
16. CONSISTENCY WITH PORTLAND DESIGN STANDARDS & DESIGN MANUAL

Section 14-526 of the City of Portland's Land Use Code outlines the site plan standards that must be met by Level III Site Plan projects. The proposed development will follow the City's design standards as described in the following section.

16.1 TRANSPORTATION STANDARDS

1. *Impact on Surrounding Street Systems*

As described in Section 9, a well-defined vehicle loading/unloading and valet service area will be provided on Center Street. This valet service area will accommodate four vehicles. Additionally, the adjacent sidewalk has been expanded to promote pedestrian passage through the entrance area. The proposed valet service area is located in a protected area on the side of Center Street; traffic congestion at the intersection Commercial Street and Center Street due to hotel guest drop-off is not anticipated. The loading/unloading area was designed to promote site visibility, circulation and safety.

2. *Access and Circulation*

The site has been designed to provide safe access for pedestrians, vehicles, guests and hotel staff. Service access is provided off Cross Street, as described in Section 9 of this Report. A loading dock is proposed along the northeastern side of the building and an easement for access across the adjacent property is proposed.

Sidewalk brick along both Commercial Street and Center Street will be removed and replaced. Granite curb in good condition along Commercial Street will be left in-place to prevent disturbance to Commercial Street, which is under moratorium.

3. *Public Transit Access*

No changes to public transit access are proposed as part of this project.

4. *Parking*

Off-street vehicle parking will be provided by the adjacent Portland Square either in the existing parking lot or as part of proposed new development as described in Section 5 and 9 of this Report.

With no parking provided on-site and roughly 96% building coverage, there will not be a need for snow storage on site. Snow removal will be managed around the hotel by staff or a contracted third party to ensure safe pedestrian circulation, and access to the loading area and building entrances

The traffic analysis is currently being completed and number of bicycle parking spaces determined as part of that analysis. Bicycle parking is anticipated to be sited on Commercial Street.

5. *Transportation Demand Management (TDM)*

A Transportation Demand Management plan is being developed for the adjacent Portland Square redevelopment. This plan includes the proposed hotel and will be submitted under separate cover.

16.2 ENVIRONMENTAL QUALITY STANDARDS

1. *Preservation of Significant Natural Features*

The Site is fully developed and there are no known areas of significant natural features, including unusual natural areas, threatened or endangered botanical features, areas of significant wildlife habitats, aquifers, waterbodies, or wetland areas.

2. *Landscaping & Landscape Preservation*

Landscaping Plans are included in the Design Drawings referenced in Section 2 of this Report. Due to zoning setback requirements, preservation of existing perimeter landscaping is not possible. Replacement landscaping is proposed within the rooftop garden located over a portion of the ground floor of the hotel. Street trees will be placed on Commercial Street and Center Street frontages as described in Section 2.

3. *Water Quality, Stormwater Management & Erosion Control*

The proposed project has been designed to minimize the impact of stormwater leaving the site. As further described in Sections 2 and 11 of this report, a landscaped roof garden is proposed over a portion of the first floor of the hotel, which will result in a net reduction in impervious area on the site. The proposed project will not result in the flooding of adjacent lots or City property. Additionally, the proposed project is not located within the watershed of an Urban Impaired Stream and is not anticipated to pose a risk of groundwater contamination either during or post-construction. Compliance with erosion and sedimentation control measures is described in Section 11 of this report. The proposed project has also been designed to provide for adequate and sanitary disposal of sewage, as further described in Section 13 of this Report.

16.3 PUBLIC INFRASTRUCTURE & COMMUNITY SAFETY STANDARDS

1. *Consistency with City Master Plan*

The proposed project's consistency with City Master Plans is described in Section 12 of this Report.

2. *Public Safety and Fire Prevention*

Provisions for public safety have been incorporated into the design of site visibility, access, and territorial reinforcement. Adequate emergency vehicle access is provided along Commercial Street and Center Street. The Portland Fire Department Site Review Checklist is discussed further in Section 15 of this Report.

In addition, a fire pull box currently exists at the corner of Commercial and Center Street. This box will need to be relocated with the proposed realignment of the curbing and widening of the sidewalk. This relocation will be coordinated with the fire department.

3. *Availability and Adequate Capacity of Public Utilities*

The availability and adequate capacity of public utilities is being confirmed, as described in Section 13 of this Report.

16.4 SITE DESIGN STANDARDS

1. *Massing, ventilation, and wind impact*

- Overall massing is contextual to the surrounding area and falls within the allowed height limit of 65'-0" from average grade of the site.
- The development will locate all HVAC venting mechanisms to direct exhaust away from public spaces and adjacent residential properties with screening to reduce the visual impact.
- The site requires a certificate of appropriateness under article IX (historic preservation) of the land use code, and a wind study is not required (Portland Land Use Code Section 14-256(d) 5a.1).

2. *Shadows*

No adverse impacts from shadows are anticipated to result from the proposed project. As the site falls within the B3 zone, a shadow study is not required (Portland Land Use Code Section 14-256(d) 2a, 5a.1). However, HKS anticipates that this will likely be part of the design study for the project and will assist in the design and plant selection for the rooftop garden and plaza.

3. *Snow and ice loading*

The proposed buildings have been designed to accommodate appropriate snow and ice loads in accordance with code minimums and City requirements, and to prevent significant amounts of accumulated snow and ice from loading or falling onto adjacent properties or public ways.

4. *View corridors*

The proposed buildings comply with the building height requirements, as described in Section 5 of this Report, and will not obstruct public view corridors identified in the City's Downtown Vision View Corridor Protection Plan.

5. *Historic Resources*

The project is within the Historic District and an application for a Certificate of Appropriateness was submitted in November 2018. The project has been presented to the board during a first workshop in December 2018, and a second workshop is anticipated in early 2019. Following the workshop, any concerns will be addressed. The project will meet the requirements for the pedestrian encouragement zone and designed to meet the requirements and guidance of the Historic Preservation Boards approval.

As the site requires a Certificate of Appropriateness under article IX (historic preservation) of the Land Use Code – that the site is exempt from the following design standards as described in Section B of the Design Manual:

- (b) (1) e.2
- (b) (1)f: Shadow Impact on open space
- (b) (1)h: Wind Impacts
- (b) (1)g: Setbacks from existing structures

6. *Exterior Lighting*

The lighting design for the project is in progress. Cut sheets and a Photometric Plan will be submitted under separate cover.

Street lighting will be incorporated on Commercial and Center Street, as part of the reconstruction of the sidewalks. The City's revised street lighting standards are currently being developed, and have not yet been adopted, but we are working with the City to utilize the design standards as they are anticipated to be approved. Based on discussions we have had with City's Urban Designer, Caitlin Cameron, we understand that the Old Port lighting district will be extended to include Center Street in the area of our project, and we will be installing the LED version of the Old Port light X4-B at the spacing as outlined in the current technical manual. On Commercial Street, lighting fixtures will be cobra head-style, and we will incorporate these fixtures at the spacing and with the appropriate pole, as will be identified by the City.

7. *Noise and Vibration*

Noise associated with the proposed development will not exceed regulated levels.

8. *Signage and Wayfinding*

A signage plan and sign permit application are in progress and will be submitted under separate cover. The size, scale, proportions, design, materials, placement, quantity and source and intensity of illumination shall be designed to complement and enhance the architectural attributes of the proposed building. Proposed signage will be submitted to Historic Preservation and will meet the standards of Article IX with an approved Certificate of Appropriateness.

9. *Zoning Related Design Standards*

An assessment of the City Zoning requirements is provided in Section 5 of this Report. There are no other zoning related design standards associated with the proposed project.