*Approved\***  
**City of Portland**  
 Bureau of Development Services  
 Planner *[Signature]*  
 Date 10/17/2019  
 \*This approval applies only to the reviews requested and is subject to all conditions of approval.  
 Additional zoning requirements may apply.



tva architects inc.  
 920 SW Sixth Avenue | Suite 1500 | Portland, Oregon 97204  
 Phone: 503.220.0648 | www.tvaarchitects.com

**A16**  
 NORTH & EAST ELEVATIONS

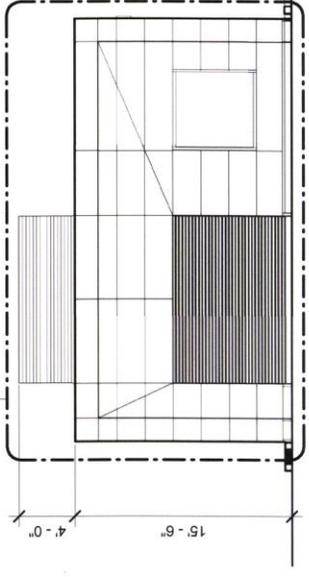
1/8" = 1'-0"  
 3.12.2019

**KAADY CAR WASH BURNSIDE**  
 Portland, Oregon

LU 19-119690 DZ

C-12

1  
A19

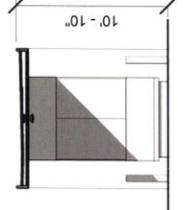


1 SOUTH ELEVATION  
1/8" = 1'-0"

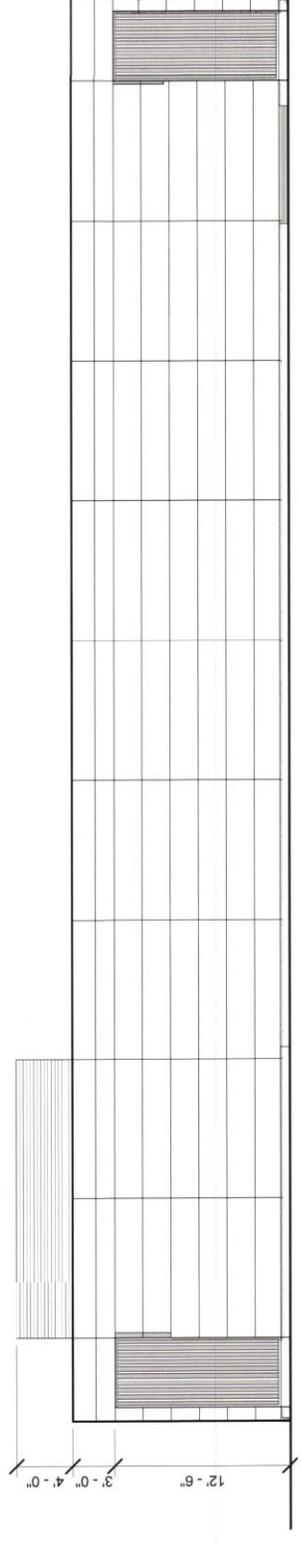
3  
A23



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



4 TRASH ENCLOSURE  
1/8" = 1'-0"



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

**\*Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner *[Signature]*  
 Date 10/17/2019

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



tva architects inc.  
 720 sw sixth avenue | suite 1500 | portland, oregon 97204  
 phone: 503 220 0668 | www.tvaarchitects.com

**A17**  
 SOUTH & WEST ELEVATIONS

1/8" = 1'-0"  
 3.12.2019

**KAADY CAR WASH BURNSIDE**  
 Portland, Oregon

LU 19-119690 DZ

C-13