

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 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 340 Park Avenue which is a principal arterial and supports a high traffic volume. No increase to the parking layout or traffic demand are proposed, thus no effect will be seen on the transportation aspect of the project.

2. Access and Circulation:

a. Site Access and Circulation.

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

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

(ii) No changes are proposed to the access and egress.

(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 within the drive aisle and proposed porte cochere for infrequent periods of guests moving in/out of the building.

c. Sidewalks:

(i) The existing sidewalk along Park Avenue is comprised of concrete and granite curb while the Marston Street sidewalk is comprised of asphalt and granite curb. During utility trenching, some parts of the Park Ave. sidewalk will be disturbed as seen on the plans. They will be reconstructed to City standards. It is not proposed to disturb the Marston Street sidewalk during construction. Any unforeseen disturbance will be reconstructed to City standards as part of the project.

(ii) The sidewalks are currently in adequate condition and will not need repair.

(iii) Internal sidewalks will be maintained as they currently exist.

3. Public Transit Access:

- a. There are four existing bus stops within proximity to the hotel.
- 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) The proposed redevelopment will decrease the proposed parking from 122 spaces to 102.
- (ii) A parking study is not required.
- (iii) The amount of parking exceeds the requirements by more than 10% to offer a minimum of one space per room. There are 100 rooms in the hotel and over ten employees at any point in the day. The hotel parking lot also serves as a satellite lot for Hadlock Field.
- (iv) The parking dimensions are such that the plans are in conformance with the City of Portland Technical Manual. The drive aisle to the west of the hotel will be increased to 24 feet to meet the technical specification.
- (v) The parking lot will be reconstructed and resurfaced with bituminous pavement, which is not subject to ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) Five bicycle spaces are proposed at the southeast corner of the building as seen on the Site Plan.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking but there is ample parking within the site for motorcycle and scooter motorists.

d. Snow Storage:

- (i) The snow storage and removal will continue as it currently does. There is room for storage in the grassed area along the southerly end of the property.
- (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 issues related to the preservation of these features applies.
 - b. Not applicable.
2. Landscaping and Landscaping Preservation:
 - a. Landscape Preservation.
 - (i) All existing trees in the Marston Street right-of-way will be protected and preserved during construction. The existing trees along the Park Avenue frontage will not be disturbed by the proposed project. There is one tree within the site that will be removed and replaced after construction.
 - (ii) There are no trees within the setbacks that will be removed.
 - (iii) Measures will be taken to protect trees in accordance with Section 4 of the Technical Manual.
 - (iv) A waiver is not requested.
 - (v) Not applicable.
 - b. Site Landscaping.
 - (i) Landscaped Buffers:
 - (a) The solid waste storage located on site is currently screened and will remain as is.
 - (b) The project has 250 linear feet of frontage along Park Avenue; per requirement, it is required that a minimum of six shrubs or shrub alternatives per 45 feet of frontage are planted. This ratio equates to 33 shrubs. The requirement is met through a combination of landscaping within the setbacks and within the site and is described in greater detail on sheet C-10.
 - (c) A dense evergreen buffer is proposed along the southerly property line that abuts a residential zone.
 - (d) Not applicable.
 - (ii) Parking Lot Landscaping:
 - a) The two tree or one tree & three shrubs per five parking space requirement is met within the site.
 - b) There is no proposed area with greater than 40 parking spaces without interrupted pavement.
 - c) Not applicable.

d) Not applicable.

e) Not applicable.

f) Not applicable.

(iii) Street Trees:

(a) The fifteen street trees that exist along the Marston Street right-of-way and the Park Avenue frontage will remain as is. There are five street trees within 20 feet of the Marston St Right-of-Way that are proposed.

(b) Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site currently receives stormwater runoff from several abutters. The site is proposed to be graded as such to direct the site's and abutter's stormwater into underground subsurface chambers, which is considered a Best Management Practice (BMP). There is no anticipated ponding or flooding during a small rain event. However, there have been multiple instances of flooding on site within recent years, and the addition of subsurface detention cannot guarantee that the site will not flood. The proposed detention system is likely the first phase in mitigating this regional issue. The plans reserves area for a future a pump station to pump stormwater to the separated storm system in Burnham Street.
 - (ii) Stormwater from the site does not flow onto adjacent properties.
 - (iii) Both the volume and flowrate of stormwater runoff will decrease and stormwater will not be adversely affected by the proposed project.
 - (iv) The outlet from the underground subsurface detention will slowly outlet to the combined sewer/stormwater system in Park Ave.
- 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 access.
 - b. No changes to emergency access conditions within the surrounding streets are proposed.
 - c. A fire hydrant is located within the site and also within the adjacent street system. The existing building has a 6" fire suppression line running along the west side of the building.
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. There is no proposed change regarding the demand of any utility.
 - b. There is currently overhead electric that serves the building. These services are not proposed to be altered.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public sewer system within Park Avenue.
 - 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 existing hotel has an existing program 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. Not applicable.
 - b. Not applicable.
 - c. Not applicable.
2. Shadows:
 - a. Not applicable.
3. Snow and Ice Loading:



- a. The existing building features a flat roof. The proposed porte cochere will not distribute snow or ice to abutting 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. The basic layout of lighting is not proposed to change at this time. Revised cut sheets and a photometric plan will be uploaded at a later date.
 - (ii) Not applicable.
 - b. Architectural and Specialty Lighting.
 - (i) No architectural or specialty lighting is proposed besides lighting on the facade of the building.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) No new street lights are proposed.
7. Noise and Vibration:
 - a. Any mechanical equipment shall be accordance with the applicable zoning requirements. Once an M.E.P. Engineer is assigned to the project, specifications will be provided to confirm that the HVAC system conforms to State and Federal emissions 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 B-2 Zone.