

Section 5
Site Plan Review Standards

The Project falls under a Level 3 Site Alteration Development Review Application and must comply with the following site plan standards as contained in Section 14-526 of the City of Portland Land Use Code

a.) Transportation Standards-

1.) Impact on Surrounding Street Systems:

The project will have no impact on existing street systems and will not promote a hazard to adjacent public streets as the curb cut and entrances exist and will not be modified. There will be no substantial increase over what was originally approved in traffic flow. The new use will actually slightly decrease the intensity or level of service. The site improvements will help the community by making industrial/commercial parking more available for others off the public street by putting it on private property. Per Exhibit 9 the estimated traffic flow will be well under any threshold requiring a Traffic Movement permit as the peak hourly estimated rate is 15 trips per hour at both the AM and PM peak hour.

2.) Access and Circulation

The project's site access and circulation will provide safe access through properly spaced aisles and routes to allow the employees and deliveries easy access to the rear at the proposed use and return through the westerly side of the existing lot and return to Anderson Street.

Loading will be established at the rear of the Bunker brewery such that that there will remain safe access through the lot, and an additional pull off delivery area has been established for short term delivery truck parking along the proposed curved curb line along the access to the rear. In addition there are units available with overhead deliver doors for storage and deliverables. The service aisles are 24 feet wide, which can accommodate most typical delivery (box truck) vehicles.

Sidewalks have been provided along the buildings extensive 320 foot front and a sidewalk has been proposed from the lot access lane from the middle of the lot to Anderson Street over bituminous surfaced sidewalk, and modified esplanade.

3.) Public Transit Access:

No transit access or facilities are planned.

4.) Parking:

The proposed project will provide 43 new spaces in the rear yard of the property to serve the new industrial flex building with 3 handicap spaces. Due to the confined width

of the site this appears to be the maximum amount of cars that can be parked and provide reasonable aisle widths of 24 feet. The existing paved parking lot behind the Muslim Center has been modified to accommodate 23 spaces and 1 Handicap Van Accessible space, and then another 6 spaces appear to be present between the existing brick structures.

Based on the requirement of 1 space for each 1000Sf of Industrial floor space the site has just under 25,000 total SF such 25 spaces are required. It should be noted that the 122 Anderson Street property also has leased 10 spaces to the Muslim Center thereby driving the requirement for parking to 35. With a proposal of 72 overall parking spaces the site easily meets the parking requirement. We have also added four bicycle racks to accommodate another 8 bicycles which is a popular mode of transportation in the bayside areas of Portland. One rack was placed in the front of Tandem Coffee and tree were positioned in the rear along the new southern end of the proposed structure. The existing access on the side yard will remain clear of parked employee cars, but will allow deliverable drop off/pickup area for product/materials for the existing small brewery. There is currently sidewalks along the building frontage on Anderson Street, but current no paved pedestrian access to the buildings and parking areas. Services for loading still can be provided through the existing side lane servicing the rear of the property but no parking will be allowed on the side access closest to the existing building, as well as now we are proposing five foot sidewalk with curb along the same stretch but opposite side of the access lane, to link Anderson Street to the proposed site.

Parking space sizes comply with City standards and we have provided a modest landscape plan to improve the parking lot and site appearance.

Snow Storage allows for storage along the easterly side of the parking area where a grassed sideslope and swale will capture any sediment prior to reaching the existing infiltration pond. In addition stone lined forebays will also provide protection to the treatment infrastructure.

5.) Transportation Demand Management was not applicable to this site.

b.) Environmental Quality Standards

1. Preservation of Significant Natural Features:

The site is located on a very urban gravel surfaced lot having no significant natural features, waterbodies, or species of significant or endangered trees or wildlife.

2. Landscaping and landscaping preservation:

The site is currently a denuded lot with mixed patches of pavement, small buildings, and gravel surfaces with little tree or landscaping. The small patch of grass and trees at the existing Tandem Coffee will stay intact. We have provided a plan presenting much more plantings along the side access and parking end islands and foundation plantings along the proposed building front. Island landscaping is a mix of trees and shrubs

protected with concrete extruded curbing, and is shown in a separate Landscape plan attached. Efforts were made to additionally offer some moderate screening the proposed building end from the Bayside Trail.

3.) Water Quality, Stormwater Management, and Erosion Control:

Given that this site was previously approved for a larger impervious area as a trucking/container yard and has an existing infiltration pond we are simply modifying the layout and formerly preparing a new Stormwater Management. We have provided more green area along the eastern property line and widened the swale collection area, to assist in the sediment capture of runoff and snow storage. We have decreased the impervious area of the lot by 4650 SF. In addition, the proposed industrial flex building rooftop is a singled pitch shed like roofline that sheets runoff into a designed treatment drip edge filtration system that provided added treatment for the lot. Current flows would match existing patterns draining the areas to the Bayside Trail and small watershed in the front of the lot would continue to sheet flow into Anderson Street. No new catch basin structures nor storm drains will be required to connect into Anderson Street.

Due to the decrease in impervious surface and introduction of an additional filtration system the peak rate of runoff will also decrease. Computations and Calculations are attached as Section 6.

c.) Public Infrastructure and Community safety standards:

1.) Consistency with Master Plans:

We feel the plan as proposed is consistent with concepts and facilities plans for low impact industrial uses and commercial development employing new opportunities and amenities in the Bayside setting of typical high lot coverage/density. We have incorporated necessary parking and landscaping concepts to improve the aesthetics and quality in this neighborhood. We have also supported use of bicycle transportation, and supported environmental efforts by decreasing our impervious footprint and increasing our vegetation plantings on the lot.

2.) Public Safety and Fire Prevention:

The site will remain accessible for fire prevention, and will be a safe location for employees and users to park vehicles off the public streets. Added pole lights are anticipated to light the rear lot and access. Other exterior/ outdoor lighting on the building sides and exits will be added for safety and security. Lighting catalogue cuts are attached for review.

3.) Availability of Adequate Capacity of Public Facilities:

There will be new underground utilities to serve the proposed site or building. The existing structures utilities will remain unchanged. Letters for adequate water service is attached. We have held discussions with the City Engineer and it is felt given the limited anticipated domestic wastewater flows of 600gpd that the new site project will have no issues with sewer capacity in Anderson Street. Capacity letters are located in Section 7.

A hydrant is located 280 feet north of the northernmost entrance off Anderson Street and is approximately 600 feet travel distance to the proposed building.

d.) Site Design Standards:

4.) Massing, Ventilation and Wind Impacts:

The proposed building is a single story building of 320 Ft by 70 Ft with a north to south long-side orientation. The building is proposed to be one story with a one pitched roof. The mass and size of the building is consistent with other structures (warehouses/storage) in the immediate vicinity. The spacing will have no adverse impact onto abutting properties as the closest property is separated by a 20 foot wide railroad access and is 35 feet from the nearest structure. The one story height will have no adverse effects of wind climate and the HVAC systems will be roof mounted and as such the ventilation primarily for heating systems will not impact abutters. A building view rendering is attached.

5.) Shadows:

With the north south orientation the Shadow impact is not of concern or impact to the neighborhood.

6.) Snow and Ice Loading: The site has been constructed with a one pitch roof and a designed dripedge to drain roof runoff and melt away. Ice and snow which may accumulate in the building rear will be able to drain along the existing railroad spur and eventually captured into the on-site infiltration pond.

7.) View Corridors: The height and massing will not obstruct views as the site and area is nearly level and as such is already obstructed by adjacent structures of similar height.

8.) Historic Resources

There will be no changes to the existing structures, and thereby no purpose to present an impact to the district which is not listed as an historic district. The purpose of the site plan improvement is to simply convert a once contaminated site area to become a viable industrial and commercial leased development. All efforts have been made to not impose visual, grading, or stormwater impacts to the adjacent neighbors.

9.) Exterior Lighting:

The applicant add pole lighting specifically for the parking area and will light the exterior sides of the building for security concerns of vagrancy and to reduce criminal mischief, and will add door lighting at each exit. Pole lights will be 25 feet tall with LED fixtures with full cutoff lenses, and building lighting will be full cutoff wall pack style lighting. Catalogue cuts have been attached for review in Section 8 of this application. Because of the full cut off fixtures there will be no intrusive impacts of lighting to abutters.

10.) Noise and Vibration:

No vibrations and noise are anticipated as all proposed uses will be limited to interior closed spaces, and the uses will likely be linked to small industrial, commercial, or storage type uses for small contractors, services, or businesses.

11.) Signage and Wayfinding:

We have signs which are planned to be installed for the project providing assistance with wayfinding, limiting parking and no parking areas, and delineating handicap accessibility parking. The Applicant has not proposed site signs but it is anticipated that it will likely be building mounted. At such time the owner provided or completes design concepts they will submit such sign design to the City Code Enforcement and acquire necessary permits to install in accordance with City codes.

12.) Zoning related design standards:

The standards appear to not apply to structural construction in the ILb zone.