



City of Portland, Oregon
Bureau of Development Services
Land Use Services

FROM CONCEPT TO CONSTRUCTION

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GW, DZ Appointment Summary
11-196036 EA - Willamette Sailing Club

January 18, 2012

Steve Pitek
COLAB Architecture
421 SW 6th Ave
Portland, OR 97204

Chris Gedrose
Willamette Sailing Club
PO Box 69385
Portland, OR 97201

On December 14, 2011 you attended an Environmental/Greenway and Design Review Appointment regarding the property at:

Address: 6336 SW Beaver Ave
R-number: R523505

At that appointment, you showed the City of Portland drawings, plans and other preliminary information about a proposed project that may require greenway and/or design review.

Limitation

This letter serves as a summary of the information discussed at the appointment, and is intended to highlight preliminary greenway and design review issues and next steps. **This summary is advisory and preliminary in nature, and is neither a complete review nor a final decision regarding the project.** This summary is based on the preliminary information you discussed with the City as well as the information provided August 17, 2011. The City has not supplemented or independently verified this information. Additionally, notice was not provided to neighbors, and a full plan check of applicable development standards was not completed. Any future formal application for your proposed project must include the necessary plans, elevations, and detail drawings. Any future formal design review application for your proposed project must include the necessary plans, elevations, and detail drawings, a narrative addressing the design guidelines, and modification materials (narrative, fees) for any development standards not met.

PROJECT: Willamette Sailing Club (WSC) proposes to replace the existing 1,518 square-foot sailing facility and 792 square-foot boathouse with a single structure, combining both functions. The proposed structure includes:

- a 2,310-square-foot footprint (4,620 total square feet);
- 26' building height (in two stories); and
- located on the water in approximately the same area as the existing structures.

ZONING: The site is zoned **CSdr** (Storefront Commercial zoning with design (d) and greenway river recreational (r) overlays). The site is also located within the Macadam Plan District.

DESIGN GUIDELINES: The on-water lot is not within any plan district and would use the *Community Design Guidelines*. The upland lot is in the Macadam Plan District and would use the *Macadam Design Guidelines*. Find guideline documents online at www.portlandonline.com/designguidelines.

KEY ISSUES:

The key issues for the proposal include those related to the greenway and design overlays zones. Those issues, as well as other notable items, are summarized below:

Development standards that will apply to the project include, but are not necessarily limited to, those from the following chapters:

- 33.130, Commercial Zones;
 - 33.236, Floating Structures
 - 33.258, Nonconforming Situations
 - 33.272, Public Recreational Trails
 - 33.420, Design Review;
 - 33.440, Greenway Review; and
 - 33.550, Macadam Plan District;
 - Zoning Code Chapters are available online at www.portlandonline.com/zoningcode.
- The zoning standards of the base zone are written for commercial storefront uses. As such, the proposed project may not meet several of the base zone standards. Standards that cannot be met must receive a [Type II Adjustment](#), or Modification through [Design Review](#). The Zoning Code applies to the entire site. However some regulations of the base zone may not be applicable to a floating structure (i.e. building coverage). All site-related standards (i.e. parking lot landscaping, bike parking, pedestrian circulation) apply to the entire project and will be enforced on the upland portion of the site.
 - The upland site associated with a floating structure must be able to meet all of the requirements of the base zone. Section 33.236.050.A states: **“Ownership of the upland lot.** The owner of the floating structure must own or lease enough of the upland lot to meet all of the applicable regulations for the site.” Your site includes the upland portion of the ownership and the waterway lease portion of the ownership.
 - The site currently contains nonconforming development that will be subject to upgrades as a result of the proposed project. The site must comply with the upgrade requirements listed in Section 33.258.070, receive a [Type II Adjustment](#), or Modification through [Design Review](#) for any standards that cannot be met. You may request an Adjustment or Modification for any standard except those expressly prohibited by 33.805.030.B, Ineligible Regulations, or 33.825.040, Modifications That Will Better Meet Design Review Requirements.

Design Related Issues:

- A Type II [Design Review](#) is required for proposals in the Southwest Community Plan area’s design overlay zones that are outside of the Macadam and Terwilliger Design Districts (PCC 33.825.025).
- **Development Standards and Modifications** - The proposal must meet all applicable development standards, or receive approval for modifications through Design Review for standards not met. The Greenway development standards in Chapter 33.440 are not eligible for modification through design review and must be approved through the appropriate greenway review procedure. Modifications through Design Review require a narrative addressing the approval criteria (33.825.040.A-B), which in turn requires addressing the purpose statement and better addressing applicable design guidelines of the standard being adjusted, plus a fee of \$500 for each standard modified.

- **Building Design** – The floating structure’s basic design and materials are approvable in this area since the building is compact and harkens back to historic marine and oceanside materials. Alternate materials can be reviewed and approved as options if desired. While the renderings show no rooftop equipment, design review staff will want to see any equipment that projects through the roof, sits in top of the roof, or sits on land or next to the new structure.
- **View Corridors** – The site has one view corridor running across it from SW Carolina Street. This corridor should remain free of structures.

Greenway Related Issues:

- *Use and Development restrictions.* For use and development information in the Greenway overlay, please refer to the summary notes from EA 11-155719.
- [Greenway review](#) is a [Type II](#) process with appeal to the Hearings Officer. The applicable approval criteria are found in Section 33.440.350 and the *Willamette Greenway Design Guidelines* (Appendix C of the [Willamette Greenway Plan](#)).
- The applicable criteria for this review include 33.440.350.A, E, and F. The applicable Willamette Greenway Design Guidelines are Issues A, B, C, E, and H. Be sure to address all aspects of the proposal in your response to the approval criteria. The proposal description should also include information on construction management. For example, will the proposed structure be constructed on-site or off-site and floated into the marina? On-site construction will require a complete construction management plan for the upland site and the river.
- *Nonconforming uses and development within or riverward of the greenway setback.* Documented nonconforming development may continue, but may not be expanded within or riverward of the greenway setback (33.440.270). These standards may apply to your existing parking area. Undocumented nonconforming development must be removed – see notes below.
- *Trail improvements.* At the time of land use review, information regarding the current, proposed, and net change in use/intensity of use must be provided to address the proportionality requirement of Chapter 33.272, Trails. Additionally, the applicant should provide information demonstrating why relocating the trail through the site is not feasible.

Other Issues:

- *Undocumented development.* During the August 2, 2011 site visit, Mike Hayakawa, BDS Planning and Zoning Supervisor, observed a construction trailer type building located in the grass area at the east end of the parking lot. A search of the permit record did not turn up anything for this structure.

The Zoning Code does not differ for temporary structures. This development must be legalized or removed. Please note that a Greenway Review may be required to legalize. If the structure can meet all City code requirements, the Greenway Review could be wrapped into the review for the new clubhouse.

- *Questions from the meeting.* At the meeting you posed an alternative plan that includes keeping the safety boat house. In exchange, an equal amount of the western-most finger float is proposed for removal. BDS could not support such a proposal unless it was documented that the total amount of structures (buildings, docks, etc) on the water did not increase. Preferably BDS recommends a decrease in the total footprint as the new 2-story structure will cast a larger shadow on the water than the current 1-story development. Additionally, the relocated safety boat house would need to be outside of the Carolina view corridor.

SERVICE BUREAUS:

The following bureaus responded with comments.

- PBOT responded that the information provided at the 2007 pre-application conference (and EA 11-155719) is still valid. Contact information and specific comments are attached to this letter.
- The BES comments relate to sanitary service and stormwater. These comments are attached to this letter.
- In a conversation following the meeting, Parks indicated that they will not seek to alter the existing Greenway Trail alignment given the conflict with the existing boat ramp. They did, however, recommend making some improvements such as additional signage and/or “sharrows” on the road surface.

FOLLOW-UP:

Zoning Code Chapters are available online at www.portlandonline.com/zoningcode.

When you are ready to submit an application, you may do so in the Development Services Center. The Development Services Center is open Tuesday through Friday 7:30 am to 12:00 noon for applications and from 12:00 noon to 3:00 pm for general questions.

Please contact us with any questions regarding this letter, or if we can be of further assistance as you move forward with the project.

Sincerely,



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Chris Caruso, City Planner – Urban Design
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PBOT 12/13/11 FdF (fabio.defreitas@portlandoregon.gov (503) 823-4227

As provided in relation to the previous Early Assistance request for this site (11-155719 EA)

As provided during the course of review of PC 07-122481, (a pre-application conference held in 2007 for development of a new clubhouse for the WSC;

SW Beaver St is classified a Local Service Street for all modes in the Transportation System Plan. The 7th Edition of the ITT Trip Generation Manual indicates that a marina of this size generates ~ 34 vehicle trips per day. That number is comparable with 3 to 4 detached residential dwellings or 5 attached dwellings.

There is a designated Bike Pedestrian Greenway Trail though the site. Due to the boat launching facility for the sailing club, continuation of the path either along the riverbank or within the site is problematic due to conflicts with vehicles on the launch ramp. Trail users currently travel from the bank-side path north of the site, out to Beaver St past the club property and onto Willamette Park property directly to the south. SW Beaver is ~ 30' wide and adjacent to a rail right of way and does not allow vehicular access to Willamette Park. From PBOT's perspective, the applicant will not be required to construct/extend the trail across the site since the proposed project will not result in any additional trip generation because the use is not changing.

There continues to be an effort to extend street car service through the Lake Oswego to Portland Corridor, which is likely to utilize portions of the SW Beaver right-of-way (improvements along the site's frontage related to the street car project are likely to occur).



CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204-1912 ■ Sam Adams, Commissioner ■ Dean Marriott, Director

EARLY APPLICATION RESPONSE

Date: December 12, 2011
From: Benjamin Kersens, BES Development Services 503-823-5523
Subject: EA 11-196036
Location: 6336 SW BEAVER AVE **Quarter Section:** 3630
R No: R780207940

SANITARY:

There is an existing 8" CSP public sanitary sewer located in SW Beaver Ave. that terminates at the intersection with SW Carolina (BES as-built #4026).

It is unclear where the existing structure is connected to the sanitary sewer main. The applicant will need to verify and provide the location of the connection on a complete utility plan at time of further review. A report from a sewer scoping company is recommended.

STORMWATER:

There is an existing 63-inch CSP public storm sewer (that transitions to a 72" RCP storm sewer outfall) located on the northern portion of this site. This storm sewer (and storm sewer outfall) is located within a 30-foot public sewer easement (tracking #4447).

There is a 10-inch CSP public storm sewer that crosses from the southwest property corner to the BES storm manhole onsite (BES as-built #20951).

It is unclear where the existing structure and parking lot discharges stormwater. The applicant will need to verify and provide the location of stormwater facilities and discharge location(s) on a complete utility plan at time of further review.

All development and redevelopment proposals are subject to the requirements of the City of Portland Stormwater Management Manual (SWMM). The SWMM is periodically updated; projects must comply with the version that is adopted when permit applications are submitted. Development projects are evaluated using the criteria described in [Section 1.3](#) of the SWMM. The Stormwater Hierarchy guides the applicant in determining where stormwater runoff should be conveyed (i.e. infiltrated on-site or discharged off-site). The highest technically feasible category must be used.

Based on the location of the proposed structure, stormwater from this project will need to be directed to the Willamette River. Pollution reduction through vegetated facilities is typically required where stormwater is not infiltrated onsite. A Special Circumstances review and fee in-lieu of pollution reduction may be necessary. Downspouts will be required to meet BDS Plumbing approval and will be reviewed in detail at the time of building permit review.

The applicant should consider providing stormwater management, including pollution reduction, for impervious areas within the parking lot as a trade off for not being able to provide pollution reduction from the roof area of the floating structure.

If this project will bring existing parking areas into compliance with current landscaping requirements per Chapter 33.258.070, then [Section 1.5](#) of the SWMM requires that new landscaped areas must also be utilized as vegetated stormwater facilities where feasible.

Where additional stormwater facilities are proposed, a stormwater report that includes infiltration testing, facility calculations, and depth to seasonal high depth to groundwater will be necessary at the time of land use review. The applicant would need to submit a Presumptive Approach stormwater report and preliminary utility plan showing adequately sized stormwater management facilities.

Any proposed public street improvements (required Bureau of Transportation) will require public drainage improvements per the standards of the Stormwater Management Manual and Sewer Design Manual as approved by BES.

FURTHER SUBMITTAL:

- A detailed site utility plan must be submitted at the time of further review. The plan must identify existing sanitary and storm sewers, existing connections to the sewers as well as existing stormwater facilities and piping. Include any proposed sanitary connections and stormwater management for the existing site and proposed structures. Local topography and drainage arrows on paved areas must be included to facilitate the stormwater facility review.
- A Presumptive Approach stormwater management report will be required if new storm facilities are proposed. Infiltration testing, facility calculations, and depth to groundwater testing would likely be required.
- The city is rolling out a new rate plan for food service establishments. The activities occurring at this facility may or may not be covered under this new rate plan. Please navigate to the online website to learn more about the program and if it may affect your business.
<http://www.portlandonline.com/bes/index.cfm?c=54821&>