

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.

2. Access and Circulation:

a. Site Access and Circulation

(i) Pedestrian access to the site will be provided via a new sidewalk along Joy Place, connecting to the existing sidewalk on Brackett Street. Door controlled access will be provided at each of the 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 Brackett Street or access the site from Joy Place.

c. Sidewalks.

(i) A new sidewalk will be constructed along the Joy Place right-of-way and will connect to the existing city sidewalk on Brackett Street. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project drawings.

(ii) The sidewalk ramp at Joy Place will be reconstructed in accordance with City of Portland Technical Design Standards.

(iii) The proposed sidewalk along Joy Place will connect directly to the existing city sidewalk on Brackett Street.

3. Public Transit Access:

Metro Bus Route 8 runs east on Spring Street. The nearest bus stop to the project is at the intersection of Spring Street and Brackett Street, approximately 450' south of Joy Place. 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, or 12 total spaces. Four (4) spaces will be provided on site, south of the building, and will be accessed from Joy Place. One of the on-site spaces will be accessible, and two will be compact spaces. The applicant is currently negotiating with the city to provide 10 additional off-street parking spaces within the city owned surface parking lot directly south of the project site via a lease parking agreement.

(ii) A parking study is not required for this project.

(iii) Not applicable

(iv) Of the 14 proposed parking spaces, 12 will meet the dimensional requirements for a "Standard Parking Space" (9' x 18'), and 2 will meet the requirements for a "Compact Parking Space" (8' x 15') as defined in the City of Portland Technical Manual. Approximately (14%) of the parking spaces will be compact spaces.

(v) The proposed on-site parking area, as well as the existing city owned parking lot, will be paved with bituminous concrete.

b. Location and Required Number of Bicycle Parking Spaces:

(i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 5 spaces. A minimum of 5 bicycle parking spaces will be provided in the basement storage area.

c. Motorcycles and Scooter Parking:

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

d. Snow Storage:

- (i) Because of the unique characteristics of the site and the Joy Place right-of-way, there is limited area available for snow storage. Landscaped areas in front of the proposed building and north of the entrance will be available for snow storage. A snow removal plan will be implemented as required.
- (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) The only two trees on the project site are in the northwest corner of the parcel. One tree is located less than 3' from the brick structure on the abutting property and has exposed roots. The other onsite tree is located along the western property boundary is damaging the existing fence in this location. Both trees will be removed as part of the project.

(ii) The existing trees are not within required setback areas

(iii) Not applicable.

(iv) A waiver is not required from this standard.

(v) The project is not in the Shoreland Zone

b. Site Landscaping.

- (i) Landscaped Buffers:

(a) The proposed solid waste containers will be enclosed in a cedar enclosure. No other storage or service areas are proposed.

(b) Not applicable.

(c) Not applicable.

(d) Not applicable.

(ii) Parking Lot Landscaping:

(a) Not applicable. The onsite parking area will only have 4 parking spaces.

(b) Not applicable.

(c) Not applicable.

(d) Not applicable

(e) Not Applicable

(iii) Street Trees

(a) Two street trees are proposed along the private Joy Street Right of Way. The trees will be located within the proposed sidewalk located on the abutting city-owned parcel.

(b) Not Applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The existing project site, including the Joy Place right of way, contains approximately 5,550 square feet of impervious surface.

Redevelopment of the project site will result in an increase of approximately 820 square feet of impervious area and a total impervious surface of 6,365 square feet. This level of development is not required to meet the General or Flooding Standards.

Post development stormwater runoff will follow existing patterns. Runoff from Joy Place, the four proposed parking spaces, and the proposed building will drain to Brackett Street, where it will enter the city's combined storm sewer. Runoff from the remainder of the site will drain overland across the eastern property boundary, as it does today.

(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 Brackett Street right of way are expected to decrease. The project will not create ponding, flooding, or other drainage problems within Brackett Street.
 - (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 less than 1,000 square feet of new impervious surface and less than 5,000 square feet of non-roof redeveloped 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 common yard area will be restricted using a key pad operated locked gate at the northwest corner of the proposed building. Site lighting will provided added security.

- b. Emergency vehicle access will be via Joy Place, which will feature a 22.5' wide paved surface.
- c. An existing fire hydrant is located on the west side of Brackett Street, across 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, sewer, and storm drain utilities. The Portland Water District has indicated that their system has capacity to serve the project, and a Wastewater Capacity Application has been forwarded to Brad Roland at the City of Portland.
- b. Overhead electrical and telecommunications utilities exist in Brackett Street. The project site will be served by underground utilities.
- 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 Brackett Street.
- e. The sanitary sewer and stormwater collection systems were designed to comply with City standards.
- f. An exterior solid waste storage area will be located on the north side of the building, accessible to only residents. The solid waste containers will be screened and protected with a cedar enclosure, and will not be visible from public areas or adjacent properties.

(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 and adjacent residential sites.

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 the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development subject to a Certificate of Appropriateness under article IX (historic preservation) of the Land Use Ordinance.
- 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, and two pole mounted lights along the proposed sidewalk adjacent to Joy Place. 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 B-1 Zone.

- a. HVAC and Mechanical Equipment
 - (i) 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 Brackett Street or adjacent sites.
 - (ii) Not Applicable. No emergency generator is proposed.

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 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. The project is located within a historic zone and is subject to the City of Portland Historic Preservation standards.