

3. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statements are made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

3.1 OVERVIEW

This project conforms with all the applicable design standards of Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system as it will use existing improved access locations off Commercial Street. Based on the limited intensity of use, the project is expected to have an insignificant impact on traffic in the neighborhood. The existing Union Wharf access is signalized at Commercial Street and the Widgery Wharf Lane is unsignalized. There are no changes proposed to either intersections.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) The development provides access via Commercial Street. Internal circulation has been reviewed and designed to accommodate the typical use of passenger vehicles and occasional semitrailers.
- (ii) Access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.
- (iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

- (i) The site layout has been configured to accommodate the existing movements of large vehicles and access to the wharf. The proposed buildings will not require large vehicle delivery service but will rely on routine box truck and similar service vehicle support which can use the Wharf and Commercial Street for access to the buildings.

c. Sidewalks.

- (i) The existing site contains brick sidewalk along its length of Commercial Street. Additional new brick sidewalk will be provided around the perimeter of the Phase 1 building and additional brick sidewalk/plaza will be provided as part of the future phase build out.

(ii) Additional internal sidewalk off Commercial Street will be provided between the future phase building.

3. Access and Circulation:

- a. The development contains no residential uses. In addition, METRO service does not currently use Commercial Street in front of the site; therefore, provisions for transit are not applicable.
- b. A new Transit stop is not proposed.
- c. A new transit stop is not proposed.
- d. Waiver: The applicant requests a waiver of the transit facility requirement.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

(i) The wharf currently contains 212 parking spaces serving various uses onsite as well as leased spaced to nearby downtown tenants. The Phase 1 building will reduce the parking count to 193 spaces. The following tables summarizes the parking required by Code for the proposed buildings:

Building	Uses/Size	Parking Rates	Required Spaces*
1	Office/1,800 SF	1 SP/400 SF	18,000/400 x 50% = 23 Spaces
2	Open Market/4,855 SF	1 SP/200 SF	4,855/200 x 50% = 12 Spaces
	Restaurant/4,855 SF	1 SP/150 SF	4,855/150 x 50% = 16 Spaces
3	Restaurant/5,175 SF	1 SP/150 SF	5,175/150 x 50% = 17 Spaces
	Food Court/5,175 SF	1 SP/200 SF	5,175/200 x 50% = 13 Spaces
	Office/4,018 SF	1 SP/40 SF	4,018/400 x 50% = 5 Spaces
Total			86 Spaces

*Per Sec. 14-332.1(J) offstreet parking required at 50% of code required spaces.

- (ii) The applicant has not prepared a TDM strategy as it is not applicable to the intended uses.
- (iii) The applicant proposes the amount of parking which is appropriate for the anticipated uses of this site.
- (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.
- (v) Vehicle parking areas have been designed to withstand site conditions.

b. Location and Required Number of Bicycle Parking Spaces:

(i) The applicant is proposing bicycle hitches for all three buildings in an amount considered appropriate for each use.

- c. Motorcycles and Scooter Parking:
 - (i) The applicant is requesting a waiver of the motorcycle/scooter parking requirements based on the site use.
 - d. Snow Storage:
 - (i) Snow storage management will employ two strategies;
 - 1. On-site snow storage around the perimeter of the site.
 - 2. Snow removal and offsite storage – the nature of the proposed site use precludes the need for significant snow removal. During larger snow fall events, hauling of snow offsite may be required.
5. Transportation Demand Management (TDM):
- a. A TDM plan is not required for the project.

(b) Environmental Quality Standards

- 1. Preservation of Significant Natural Features:
 - a. The existing site retains no prominent significant natural features; therefore, no issue related to the preservation of these features applies.
 - b. The applicant is not requesting a waiver from this standard.
- 2. Landscaping and Landscaping Preservation:
 - a. Landscape Preservation:
 - (i) The site's existing conditions contains little to no significant trees other than several along Commercial Street in front of the Black Tie Catering building. These will remain.
 - (ii) Not applicable
 - (iii) Not applicable
 - (iv) The applicant will request a waiver from this standard.
 - b. Site Landscaping.
 - (i) Landscaped Buffers:
 - (a) There are no service or loading areas observable from nearby sidewalks or residential properties.
 - (b) The development is not subject to zoning setbacks or buffering requirements.

(c) Not applicable.

(ii) Parking Lot Landscaping:

a) thru d) The applicant will be requesting a waiver of the parking lot landscaping standards based on site use.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) The site's runoff conditions are primarily self-contained and runoff sheets to the Fore River; therefore, issues related to offsite or downstream flooding are not applicable. There is one onsite catch basin within the Union Wharf access that drains to the City's Commercial Street system.

(ii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

(iii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

(iv) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

b. The Stormwater Management Plan will meet the requirements and goals stated in Section 5 of the Technical Manual.

c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.

d. N/A

e. The project is serviced by both a public wastewater system and public water supply systems. The project will not pose a risk of groundwater contamination.

f. The project will be connected to the public sanitary 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's Zoning Ordinance and off-site infrastructure.

b. The applicant will coordinate with utility representatives for the continuation of easements related to utility infrastructure crossing the site.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting customer access. Controlled access into the interior parking spaces has been designed into the site plan.
- b. No changes to emergency access conditions within the surrounding streets is proposed.
- c. Fire hydrants are located within the adjacent street system and onsite.

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant will secure letters from all applicable utilities stating their ability to serve this project. The project will require new utility service infrastructure to serve the new buildings.
- b. All on site electrical lines serving the new buildings will be underground.
- c. All new utility infrastructure will meet the provisions of the Technical Manual.
- d. The project will require a new service connection to the sewer system that crosses the site.
- e. The sanitary sewer collection system will be designed to meet all applicable sections of the Technical Manual.
- f. Not applicable.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a./b. The bulk, location and height of the proposed building have been designed to not result in adverse impacts to abutting properties. The elevations depicting building massing are enclosed in the site plan package.
- c. HVAC venting is proposed to be directed to the building roof and directed away from public spaces.

2. Shadows:

- a. The development is located in the WCZ Zone and this standard is not applicable.

3. Snow and Ice Loading:

- a. The proposed buildings will be designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

- (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the WCZ Zone. All HVAC and mechanical equipment is proposed to be mounted on the roof, or otherwise ground mounted and concealed from nearby properties.

8. Signage and Wayfinding:

- a. All street and wayfinding 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 located in a historic district or subject to Article IX.

- (ii) Proposed commercial signage is still being designed and subject to a condition of approval.

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

9. Zoning Related Design Standards:

- a. The project is within the WCZ and zoning related design standards are not applicable.