

D. Conformity with Applicable Design Standards

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

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 site is located on 161 York Street which is a principal arterial and supports a high traffic volume. The first level of parking will be accessed from York Street and the second level from Guilford Court. It is predicted that the incremental increase in traffic volume will not create or aggravate any hazards and thus not impact overall safety.

2. Access and Circulation:

a. Site Access and Circulation.

The project proposes one curb cut while maintaining the two existing shared curb cuts located on either side of the proposed building on York Street. In a pre-application meeting with the Applicant and Architect that took place last year, this topic was discussed. The 2015 preliminary plan proposed parking areas that utilized both existing curb cuts. The City suggested that one of the parking areas be removed. Consequently, the design team eliminated the proposed northeast tandem parking. However, a portion of the curb cut will remain due to an existing easement on the applicant's property with the abutter. Both existing shared curb cuts will be reduced in their overall width along the project's frontage with only the southwest remaining in use by the proposed development

(i) The development will provide safe access and internal circulation for both pedestrians and vehicles.

(ii) It is expected that the proposed 2-story parking garage will serve at full capacity eighteen (18) vehicles. The points of access and egress are such that new traffic will not create a conflict with existing turning movements or traffic flows. Vehicles exiting the property will not have to back out onto either York Street or Guilford Court. The overall width of the parking garage exits is twenty (20) feet and will thereby increase sight distances and aid in the ability for drivers to safely observe oncoming vehicle and pedestrian traffic. Additionally, the entrance is set back five (5) feet from the sidewalk.

(iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing:

- (i) Not required. There will be adequate area along adjacent streets and within the proposed drive aisle for infrequent periods of tenants moving in/out of the building.

c. Sidewalks:

- (i) The existing sidewalk along York Street is comprised of brick with granite curb and will be reconstructed to City Standards as part of the project. There is no existing or proposed sidewalk on the private Guilford Court.
- (ii) Due to the substandard condition of the existing sidewalks and likelihood that the proposed construction will impact the sidewalk integrity, the sidewalks will be replaced with curb added in or reclaimed to areas as noted on the Civil Site Plan, C-10.
- (iii) Internal sidewalks will be provided to facilitate the movement of pedestrians to the City ROW and to and from parking spaces.

3. Public Transit Access:

- a. The development does not exceed twenty (20) or more residential dwelling units.
- b. A new transit stop is not proposed as part of the project.
- c. A new transit stop is not proposed as part of the project.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) With the proposed eleven (11) units, twenty-two (22) proposed parking spaces surpasses the minimum requirement.
- (ii) A parking study is not required.
- (iii) The amount of parking exceeds the requirements by more than 10%. A parking analysis performed with Auto Turn confirms that the twenty-two (22) spaces are appropriate for the eleven (11) multi-bedroom condominiums.
- (iv) The parking dimensions are such that the plans are in conformance with the City of Portland Technical Manual except for two drive aisles within the parking garage feature widths of 23.39'. A waiver is requested for this dimension.
- (v) The internal parking lot will be constructed with a permanent and durable concrete surface, and the external parking lot a bituminous surface, neither of which is subject to ponding or erosion.

- b. Location and Required Number of Bicycle Parking Spaces:
 - (i) Wall-mounted bicycle storage will be provided internally within the second level of the parking garage. A minimum of 4 bicycle mounts will be provided.
 - c. Motorcycles and Scooter Parking:
 - (i) The project does not provide designated motorcycle/scooter parking but on-street opportunities exist within the parking garage.
 - d. Snow Storage:
 - (i) Snow storage space will be provided in the landscaped areas surrounding the building. Snow storage is shown on plans C-10 and C-11.
 - (ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system.
5. Transportation Demand Management (TDM):
- a. A TDM plan is not required for this project.
 - b. A TDM plan is not required for this project.
 - c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

- 1. Preservation of Significant Natural Features:
 - a. The existing site contains no prominent significant natural features therefore no issue related to the preservation of these features applies.
 - b. Not applicable.
- 2. Landscaping and Landscaping Preservation:
 - a. Landscape Preservation.
 - (i) There are ten (10) existing, mature trees on site as identified in the Existing Conditions Plan; it is proposed that these trees be removed to clear space for the development. Landscaping in the form of shrubs, perennials, and grasses around the building will replace these trees. Additionally, four street trees are proposed along York St with a fifth tree being proposed within the site.
 - (ii) There are three (3) existing trees within the property setback on Guilford Court. These trees will need to be removed to facilitate the redevelopment. We are requesting a waiver for the 30% preservation requirement.
 - (iii) Due to the existing, sparse landscaping on site, no protection during

construction will be necessary.

(iv) The applicant requires a waiver as described previously.

(v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

(a) The solid waste storage located within the garage level will be enclosed and not visible from the public sidewalks, street, or adjacent properties.

(b) The project has eighty-nine (89) linear feet of frontage along York Street; per requirement, it is proposed that a minimum of six (6) shrubs or shrub alternatives per forty-five (45) feet of frontage are planted within this setback as noted in greater detail in the Landscape Plan. This ratio equates to twelve (12) shrubs.

(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.

f) Not applicable.

(iii) Street Trees:

(a) Four (4) street trees are proposed to be planted in between the proposed building and the City ROW along York Street. The remaining street tree requirement will be fulfilled by the landscaping within the site. Refer to Landscape Plan for more details.

(b) Due to site constraints within the property, it is not feasible to plant one street tree per unit. Therefore, the applicant is requesting a waiver to reduce the amount of required street trees to four (4). A contribution will be made to the City of Portland Tree Fund as part of the waiver request.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site is proposed to be graded as such to direct the majority of runoff into an underdrained subsurface chamber sand filter (USSF) that is considered a Best Management Practice (BMP); all remaining stormwater will be directed offsite into the existing municipal system within York Street. There is no anticipated ponding or flooding using this design.



- (ii) The majority of stormwater runoff from the site is proposed to be treated using infiltration via a USSF BMP. All remaining runoff will be redirected into the stormwater line within York Street. The redirected runoff is less than what was produced from the two dwellings that previously existed on site. Therefore, the project will not increase the net rate of runoff nor adversely impact adjacent lots or the City street system.
 - (iii) The project will not increase the stormwater flows directly within the York Street separated stormwater system nor the overall flows within the property. Additionally, the project will not create adverse impacts to the neighborhood or the wastewater treatment plant when compared to existing conditions.
 - (iv) The City's separated storm sewer system is anticipated to accommodate the stormwater flow; the post-development flow will not exceed the capacity of the existing system within York Street.
- b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic, general, and flooding standards of MEDEP Chapter 500. Please refer to the Stormwater Management Plan for more information.
 - c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
 - d. Not applicable.
 - e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project is serviced by a public wastewater system.
 - f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(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. Not applicable.
- 2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public and residential access.
 - b. No changes to emergency access conditions within the surrounding streets are proposed.

- c. Fire hydrants are located within the adjacent street system. The new building will have fire suppression.
3. Availability and Adequate Capacity of Public Utilities:
- a. Public utilities in the vicinity of the site have the capacity to serve the proposed project. More information on utilities is included within the ability to serve letters to the respective utility companies.
 - b. All electrical service lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within York Street.
 - e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
 - f. The proposed building includes provisions for on-site storage of trash and recyclables temporarily until waste is removed from the site via a private hauler.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:
- a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.
 - b. The proposed building is designed to minimize bulk and height and is positioned as such to affect abutting buildings as little as possible.
 - c. The proposed HVAC is designed to direct exhaust away from public spaces and adjacent residential properties.
2. Shadows:
- a. Not applicable.
3. Snow and Ice Loading:
- a. The proposed building features a flat roof. Should a standing seam metal roof be utilized, snow bars will be installed on each rooftop to prevent snow and ice accumulation and prevent it from falling 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 designated landmarks, 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. Cut sheets may be provided for the lighting typical of residential lights. Please let us know if a photometric plan is required for a project of this scale.
- (ii) All proposed exterior lighting will employ house-side shielding per requirement.

b. Architectural and Specialty Lighting.

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

c. Street Lighting.

- (i) No new street lights are proposed.

7. Noise and Vibration:

All HVAC and Mechanical equipment shall be accordance with the applicable zoning requirements.

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) Not applicable.
 - (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 will be designed to meet the design standards within the R-6 Zone.