

14 CONFORMITY WITH APPLICABLE DESIGN STANDARDS

14.1 OVERVIEW

This project conforms to all applicable Site Plan Standards of Section 14-526 of the city's Land Use Ordinance as described in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The project will not have a significant impact on the surrounding street system. Vehicles will access the site and parking areas from existing access points and the estimated number of new vehicle trips generated by the project is insignificant compared to existing trips on surrounding streets. The 37-unit condominium project is expected to generate approximately 19 to 20 vehicle trips during the PM peak hour and approximately 217 vehicle trips on a weekday.

2. Access and Circulation:

a. Site Access and Circulation

- (i) Pedestrian access to the site will be provided via the existing sidewalk along Fore Street. Door controlled access will be provided at the two residential building entry locations.
- (ii) The project will use existing points of access.
- (iii) Drive up features are not proposed
- (iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing

- (i) Delivery or service vehicles are expected to be infrequent and may temporarily use on-street parking on Fore Street.

c. Sidewalks.

- (i) The existing sidewalk along the Fore Street frontage will be reconstructed as part of this project. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project drawings.
- (ii) The sidewalk ramps at the site entrance drive will be constructed in accordance with City of Portland Technical Design Standards.

(iii) The proposed walkway along the northerly side of the proposed building will connect directly to the existing city sidewalk on Fore Street.

3. Public Transit Access:

Metro Bus Route 8 runs east on Middle Street, south on Franklin Street, and north on India Street. The nearest bus stop to the project is at the corner of Middle Street and Franklin Street, approximately 650' west of the site. The project does not meet the minimum threshold to require a new transit facility.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The project requires one parking space per unit after the first 3 units, or 34 total spaces. Thirty-one (31) spaces will be provided on site in the lower level garage and will be accessed from Fore Street. The fee in lieu will be paid for the remaining 3 required parking spaces.
- (ii) A parking study is not required for this project.
- (iii) Not Applicable
- (iv) The on-site parking spaces are within mechanical lift parking systems with fixed parking dimensions.
- (v) The proposed on-site parking area and driveway will be constructed of bituminous pavement, and be almost entirely covered by the building.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 15 spaces. Bicycle parking will be provided in the bike room on the ground floor.

c. Motorcycles and Scooter Parking:

- (i) Dedicated motorcycle/scooter parking is not provided.

d. Snow Storage:

- (i) Snow storage for the proposed driveway will be provided on the lawn area at the end of the driveway, west of the building.
- (ii) Snow will not be stored in parking areas, and no bio-retention is proposed.

5. Transportation Demand Management (TDM):
 - a. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The development site has been entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.
- b. Not applicable
- c. Not applicable

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are no existing trees on site, and the site is nearly entirely developed with impervious surface. There are no trees along the Fore Street sidewalk in front of the project site.
- (ii) Not applicable.
- (iii) Not applicable.
- (iv) Waiver: Not applicable.
- (v) The project is not in the Shoreland Zone

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) Not applicable.
- (b) Plantings are proposed in a side yard setback area east of the proposed building along the proposed walkway. The side yard west of the proposed building is taken up by the proposed paved driveway along Fore Street, but landscaping will be provided south of the driveway.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- (a) Not applicable.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.
- (e) Not applicable.

(iii) Street Trees

- (a) No street trees are proposed along Fore Street due to the proximity of the proposed building to the Fore Street travel way. The existing sidewalk does not have an esplanade or space for street trees.
- (b) A contribution will be made for each required street tree to the City of Portland's Tree Fund as outlined in the Technical Manual.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The existing project site is entirely developed and relatively flat. Stormwater runoff from most of the project site drains overland across the western property boundary. The southeastern portion of the existing parking lot drains overland across the southeastern property boundary and over a vegetated slope. There are no known areas of erosion or flooding on or adjacent to the site. The existing project site, including Bradbury Court, contains approximately 11,554 square feet of impervious surface.

Post development stormwater runoff will generally follow existing patterns. Runoff from the proposed building will drain to a roof drain system that outlets to a proposed catch basin structure in front of the site in Fore Street. The proposed catch basin will connect to the city's separated storm drain system in Fore Street. The roof will be made up of a 4,788 sf green roof that stores stormwater. The green roof reduces stormwater runoff from the roof through retention, evaporation and evapotranspiration, and is considered pervious for zoning impervious calculations.

The impervious areas of the site not covered by the building include a 4' wide paved walkway to the east of the proposed building, an entrance drive to the west of the building, and a small portion of the brick sidewalk in front of the

building along Fore Street that is not under the building roof overhang. The runoff from the paved walkway, brick sidewalk, and vegetated areas will drain overland across the property boundaries, as it does today. Runoff from the entrance drive not covered by the roof will flow either to the proposed catch basin system in Fore Street, or overland across the property boundaries. The project is not expected to cause ponding, flooding or erosion problems o or downstream of the site. The relatively small amount of runoff entering the City's storm drain network is not expected to overburden the system.

Redevelopment of the project site will result in approximately 5,849 square feet of impervious surface. This is a decrease of approximately 5,705 square feet of impervious area. Therefore, the project is not required to meet the General or Flooding Standards. The non-roof impervious area being redeveloped is less than 5,000 square feet so the project is not required to meet the Redevelopment Standards.

- (i) The project will not result in flooding of adjacent lots.
 - (ii) Runoff volumes and rates will not increase onto adjacent lots.
 - (iii) Volumes and rates of stormwater runoff into the Fore Street rights of way are expected to decrease. The project will not create ponding, flooding, or other drainage problems within the surrounding streets.
 - (iv) Volumes and rates of stormwater runoff into the city's storm drain network are expected to be similar to existing volumes and rates. The project will not create problems downstream or exceed the capacity of the system.
- b. The project will result in a decrease of approximately 5,705 square feet in impervious surface and is not required to meet the General or Flooding Standards.
 - c. Not Applicable. The project is not located in a watershed of an urban impaired stream.
 - d. Not applicable.
 - e. The project will be served by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.
 - f. Wastewater will flow to the public sewer system, which is adequately sized for the project flows.

(c) Public Infrastructure and Community Safety Standards.

- 1. Consistency with City Master Plans:

a. The project has been designed to be consistent with the City of Portland Land Use Ordinance and off-premises infrastructure.

b. Not applicable.

2. Public Safety and Fire Prevention:

a. The site has been designed to promote safety and security for residents and their guests. Access to the residential lobby will utilize keyed entry. Site lighting will provide added security.

b. Emergency vehicle access will be via the existing Fore Street right of way.

c. An existing fire hydrant is located on the west side of India Street at the India Street and Fore Street intersection, approximately 100' from the project site. The proposed building will also feature sprinklers for fire suppression.

3. Availability and Adequate Capacity of Public Utilities:

a. The project will be served by new water and sewer utilities. An ability to serve letter was received from the Portland Water District on 12/6/17 indicating that their system has capacity to serve the project, and a Wastewater Capacity Application has been completed and will be forwarded to Brad Roland at the City of Portland.

b. Overhead electrical and telecommunications utilities exist in Fore and India Streets. The project site will be served by underground utilities. Overhead electrical and telecommunication utilities along the site's Fore Street frontage will be relocated underground as part of this project.

c. All new utility infrastructure will meet the provisions of the Technical Manual.

d. The project will be connected to the public sewer system within Fore Street.

e. The sanitary sewer and stormwater collection systems were designed to comply with City standards.

f. Solid waste will be stored in an area within the building.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

a. The bulk, location and height of the proposed building will not result in adverse impacts to abutting properties.

- b. The bulk, location and height of the proposed building will not substantially reduce the value or utility of adjacent structures.
- c. HVAC systems will be located on the roof of the proposed building. Venting is proposed to be directed away from public spaces.

2. Shadows:

- a. The project is not expected to cause shadows on publically available open space or have an adverse effect on vegetation as a result of shadows cast from the proposed building.

3. Snow and Ice Loading:

- a. The proposed building will have a flat roof. Accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside of any protected view corridors.

5. Historic Resources:

- a. The development is not within a designated historic district and does not affect designated landmarks.
- b. Not Applicable
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting

- (i) Exterior site lighting will be provided by building mounted lights, including recessed canopy and wall packs. All fixtures will feature full cut-off optics to prevent unintended light pollution. Proposed lighting is shown on the Lighting Photometric Plan (Sheet P-1).

b. Architectural and Specialty Lighting:

- (i) No architectural or specialty lighting is proposed.
- (ii) No up-lighting is proposed.

c. Street Lighting

- (i) No street lighting is proposed.

7. Noise and Vibration:

Noise levels are expected to meet the permitted levels for the IS-FBC Zone.

b. HVAC and Mechanical Equipment

HVAC equipment will be located on the roof of the proposed building and will meet all applicable state and federal emissions requirements. The units will not be visible from Fore Street or adjacent sites.

- (i) An emergency generator will be provided for this project and will be operated in accordance with the City of Portland Code of Ordinances Section 14-526.

8. Signage and Wayfinding:

a. All signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

- (i) The project is not subject to a Certificate of Appropriateness.
- (ii) Not applicable. No commercial or directional traffic signage is proposed as part of the project.
- (iii) Not applicable. No on-site directional traffic signage is proposed as part of the project.
- (iv) Not applicable. No waiver is required.

9. Zoning Related Design Standards:

- a. Note applicable.