Pre-Application Conference Response

Date: January 31, 2020
To: Jean Hester, Conference Facilitator
    503-823-7783, Jean.Hester@portlandoregon.gov
From: Emma Kohlsmith, BES Systems Development
       503-823-7195, Emma.Kohlsmith@portlandoregon.gov
Case File: EA 19-267776
Location: SW SALMON ST
R#: R105777, R105778, R105779, R105780, R105781, R105782, R105783, R105784,
     R105785, R105786, R105781
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential building. A
total of 399 structured parking spaces are proposed with 169 spaces for the residents and
230 below-grade parking spaces for use by the Multnomah Athletic Club.

The Bureau of Environmental Services (BES) has reviewed the submitted materials to identify potential
issues and requirements and provide the following comments. Some references to Portland City Code
(PCC) are included below; the applicant may refer to the Auditor’s Office Online Charter and Code.

A. Key Issues and Requirements

Following is a brief summary of issues and requirements that may impact your proposed project
or are submittal requirements that will require time to prepare prior to submittal of the application.

1. BES has a planned CIP project in this area that will repair, install and/or upsize combined
   sewers within the frontages of the lot under review. This CIP project is currently at 90% design.
   Construction is anticipated to begin in late 2020 or early 2021 and last approximately
   1 year. **Coordination with BES regarding timing and construction of this proposed
development will be very important; see additional information below.**

2. The applicant must submit a utility plan and stormwater report, including the results of
   infiltration testing, with the land use application.

B. Sanitary Service

1. **Sanitary Infrastructure:** According to available GIS data, the following sewer infrastructure is
   located in the vicinity of the project site:

   a. Public 12-inch clay combined sewer within the southern half of the site’s SW 20th
      Avenue frontage (BES as-built # 20297). No work is proposed on this sewer pipe as
      part of the CIP project described below.

   b. Public 8-inch clay combined sewer within the southern half of the site’s SW 19th Avenue
      frontage (BES as-built #20251). This pipe will be lined as part of the CIP project
      described below.

   c. Public 12-inch clay combined sewer in SW Main Street (BES as-built #20220). The
      proposed CIP project does not include any work on this pipe within the frontage of the
      lot under review. However, to the east of SW 19th Avenue, the main in SW Main will be
      up sized.
d. There is currently no combined sewer available in SW Madison within the frontage of the lot under review. Through the proposed CIP project, a combined sewer will be installed in SW Madison between SW 19th and SW 20th Avenues.

2. Goose Hollow Capital Improvement Project: The Goose Hollow CIP is currently at 90% design and construction is anticipated to begin in late 2020 or early 2021. Additional information related to this project is available here: https://www.portlandoregon.gov/bes/77402. The proposed CIP project plans to install a lateral connection to serve future development on this site. Please coordinate with BES staff identified above to ensure this lateral is adequately sized and installed in the correct location.

3. Preferred Connection Location: Based on system capacity, the preferred sanitary and storm connection locations are as follows:

   a. **Prior to completion of the Goose Hollow CIP:** Due to surcharging concerns in all other available sewers, prior to completion of the Goose Hollow CIP, the only available connection location is to the combined sewer in SW 20th Avenue.

   b. **Following completion of the Goose Hollow CIP:** If the proposed development and associated connection occurs after completion of the Goose Hollow CIP, the sewer in SW 20th will still be available for connection. However, the new combined sewer in SW Madison will also be available to the site, which may be preferable based on site grades. As mentioned above, the CIP project will install a lateral connection to serve future development on this site. **Please coordinate with BES as soon as possible so that the proposed CIP can accommodate this connection and include a lateral of the correct size in the correct location.**

4. Work Near BES Infrastructure: The combination sewer pipe in SW 20th Avenue is located approximately 16 feet from the existing property line. Be aware that it is the applicant’s responsibility to demonstrate to the satisfaction of BES that the pipe will not be damaged by the proposed development and that clearance will be maintained for future maintenance access. The applicant must determine the exact location of this pipe relative to proposed private improvements including shoring, tiebacks, foundation piles, utility vaults and other improvements associated with the development. Note that BES may require additional monitoring, inspection and/or relocation of public infrastructure.

   a. **Technical Guidance:** With the proposed private tunnel crossing of SW Main Street, the existing clay sewer in SW Main Street will need to be replaced and reviewed under a public works permit. The applicant needs to confirm all existing lateral connections to the sewer in SW Main between SW 19th & SW 20th. Any sewer by-pass will require a public works permit.

5. Connection Requirements: Connections to the City sewer system must meet the standards of the City of Portland’s Sewer and Drainage Facilities Design Manual, PCC 17.32.090, administrative rules ENB-4.07 and ENB-4.17, and all other relevant City codes and rules. Sanitary sewage from private property must be separately conveyed to the property line and connected through individual laterals for discharge to the City separate sanitary or combined sewer. Per ENB-4.07, sewer connection permits are required to make new connections to City mains and laterals, relocate or upsize existing laterals, and repair sewers in City right-of-way. The permittee is responsible for verifying the location, depth and size of an existing sewer lateral and for ensuring the lateral is clear of obstructions prior to connection.
C. STORMWATER MANAGEMENT

1. Stormwater Infrastructure: According to available GIS data, the following stormwater infrastructure is located in the vicinity of the project site:
   a. There are no public storm-only sewers available to this property and a public storm main extension is not required. The combined sewer described above may provide the only offsite discharge location for stormwater from the development.
   b. Currently, stormwater from the public right-of-way discharges to existing curb inlets connected to the combination sewer.

2. General Stormwater Management Requirements: Development and redevelopment sites that include any of the triggers listed in PCC 17.38.040 are subject to the policies and standards of PCC 17.38.035, Portland’s Stormwater Management Manual (SWMM) and Source Control Manual (SCM). Projects must comply with the current adopted version of the SWMM as of the permit application date. A fundamental evaluation factor in the SWMM is the Stormwater Infiltration and Discharge Hierarchy (Section 1.3.1), which sets the framework that will be used to determine when a project’s stormwater runoff must be infiltrated onsite and when offsite discharge will be permitted, and the parameters that must be met for either scenario. If tested infiltration rates on a property are greater than or equal to 2 inches per hour, onsite infiltration will be required unless the site falls under a specific exemption described in Section 1.3.3 of the SWMM. Note that maximum building coverage allowed by the zoning code does not exempt the applicant from stormwater requirements. Pollution reduction and flow control requirements must be met using vegetated facilities to the maximum extent feasible, though roof runoff and some paved impervious surfaces are exempt when discharging directly to a UIC (refer to Section 1.3.3 of the SWMM). The Hierarchy also includes impervious area reduction techniques (ecoroofo, pervious paving and trees), which can mimic the passive treatment of pre-development conditions and help reduce the area of new development requiring stormwater management.

3. Public Right-of-Way Stormwater Management: Stormwater runoff from the public right-of-way must comply with all applicable standards of the SWMM and Sewer and Drainage Facilities Design Manual and be conveyed to a discharge point along a route of service approved by the BES Director or the Director’s designee.
   a. When PBOT requires new sidewalk construction in a pedestrian corridor where a curb and paved street already exist, constructing the sidewalk so that it slopes toward a vegetated area and/or planting street trees will be a viable alternative to constructing stormwater management facilities.
      1) Technical Guidance: The applicant should be aware that under the future 2020 SWMM, public right-of-way improvements likely will trigger stormwater management requirements. However, they will fall under a staff review special circumstances process, which will allow payment of a fee-in-leu instead of building stormwater facilities in the right-of-way.

4. Private Property Stormwater Management: Stormwater runoff from this project must comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director’s designee.
   a. Storm Report: With the land use application, the applicant must submit a Presumptive (SWMM Section 2.4.4) or Performance Approach (SWMM Section 2.4.5) stormwater report and a preliminary utility plan showing stormwater management facilities sized according to SWMM standards. The report must follow the outline included in Section 2.4.6 of the SWMM and be stamped by an Oregon registered engineer. Required elements of the report include:
1) Due to steep slopes and known poor soils on this site, BES does not expect that onsite infiltration of stormwater will be feasible on this site. Therefore, no infiltration testing will be required by BES. The stormwater report must include a narrative describing the project’s compliance with the SWMM’s Stormwater Hierarchy.

2) Calculations prepared by an engineer using the Presumptive Approach Calculator (PAC). If using other software under the Performance Approach, the principles of Section 2.2.3 must be followed.

3) If BES approves offsite discharge to the combined sewer, PCC 17.38 and the SWMM require stormwater discharge to be controlled so that the post-development 25-year peak flow rate is limited to the pre-development 10-year peak flow rate. The applicant must show through the Presumptive or Performance Approach stormwater report how flow and volume control standards that apply to the proposed discharge point will be met.

b. Partial-Coverage Ecoroofs: Full coverage ecoroofs may meet the entire stormwater management obligation of a building. If instead the applicant proposes an ecoroof that only partially covers a building, the following considerations must be followed, as applicable. For more information about partial-coverage ecoroofs, see https://www.portlandoregon.gov/bes/article/691262.

1) Building Coverage: If a building with \( \geq 60\% \) ecoroof is proposed, onsite stormwater infiltration does not need to be investigated for the building area.

2) Pollution Reduction: In the combined system (Category 4), pollution reduction is not required.

3) Flow Control: Flow control must be provided for all non-ecoroof area. A partial ecoroof can contribute toward meeting the site’s overall flow control obligation, and in some cases a partial ecoroof may be all that is required. To assess this, the project engineer must calculate flow control using the Santa Barbara Urban Hydrograph method using a 5-minute time of concentration, an ecoroof curve number of 61 (from SWMM Table A-4), and a weighted curve number for the entire roof area (formula is provided in guidance document linked above).

D. GENERAL PUBLIC WORKS PERMIT INFORMATION

For questions related to the public improvements described throughout these notes, please contact Andre Duval at (503) 823-7214 or andre.duval@portlandoregon.gov or the BES Development Engineering hotline at (503) 823-7761, option 3.

1. General Public Works Permit Information: Information on the City’s public works permit (PWP) process, including submittal requirements and review timelines, is available at www.portlandoregon.gov/publicworks. All submitted public works plans must meet the City’s Sewer and Drainage Facilities Design Manual (SDFDM), SWMM, and public works permitting plan submittal requirements and drafting standards. Contact Public Works Permitting at (503) 823-1987 or pwp@portlandoregon.gov with questions related to the general public works permit process.

2. Hazardous Substances Code: The City’s Hazardous Substances Code (PCC 17.24.067) requires the excavation and removal of disturbed contaminated soils from right-of-way access areas and utility corridors. The soils must be replaced with clean fill at a minimum depth of 5 feet. A demarcation/contaminant barrier is also required when it has been determined the soils are contaminated at depth. Erosion control measures for contaminated soils (Section 1.12 of the SCM) must be met. Soil stockpiles must be covered and contained
with a barrier on all four sides, with an impervious layer underneath the stockpile to inhibit contaminants from leaching back into the soil.

E. SUBMITTAL REQUIREMENTS FOR LAND USE

1. Full land use plan set, including preliminary utility plan.
2. A Presumptive/Performance approach stormwater report as described in this memo.

F. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. Connection Fees: Sewage system connection fees and system development charges are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees, navigate here or call the BES Development Review Team at 503-823-7761.

2. Connection Requirements: Connection to public sewers must meet the standards of the City of Portland's Sewer and Drainage Facilities Design Manual.

3. Source Control Manual Requirements: Design requirements from the Source Control Manual (SCM) that may be pertinent to this project are briefly described as follows with the corresponding SCM section noted. BES recommends the applicant review the SCM to help recognize other requirements that may apply to this project at the time of building permit review.

   a. Temporary Dewatering (Section 1.5 and PCC 17.34, PCC 17.36, & PCC 17.39): This area is served by a public combined sewer system. Groundwater on the site is approximately 60 feet below grade surface (based on seasonally adjusted USGS data).

      1) BES evaluates requests for discharges into the city sanitary or storm systems for approval or denial. If approved, a Discharge Permit for the storm or sanitary sewer may be required.

      2) Fees are assessed for temporary construction discharges to the public sewer system - navigate here for current rates and information about dewatering as it relates to construction projects. See Appendix A of the SCM for the proper dewatering forms to submit with the building permit application.

      3) Construction discharges to City UICs are prohibited.

      4) Construction discharges to private UICs (e.g., drywells or soakage trenches) must be authorized by DEQ’s UIC Program.

   b. Solid Waste and Recycling (SCM Section 1.6): Solid waste (including grease bins/drum/boxes) and recycling (plastic, paper, glass, etc.) areas require a structural cover with a paved surface beneath the receptacles, a bermed or graded isolated area beneath the cover to protect from stormwater run-on, and a drain to the sanitary sewer within the isolated covered area.

   c. Loading Docks (SCM Section 1.7): Loading docks (material transfer areas) must be isolated from stormwater run-on. The first 3 feet of the dock face must be isolated through grading, berms or drains, and that area must discharge to the sanitary sewer. Bay door loading areas are required to be sloped away from the outside and stormwater is to be directed away from the bay door loading area.
d. *Remote Fueling for Generators (SCM Section 1.8):* The generator fuel supply tank must be double walled and the fueling port must have secondary containment in order to meet the intent of Section 1.8.

e. *Catch Basins in Covered Parking Areas (SCM Section 1.13):* Catch basins located in covered parking areas, if proposed, must discharge to the sanitary sewer and meet Chapter 11 of the Oregon Plumbing Specialty Code which requires an elbow and air-tight clean-out. Trench drains or catch basins located within 10 feet of the entrance into a below-grade covered parking area are permitted to discharge to the storm sewer system, where available.

4. *Cooling Towers/Boilers (PCC 17.34 and PCC 17.39):* Cooling towers with a recirculating system and industrial boilers require occasional or regular water discharge (blowdown). If this type of equipment will be installed or upgraded as part of this development project, then at the time of building permit application the plans must show the blowdown water discharging to a sanitary waste line.

5. *Pet Relief Areas (PCC 17.32):* Any liquid wastes generated from an area that will be built specifically for, or used as, a pet relief area must discharge to the sanitary sewer system. Stormwater is not allowed into the sanitary sewer system; therefore an area used for pet relief would need to be protected from any stormwater coming in contact with that area.

G. **ADDITIONAL STORMWATER MANAGEMENT CONSIDERATIONS**

Included below is information regarding programs and technologies that the project team may choose to utilize for this project.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments</th>
<th>Links &amp; Contacts</th>
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<tbody>
<tr>
<td>Clean River Rewards Program</td>
<td>Clean River Rewards, Portland’s stormwater discount program, offers discounts up to 100% of the City’s onsite stormwater management charge to ratepayers who manage stormwater runoff on their property. The discount is calculated on a sliding scale for how much and how well properties manage stormwater onsite. Ratepayers must register their property and describe how stormwater is being managed to qualify. See the Clean River Rewards website for more information.</td>
<td>BES Clean River Rewards Program: 503-823-1371 (hotline)</td>
</tr>
</tbody>
</table>
PBOT – Development Review

Pre-Application Conference Response

Date: January 16, 2020
To: Jean Hester, Conference Facilitator
  503-823-7783, Jean.Hester@portlandoregon.gov
From: Robert Haley, PBOT Development Review
  503-823-5171, Robert.Haley@portlandoregon.gov
Case File: EA 19-267776
Location: SW SALMON ST
R#: R105777, R105778, R105779, R105780, R105781, R105782, R105783, R105784,
  R105785, R105786, R105781
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential
  building. A total of 399 structured parking spaces are proposed with 169 spaces for
  the residents and 230 below-grade parking spaces for use by the Multnomah
  Athletic Club.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the pre-
application conference materials to identify potential issues and requirements.

A. KEY ISSUES AND REQUIREMENTS

Following is a brief summary of issues and requirements that may impact your
proposed project or are submittal requirements that will require time to prepare prior to
submittal of the application.

- Reconstruction of all frontages to current City standards shall be a condition of
  building permit approval.

- Given that a tunnel requiring a Major Encroachment review will be proposed, the
  applicant must receive approval of 30% public works concept plans prior to land
  use approval. It is through the public works permit process that potential
  conflicts with existing and future utilities with the tunnel will be resolved.

- A Major Encroachment applicant must be submitted by the applicant with final
  approval by City Council. The applicant must submit a written narrative and site
  plans that meet the requirements found in the 1982 document City-Wide Policy
  Encroachments In The Public Right-Of-Way. Link to PDF:

- No dedications appear needed. The applicant must provide a current survey that
documents that there is a minimum of 12-ft of right-of-way (ROW) measured
from the face of the existing curb to the property line. Dedications will be
required for any distance less than 12-ft.
- Garage access to SW 20th should be relocated given it is classified as a City Bikeway. A cueing analysis will be required for both garage entrances. Any garage gates closer than 20-ft from the street property line will require approval of a Driveway Design Exception (DDE). Application forms can be found at the following link: https://www.portlandoregon.gov/transportation/77521.

- Provide a detailed site utility plan (see below for requirements). Utility vaults must be provided on private property where feasible.

- On-site loading must meet Title 33.266. If not, a loading demand study will be required.

- If the applicant wants to propose alternative street improvements, they may submit a Public Works Alternative Review. This process must be completed prior to land use approval. Applicant forms can be found at the following link: https://www.portlandoregon.gov/article/481371.

B. STREET CLASSIFICATION AND CONFIGURATION

At this location, all four frontages; SW Main, SW Madison, SW 19th, and SW 20th are all classified as Local Service streets for all transportation modes in the City's Transportation System Plan, with the exception of SW 20th which is also classified as a City Bikeway. The site is located within a pedestrian district. As of March 1st, 2020, PedPDX will change the classification of SW 20th to a Neighborhood Walkway. Until the Pedestrian Design Guide is updated, the frontage will continue to require a 12-ft wide sidewalk corridor with a 4.5-6-1.5 configuration. PedPDX requires marked crosswalks approximately every other block in pedestrian districts with an emphasis on increasing visibility including parking restrictions at intersections and street lighting improvements.

According to City database sources, the four streets are improved with 36-ft of paving in 60-ft rights-of-way (r.o.w.). The frontages are improved with 0-12-0 sidewalk configurations. For a site located in the EX or RX zone districts along a Local (classification) street, the Pedestrian Design Guide recommends an 12-ft pedestrian corridor (0.5-ft curb/4-ft furnishing zone /6-ft/sidewalk/1.5-ft setback to the property line).

1. To accommodate the anticipated street improvements, no dedication of property for right-of-way purposes will be required. Depending on specific site conditions and stormwater management design, additional dedication may be required.

2. Given the proposed extent of the new development, reconstructing the sidewalks will be required as a condition of building permit approval.

Site Utility Plan Requirements

PBOT’s current policy on potential transformer vault location within the public right-of-way (r.o.w.) will necessitate that the applicant submits a utility plan for consideration by PBOT and the utility provider. The utility plan must be submitted with the land use application to avoid any conflicts with either process. The applicant should contact the utility provider as early as possible, to identify a feasible location for the necessary transformer/vault. The submittal of the utility plan is required for PBOT to recommend that a land use application be deemed complete.
The submitted plans include the proposed location for the expected utility vaults. The applicant must submit the following information package:

Utility Site Plan: A detailed map of the development and the location of all public and private utilities necessary to support the proposed development (with approx dimensions – i.e. power/electricity, natural gas, water, sewer, etc.

Vault specifics: The location and size of all existing utility vaults adjacent to the development. In addition, detail (include make/model number) and designate any utility vaults which are to be used for the Exclusive Use (UVE) of the development.

Utility Contact List: A list of the names and contact information of all utility representatives consulted to create the plan.

This information must be packaged and sent to PBOT staff (Bob Haley Robert.haley@portlandoregon.gov) for immediate review by PBOT Utility Permit Section. This matter must be resolved (an approved location) prior to the decision on the land use request being made. PBOT will not be able to provide a formal response in support of the overall project without this matter being resolved.

The applicant is further advised that a long-term lease will be applied to proposed vaults within the r.o.w. area. Said lease process must be initiated/completed prior to the issuance of the expected Building Permit for the project.

At the time of submittal of building permit, PBOT will be requiring a lease for private utility vaults in the ROW. If the applicant has any questions about the terms of the lease, they may contact Dave McEldowney, PBOT Right-of-Way Acquisition manager, at 503-823-7166.

**Loading Demand Study Requirements**

1. Per the requirements of Zoning Code Section 33.266.310 the project is required to provide on-site loading. The concern that PBOT has with these types of adjustments focuses on how the lack of on-site loading may impact operations of the abutting rights-of-way. **Given the scale and location of the project, PBOT requires the submittal of a loading demand analysis prepared by a professional traffic consultant to provide sufficient evidence in the record that the applicable Adjustment approval criteria can be satisfied.**

   The loading demand should be based on all expected users of the building. The analysis will need to include:

   a. A description of the proposed development (retail/office/residential - total square footage, total number of dwelling units, etc)
   b. A description of any site constraints (size, topography, other buildings on block, etc.)
   c. Loading demand data from three similar sites/uses. Video data must be collected for a 72-hour period during a typical week. Data should include type of loading, size of loading vehicles (length, width, and height), FHWA vehicle classification, loading times, and loading durations.
   d. A prepared map of the site and all existing on-street truck loading zones (TLZs) within a 200ft radius from the proposed service entrance. Map should inventory:
      i. Existing TLZ curb lengths
      ii. Posted limits on time of day/day of week and duration
      iii. Adjacent land uses
iv. Metered and unmetered on-street parking

   e. Loading demand data for existing TLZs over a 72-hour period during a typical week. Data should consist of times and durations of use of each TLZ.

   f. Any proposals for self-regulation (self-imposed time restrictions, loading schedule, etc.)

   g. Projected loading demand for the proposed development

Prior to submitting the analysis, the applicant shall submit detail on the proposed development site and each of the three study sites for review and approval by PBOT including the following:

- Location of the site
- Types and sizes of land uses on the site
- Operational characteristics of the site
- Location and size of any on-site loading spaces and on-street loading zones that serve the site.
- Proposed camera location(s) for each site

Applicants should expect a minimum of 2 weeks for review of the study sites and a minimum of 3 weeks for review of the loading demand study.

PBOT may modify/expand the scope of the analysis and/or require additional information based upon the specific nature of the request.

C. APPROVAL CRITERIA

The applicant shall submit a written narrative adequately addressing the applicable zoning code approval criteria listed below for the required reviews:

<table>
<thead>
<tr>
<th>Topic</th>
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<tbody>
<tr>
<td>Adjustments</td>
<td>A. Granting the Adjustment will equally or better meet the purpose of the regulation to be modified. Loading, Driveway locations, Parking Access Restricted Street, Parking Spaces</td>
<td>33.805.040.A</td>
</tr>
<tr>
<td>Design Modifications</td>
<td>B. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested. If modifications to any on-site loading space requirements are requested the applicant will need to demonstrate that the modification approval criteria listed in zoning code Chapter 33.825.040 are met. This includes demonstrating that the purpose of the loading space regulations listed in zoning code Chapter 33.266.310 will be equally or better met by the applicant's proposal.</td>
<td>33.825.040.B 33.266.310</td>
</tr>
</tbody>
</table>
### Code and Comments

In order for PBOT to review and make a recommendation on any modification requests, a loading management plan will need to be provided. The applicant should provide a narrative describing the expected level of delivery activity, times of day, frequency of deliveries, and size of trucks expected. Turning templates also need to be provided showing how the types of the trucks that will use the loading space will enter and exit the space. The purpose of the loading management plan will be to evaluate the loading demand and the off-site impacts on the street and other properties of the proposed adjustments.

### D. TRANSPORTATION CODE REQUIREMENTS

The following information must be addressed by the applicant in order to receive building permit approval from PBOT. Loading must be addressed in order to receive land use review approval from PBOT.

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<tr>
<td>Garage Entry Gate/Door</td>
<td>Portland transportation policies call for minimizing conflicts between vehicles and pedestrians, especially in areas that are designated as City Walkways or Pedestrian Districts. The applicant’s design should respond by eliminating or reducing the size of as many garage entrances as possible. If there are doors on the garage entrances, they will need to be designed with remote operation or be located at least 20 feet back from the sidewalk.</td>
<td>17.28.110.D</td>
</tr>
<tr>
<td>Driveway Gate</td>
<td>Any proposed gate for the parking garage driveway needs to be located to prevent entering vehicles from queuing in the public street or queuing across the sidewalk. A queuing and operational analysis of the gate needs to be provided by the applicant to PBOT to determine the appropriate gate location. At a minimum the gate will need to be located 20 feet beyond the back of the sidewalk.</td>
<td>17.28.110</td>
</tr>
<tr>
<td>Garage Entry Warning System</td>
<td>The garage entry must be designed to allow exiting drivers to see pedestrians on the sidewalks approaching the vehicle exits. In addition, an audio/visual warning system must be provided.</td>
<td>(Portland Policy Document TRN 10.42)</td>
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### Code and Comments

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<tr>
<td>Loading</td>
<td>The applicant's proposal will require loading spaces, meeting the requirements of 33.266.310. For these types of uses, loading needs typically include deliveries, residential move-ins/outs, service such as plumbing, cable, etc, and garbage. The applicant will need to provide loading on the site to serve the expected needs of the site. In this area, some provision of loading space is important due to the time limited parking in a metered area. Service vehicles will oftentimes require parking for a longer timeframe than the metered parking allows on the public streets. Due to the site constraints with the existing building and the typical size of delivery/service vehicles for these types of uses, PBOT would likely be able to support modifications to the size and/or number of loading spaces. The applicant will need to provide documentation to justify the reduction in size or number of loading spaces.</td>
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<tr>
<td>Oriel Windows</td>
<td>An encroachment review is required for Oriel Windows that exceed the dimensions prescribed in the Structural Specialty Code section 3202.3.2.</td>
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<tr>
<td>Encroachments in the Public Right-of-Way</td>
<td>Any proposed encroachments (balconies, decks and door swings) in the public right-of-way are subject to the requirements of the International Building Code (IBC). Per the IBC, doors may not swing into the public right-of-way. All encroachments will require a permit issued by PBOT at time of building permit. Additional information on the City's Encroachment Permit process can be found at the following link: <a href="http://www.portlandoregon.gov/transportation/59332">www.portlandoregon.gov/transportation/59332</a>. Further, please see the attached document at the end of this response that includes general information on other relevant Encroachment Permit considerations.</td>
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### E. PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:
1. System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at (503) 823-6108.

2. Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

3. The r.o.w. improvements will need to be designed by an Oregon licensed civil engineer and constructed under a Public Works Permit, which is separate from the Building Permit that will be necessary for construction of the proposed attached homes. The applicant is therefore encouraged to contact Public Works at publicworkspermit@portlandoregon.gov or at (503) 823-1987 to familiarize himself with the process and initiate the appropriate meetings/process. Additional information on the City's Public Works Permitting process can be found at the following link: http://www.portlandonline.com/index.cfm?c=53147.

4. Plans, fees, a contract (called the application for permit) and a performance guarantee for the estimated value of the improvement must be submitted prior to (Final Plat approval). The performance guarantee may be in the form of a surety bond, irrevocable letter of credit, set-aside account, or cash deposit. Applicant should contact Mark Fischer at (503) 823-7072 for appropriate forms and additional information.

5. The applicant has the opportunity to propose an alternative frontage improvement solution. The applicant may enter into the City's adopted Public Works Alternative Review process. Additional information on this process can be found at the following link: http://www.portlandoregon.gov/article/481371.

F. SUBMITTAL REQUIREMENTS FOR LAND USE

This list identifies PBOT submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

1. Written narrative adequately addressing all transportation related approval criteria.
2. Preliminary plans showing necessary dedication(s) and right-of-way improvements.
3. Major Encroachment Application

All submittal requirements should be submitted with the application.

Attachments: General Information/PBOT Building & Encroachment Permit Considerations
GENERAL INFORMATION

PBOT BUILDING and ENCROACHMENT PERMIT CONSIDERATION

Encroachments are based on property line locations after any required dedications are completed. If street dedication is required, the proposed development design must incorporate the location of the new property line into the project.

Vaults and Access Lids in Pedestrian Corridor

Vaults are generally not allowed in the Pedestrian Through Zone. If a vault lid is proposed in the pedestrian through zone, the owner of the vault must submit for review and approval through the PBOT Design Exception process. All vaults located in the public right-of-way (r.o.w.) will require an Encroachment Permit approval as a condition of Building Permit approval. PBOT may approve vaults in the sidewalk area with vault lids to be located in the furnishing zone. This needs to be reviewed through a Design Exception submitted by the owner of the proposed vault. This approval will require going through the Design Exception process to see if there is reason to allow the exception. Conditions may be attached to a Design Exception. Applicants should contact the utility provider as early as possible. From the perspective of managing the r.o.w., PBOT would prefer that these be placed in the street or on private property first and by exception may be located in the sidewalk area. PBOT does not desire to have metal lids in the through pedestrian zones and currently requires lift out lids that match the surrounding sidewalk material. Additionally, if approved, access lids not located in the through pedestrian corridor, shall be constructed with an approved non-slip surface having a static coefficient of friction between 0.60 and 1.00 as determined by ASTM Designation C 1028-89. Access lids on inclines greater than 4% shall have a coefficient of friction between 0.80 and 1.00. Lids with openings greater than 0.5 inches (in the direction of travel) are not allowed in the pedestrian through zone (as defined in the Portland Pedestrian Design Guide). For vaults within the through pedestrian zone (approved through a Design Exception review), access lids are to be lift out lids that match the surrounding sidewalk material.

Excavation and Shoring

The limits of excavation for the proposed development need to be shown. Because the proposed development and excavation are in close proximity to the r.o.w., excavation limits need to be shown in order to verify that no work is proposed within the r.o.w. which exceeds the limits of the PW Permit (if required). If the excavation layback exceeds the limits of the PW Permit, approval of a mass excavation encroachment permit will be required. Excavation information may be provided on the Grading and Erosion Control Plan sheets, or on a separate sheet. Please provide slope layback information, as well as the limits and cross sections showing the proposed excavation relative to the finished face of curb and property lines. Cross sections are to be worst case locations. Shoring designs are also preferred to be reflected in a detail drawing so that the anticipated wall height and required pile size is absolutely clear to the contractor during construction. Piling, that are located in the r.o.w., will be required to be cut off 5-feet below the curb gutter elevation, tiebacks will be required to be de-tensioned at the end of their required use.
If shoring, and structural walls which support the r.o.w. are proposed (on-site or within the
r.o.w.); sufficient information on the location of proposed shoring design, calculations and a
gеotechnical report will be required for evaluation by the Transportation Bridges and Structures
group prior to PBOT Building Permit approval, or issuance of an Encroachment Permit (if
applicable). If tieback shoring is proposed, the tiebacks may not extend past the centerline of
the impacted r.o.w. without providing written consent from the adjacent property owner
(opposite of the proposed shoring). The applicant should be aware that all Transportation
Structural reviews and reviews of encroachments into the public r.o.w. extending past the curb
line (or less if warranted), will require additional review time by other Bureaus and
Transportation staff, which will be necessary for Transportation approval of the Building
Permit. It is recommended that the applicant’s design team provide the necessary information
to PBOT at an early stage of the permit process, in an additional separate design set.

Designs and Calculations are required to be stamped by an Oregon licensed civil engineer. An
additional set of shoring designs, calculations and the geo-technological report will be required
for PBOT permitting to forward to the Bridges and Structures group for review. Additionally, a
digital copy should also be provided.

Below Grade Encroachments
Vaults and other enclosed below-grade spaces may be allowed within the r.o.w. with a
(Revocable) Encroachment Permit. The building section within the r.o.w. must be designed to
be severable from the main building and the structural support for the building above grade
must meet IBC 3202.1.1. No projections are allowed beyond the curb line. A minimum of 5-ft
of clearance is required from the street gutter grade to the top of the building lid. It is the
applicant’s responsibility to demonstrate that no conflict will exist with street trees,
streetlights, signals, ADA ramps or any other item constructed within the r.o.w.
permitted through the Public Works Permit. The applicant must also provide
confirmation that the local utility providers have verified that there is no conflict with the
proposed encroachment and the provider’s existing, or future, infrastructure.

Footing Encroachments are not allowed within eight vertical feet below the surface grade
(IBC 3202.1) without an approved Revocable Permit (encroachment permit). Footings may
extend up to 12-inches into the right-of-way provided that the top of footing is located no less
than 8-feet below grade.

Balcony Encroachments are allowed by City Code and applicable IBC standards. Balconies
may encroach into the public right-of-way 1-inch horizontally for each 1-inch above 96-inches
(8-feet) above finished grade. The Maximum encroachment allowed is 48-inches.

Oriel Window Encroachments are allowed by City Code and/or applicable IBC standards as
adopted by the Bureau of Planning, Bureau of Transportation and the Bureau of Development
Services, or the applicant must procure an approved Revocable Permit from the Bureau of
Transportation for the proposed encroachment. If the proposed encroachment exceeds the
definition of being a “Minor Encroachment,” “Major Encroachment” policy approval, through City
Council, will be required as a condition of this building permit approval.
Stair and railing Encroachments are not allowed outright within the public right-of-way per City Code and applicable IBC standards. If they are proposed in the right-of-way, either the plans and design must be revised to meet the City and associated IBC encroachment standards, or the applicant must procure an approved Revocable Permit from the Bureau of Transportation for the proposed encroachment.

Door and Gate Encroachments into the Public Right-of-Way are not allowed without a Revocable Encroachment Permit to allow any such encroachments. Please be advised that it is not typically PBOT Policy to approve door swings into the ROW for new construction.

Bike Racks are generally encouraged, there is no encroachment permit fee for approved encroachment applications and permits. The permit is required as a means of tracking encroachment locations and assuring that the rack meets City standards for type and location.

Loading Dock Encroachments

Docks extending from a building face into the right-of-way are private structures which require approval as an allowed encroachment in the public right-of-way. Docks are considered accessory to private buildings and fall under ADA building regulations. Where the dock will provide through pedestrian access in lieu of a public sidewalk, the City Engineer will apply ADA requirements in order to provide a higher level of accommodation. As a condition of this building permit approval, the applicant will be required to obtain an encroachment permit from the Bureau of Transportation.

OTHER CONSIDERATIONS

If a Public Works (PW) Permit is required as a condition of performing right-of-way improvements; stormwater management, bus stop, curb-cuts to City Standard, landscaping, location of signage, Location of utility poles and street lights, as well as other design requirements will be determined as part of the PW design review and permit process.

Designs submitted to Public Works for review must be provided by an Oregon licensed civil engineer. Performance guarantee, contract and fees must be provided to Public Works satisfaction as a condition of PBOT’s building permit approval.

It will be necessary for the applicant to provide a 30% PW Design to PW in order for PW to;

1) Verify the type of PW Permit that is required, a full “Level II Permit” requiring up through a 90% design review, or a “Limited PW Permit” requiring the 30% for completion of the separate permit, required for PBOT building permit approval.
2) For PW to determine the required performance guarantee (typically a bond) amount. As stated above, Performance guarantee, contract and fees must be provided to Public Works satisfaction as a condition of PBOT's building permit approval.

**Dedication and Easements:** As a condition of PBOT building permit approval for construction of development, sufficient dedication will typically be required to meet the required right-of-way standards. The limits of dedication may require the applicant providing a survey of the frontage and an acceptable PW design for comparison. Subject property.

**Utilities/Power lines:**
If the pedestrian corridor supports overhead power lines directly across from a zero setback building face and projections, the applicant is advised that they may be required to contact the appropriate utility service company to assure that the proposed design meets the requirements of for separation distances of structures and utility services.

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**CONTACT INFORMATION**

**PW Permit process:**
The PW design must be provided by an Oregon licensed civil engineer. To begin the PW process, please contact Transportation Public Works through http://www.portlandonline.com/index.cfm?c=53147

**Dedication process:**
To start the dedication process, the applicant is required to complete and return a dedication request form to Transportation Right-of-Way Acquisition. Said form will be provided by PBOT at the time of the building permit, PBOT's 1st review. Dedications will not be processed prior to the building permit processing. Dedications, and required easements, will be a condition of PBOT's approval for the building permit.

**Design Exception (DE) Application and Process**
For additional information on the DE process and for an application, please go to:
http://www.portlandoregon.gov/transportation/article/207301

Scroll down to “Form Title” – “Design Exception Instructions (PBOT)” and “Design Exception Form (PBOT)” for the links to additional information and application.
Revocable Encroachment Permit Application:
If the proposed scope of work requires a revocable permit application for encroachments in the public right-of-way, please go to the following web site for an application, processing, and additional information:

http://www.portlandoregon.gov/transportation/encroachments

for an application, general information, cost and submittal information.

Permits from PBOT Street System/Utilities and from the Office for Community Technology are required for this installation:
Contact Ryan Mace at 503-823-7076 or at Ryan.Mace@portlandoregon.gov and Melvin Riddick at 503-823-0066 or at Melvin.Riddick@portlandoregon.gov to obtain the required permits. Advise this office when the permits have been obtained.

Other Related PBOT Building Permit Questions:
Please contact Wayne Close (503-823-7647 wayne.close@portlandoregon.gov)
Urban Forestry
Early Assistance Response

Date: January 16, 2020
From: Casey Clapp
503-823-4467, Casey.Clapp@portlandoregon.gov
Case File: EA 19-267776
Location: SW SALMON ST
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential building. A total of 399 structured parking spaces are proposed with 169 spaces for the residents and 230 below-grade parking spaces for use by the Multnomah Athletic Club.

Portland Parks, Urban Forestry staff has reviewed the Early Assistance materials to identify potential issues and requirements in accordance with Title 11, Trees. This response identifies potential issues and/or impacts on existing street and heritage trees, and trees on city-owned or managed sites, if applicable. Trees on private property are subject to development standards from the Bureau of Development Services. See planner requirements for private property trees.

Please note that there may be other applicable tree requirements in Title 33 Planning & Zoning.

A. Response Summary
The development will be subject to Urban Forestry standards and requirements during the permit review process as detailed below.

The existing street trees along SW Main St and SW 19th Ave must be preserved at all phases of construction. See the Street Tree Preservation section for more information. The applicant must preserve tree per 11.60.030 Tree Protection Specifications. If the applicant wants to pursue removal, they must adequately demonstrate why the tree cannot be preserved while developing the site to City standards.

B. Tree Plan (11.50.060)
A tree plan must be submitted with each phase of review including land use reviews, building permit applications, and public works permits. A tree plan was submitted with the EA application, but additional tree information is required. The plan must include the following information for street trees:

a. The size and location of street trees adjacent to the subject property.

b. Trees proposed to be preserved including tree protection specifications in accordance with 11.60.030.

c. Tree(s) proposed for removal.

d. Tree planting plan (tree species and location(s)).
C. Street Trees

1. Existing Street Conditions
   a. SW Main St: The site has approximately 208 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are no overhead high voltage power lines. There are three street trees.
      i. American elm (*Ulmus americana*), 38” DBH, fair condition
      ii. European hornbeam (*Carpinus betulus*), 22” DBH, good condition
      iii. European hornbeam (*Carpinus betulus*), 16” DBH, good condition
   b. SW 19th Ave: The site has approximately 203 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are no overhead high voltage power lines. There are three street trees.
      i. Northern red oak (*Quercus rubra*), 32” DBH, good condition
      ii. Northern red oak (*Quercus rubra*), 42” DBH, good condition
      iii. Northern red oak (*Quercus rubra*), 42” DBH, good condition
   c. SW Madison St: The site has approximately 208 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are overhead high voltage power lines. There are two street trees.
      i. Norway maple (*Acer platanoides*), 22” DBH, fair condition
      ii. European white birch (*Betula pendula*), 25” DBH, fair condition
   d. SW 20th Ave: The site has approximately 203 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are overhead high voltage power lines. There is one street tree.
      i. Redbud (*Cercis canadensis*), 6” DBH, good condition

2. Street Tree Preservation (11.50.040)
   Based on the proposed development it appears existing street trees may be impacted. **Development proposals must be configured to avoid street trees.** Please see below with requirements relating to street tree preservation.

   The street trees along SW Madison St can be approved for removal if necessary to facilitate development. These trees are nuisance species. Due to the species, size, and condition of trees removed, two trees are required to be planted to mitigate the loss as a result of this project. Tree replacement for trees removed shall occur in the street planter strip, on site, or in the same watershed either by planting or by paying a fee in lieu of planting of $1,125 for each tree not planted. Street tree planting standards must also be met in accordance with 11.50.060.C. Trees will be required to be planted through the public works permit.

   The street trees along SW Main St, SW 20th Ave, and SW 19th Ave must be preserved at all phases of construction. All of these trees are mature specimens, non-nuisance species, and are appropriate for their locations. However, due to proposed work and allowed setbacks, these trees will likely be significantly impacted by the proposed work. An alternative assessment must be provided showing what it would take to retain these trees and still construct the proposed building to approved city standards. This shall include designs for the building that retain the trees such as rotating the building to have the courtyard space along the 19th Ave frontage, adjusting setbacks to allow for more space from the trees, or proposing alternative designs to articulate the building around root zones. Please include information relating to any proposed scaffolding or encroachments into the right during and after construction, as well as shoring requirements. Alternative designs for the right-of-way may be required as well.
If the applicant believes the tree must be removed to facilitate development, the applicant must provide adequate technical analysis demonstrating why the tree cannot be preserved while developing the site to City standards.

3. **Street Tree Protection Specifications (11.60.030)**
   Tree protection is required in accordance with Title 11 Trees, Protection Methods (11.60.030). Tree protection shall follow either the Prescriptive or Performance path. Protection methods must be shown on the tree plan. If using the Performance path, the alternate tree protection plan must be prepared by an arborist who has visited the site.

4. **Street Tree Planting (11.50.060.C)**
The applicant has not provided a conceptual street tree planting plan. One street tree must be planted or retained for each full increment of 25 linear feet (11.50.060.C.1). Street trees must be planted at a minimum 2.5 caliper inches. Trees will be required to be planted through the public works permit.

   a. **SW Main St**: The site has approximately 208 feet of street frontage at this location requiring eight trees to be planted or preserved.
   b. **SW 19th Ave**: The site has approximately 203 feet of street frontage at this location requiring eight trees to be planted or preserved.
   c. **SW Madison St**: The site has approximately 208 feet of street frontage at this location requiring eight trees to be planted or preserved.
   d. **SW 20th Ave**: The site has approximately 203 feet of street frontage at this location requiring eight trees to be planted or preserved.

Street tree planting may be exempt under 11.50.060.B when existing above or below grade utilities prevent planting street trees or when the existing planting strip is less than 3-feet wide.

Due to the existing condition of the right-of-way, street trees may not be required unless PBOT requires frontage improvements.

D. **Heritage Trees**
1. **Heritage Trees (11.20.060):**
   There are no Heritage Trees on or adjacent to this site currently.
URBAN FORESTRY TREE REQUIREMENTS
Early Assistance and Land Use Review

Portland Parks & Recreation Urban Forestry staff review Early Assistance and Land Use Review materials to identify potential issues and requirements in accordance with Title 11, Trees and Title 33, Zoning Code. The purpose of these reviews is to identify potential issues and/or impacts on existing street trees, heritage trees, and trees on City-owned or managed sites (if applicable), as well as to provide adequate areas for future street tree planting on existing and proposed public streets. Trees on private property are subject to development standards from the Bureau of Development Services. See planning requirements for private property trees or call the Zoning Hotline at 503-823-7526.

Tree Plan Submittal Requirements (11.50.070)

A tree plan must be submitted with each phase of review including land use reviews, building permit applications, and public works permits. The tree plan information may be combined with other relevant plan sheets. The tree plan submittal shall include the following information:

- existing improvements;
- proposed alterations;
- existing street trees ≥ 3” DBH including size and location;
- existing on-site trees ≥ 6” DBH within 15’ of the limits of disturbance;
- trees proposed for removal;
- tree planting proposal, including tree size, species and location; and
- trees to be retained and proposed tree protection measures meeting the specification in Chapter 11.60.

Any changes to an approved Tree Plan, including amending tree species must be approved by the City Forester. Please note that the City Forester may not approve revised tree planting plans based on the lack of species availability. To facilitate species availability, it is recommended that tree procurement occur approximately 6 months prior to installation.

Tree Mitigation (11.50.040.C.2)

Healthy street trees ≥ 6” DBH that are approved for removal shall be replanted with two trees in addition to trees required to be planted to meet Street Tree Planting Standards, below. When street improvements are to partially or fully unimproved streets, healthy street trees ≥12” DBH approved for removal shall be replanted with two trees, with trees planted to meet Street Tree Planting Standards credited towards meeting this requirement. Tree replacement for trees removed shall occur in the street planter strip, on site, or in the same watershed either by planting or by paying a fee in lieu of planting in accordance with table 60-1, below.

On City-owned or managed sites, healthy, non-nuisance trees ≥ 6” DBH that are approved for removal shall be replanted per the Administrative Rule for tree replacement standards, below:
Tree Replacement for Development on City Owned or Managed Sites

<table>
<thead>
<tr>
<th>Size of tree to be removed (inches in diameter)</th>
<th>Number of trees to be planted</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 and up to 12</td>
<td>Up to 2</td>
</tr>
<tr>
<td>More than 12 and up to 20</td>
<td>Up to 3</td>
</tr>
<tr>
<td>More than 20 and up to 25</td>
<td>Up to 5</td>
</tr>
<tr>
<td>More than 25</td>
<td>Up to 6</td>
</tr>
</tbody>
</table>

Street Tree Planting Standards (11.50.050)

One street tree shall be planted or retained for each full increment of 25 linear feet per side of street frontage. Planting is exempt when existing above or below grade utilities prevent planting of street trees, or if the existing design of the street will not accommodate street tree planting because the planting strip is less than 3 feet wide, there is not a planting strip, or there is insufficient space to add tree wells. Trees planted to meet street tree planting standards are credited toward mitigation requirements when street improvements are to partially or fully unimproved streets. When the required number of trees cannot be planted, a fee in lieu of planting will be required, in accordance with Table 60-1, below.

Table 60-1 Broadleaf Tree Size Requirements

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Tree Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On Site</td>
</tr>
<tr>
<td>One and Two Family Residential</td>
<td>1.5&quot;</td>
</tr>
<tr>
<td>Multi Dwelling Residential</td>
<td>1.5&quot;</td>
</tr>
<tr>
<td>All others</td>
<td>1.5&quot;</td>
</tr>
</tbody>
</table>

Tree Planting Specifications

If there are fewer than 8 required trees, they may all be the same species. If there are between 8 and 24 required trees, no more than 40 percent can be of one species. If there are more than 24 required trees, no more than 24 percent can be of one species. Street tree species shall conform to the appropriate “City of Portland Approved Street Tree Planting List.” The City Forester may approve or require an alternate or unlisted species.

All required street trees shall be planted in-ground following Standard Drawing Number P-581 “Typical Street Tree installation,” except when in raised planters that are used to meet Bureau of Environmental Services storm water management requirements. Please include the Standard...
Drawing Number P-581 as part of the Public Works permit application. Plant materials shall be installed to current nursery industry standards and proper arboricultural practices [American National Standards Institute, ANSI A300 Part 6: Tree, Shrub, and Other Woody Plant Maintenance—Standard Practices (Planting and Transplanting) 2012, Tree Care Industry Association, Inc. Londonderry, NH]. Plant materials shall be properly supported to ensure survival.

All trees required or approved to be planted by Title 11 shall be planted or payment in lieu of planting made prior to the expiration of the permit or City’s final acceptance of the project, as applicable. However, it is encouraged that planting occur during the wet months or as per City Forester recommendations. Street tree planting may be deferred between May 1 and September 30 upon filing a performance guarantee as provided in Section 11.10.060 or other assurance deemed acceptable by the City Forester or BDS Director as applicable.

Tree Protection Specifications (11.60.030)
Trees to be retained shall be protected in accordance with Title 11 Trees, Protection Specifications (11.60.030.C). Tree protection shall be shown on the tree plan and include the distance from the trunk of the tree to the fence. A standard root protection zone is established as follows; a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter. Protection fencing shall be a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts established at the edge of the root protection zone and permissible encroachment area.
Site Development

Pre-Application Conference Response

Date: January 21, 2020
To: Jean Hester, Conference Facilitator
    503-823-7783, Jean.Hester@portlandoregon.gov
From: Ericka Koss, 503-823-7537
Case File: EA 19-267776
Location: SW SALMON ST
R#: R105777, R105778, R105779, R105780, R105781, R105782, R105783,
      R105784, R105785, R105786, R105781
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential
          building. A total of 399 structured parking spaces are proposed with 169 spaces for
          the residents and 230 below-grade parking spaces for use by the Multnomah
          Athletic Club.

The Site Development Section of the Bureau of Development Services (BDS) has reviewed the pre-application conference materials to identify potential issues and requirements.

A. Geotechnical Engineering Requirements

In order to evaluate whether the foundation design of the proposed structure complies with the Oregon Structural Specialty Code, for buildings that are more than 6 stories, at the time of plan review the applicant must submit a geotechnical report and site-specific seismic hazard study. The geotechnical report must include recommendations for temporary shoring for excavation along the public right-of-way. The geotechnical report must also address landslide hazards. The site is located on a mapped landslide deposit.

B. Erosion Control

The project area meets the criteria specified in City Code 10.30.030 as a Special Site with additional requirements for erosion, sediment and pollution control. An erosion control plan prepared by a Certified Professional in Erosion and Sediment Control (CPESC) or State of Oregon registered professional engineer will be required at the time of building permit review. Please refer to the City of Portland Erosion and Sediment Control Manual for additional information regarding erosion and sediment control requirements.
Water Bureau

Early Assistance Appointment Response

Date: January 22, 2020
To: Jean Hester, 503-823-7783. Jean.Hester@portlandoregon.gov
From: Joel Hill, 503-823-7475, Joel.Hill@portlandoregon.gov
Case File: EA 19-267776
Location: SW SALMON ST
Property ID: R105777, R105778, R105779, R105780, R105781, R105782, R105783,
R105784, R105785, R105786, R105781
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential
building. A total of 399 structured parking spaces are proposed with 169 spaces
for the residents and 230 below-grade parking spaces for use by the Multnomah
Athletic Club.

The Portland Water Bureau (PWB) has reviewed the early assistance materials to identify potential
issues and requirements.

A. KEY ISSUES

1. There is a 6" CI main a SW Main St. For protection of the water main, PWB will require a
engineered Utility Protection Plan detailing how the project will propose to cross the
underneath the water main with the new pedestrian tunnel. Refer to the Portland Guidelines
for Utility Protection for more information.

2. To install a new sanitary lateral to the property you may need to cross an existing water
main. PWB will require a Utility Protection Plan prior to construction. Refer to the Portland
Guidelines for Utility Protection for more information.

B. WATER AVAILABILITY

1. Water is available to this site from the 6" CI water main in SW Main St, 10" CI in SW 20th
Ave, 8" DI in SW Madison St, and 8" DI in SW 19th Ave. The static water pressure is
estimated as 52-65 psi at 149 feet in elevation.
   a. PWB has a preference that service come from SW Madison St.

2. The site is currently served through a 9 - 5/8" meters on a 3/4" services. Services will be
evaluated at the time of PWB permit review. If the services are found to be inadequate,
they will be resized at the expense of the applicant. If an existing service is not used for the
new development, it must be removed. All fees to remove services are the responsibility of
the applicant.
C. OTHER CATEGORY

1. If a single domestic and/or fire service is to be used to serve two or more buildings, the property owner will be required to sign a “Separate Service Agreement” prior to building permit approval or purchasing new services. The agreement states if the property is divided in the future, separate water domestic and/or fire service must be installed for each resulting parcel prior to approval of the land division.

2. All mixed-use/multi-tenant developments, certain occupancies, and services larger than 1.5” will require the installation of a backflow prevention assembly on private property. Water Bureau required backflow assembly installations can significantly impact property frontage development. Water Bureau required assemblies are typically required to be installed on private property at the property line, on the centerline of the city water service. Some installations are required to be installed above finished grade in an approved insulated outdoor enclosure. Please reference possible backflow assembly requirements for your project at https://www.portlandoregon.gov/water/article/326464 or call 503-823-7480 for more information.

3. To obtain fire flow information fill out a “Fire Flow Request Form” found at our website, http://www.portlandonline.com/water/index.cfm?c=55128& or by calling 503-823-1408.

4. If there is contamination in or near the ROW at the location of proposed water mains or services, PWB requires:
   a. Verification of clean soils at the location of the installations; or
   b. Identification of the extent and degree of contamination such that appropriate remediation plans can be generated prior to any PWB construction. The remediation, disposal fees, and charges are the responsibility of the applicant.

5. A water main relocation may be required where new or reconstructed infrastructure is proposed to encroach on an existing water line.

D. WATER CODE REQUIREMENTS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Code and Comments</th>
<th>Code Citation &amp; Link</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title 21</td>
<td>City Water Code</td>
<td>Title 21 Water</td>
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E. PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:

1. All new domestic service taps and upsized meters will be assessed a System Development Charge (SDC). Fee is based on meter size. Meters will be sized during the building permit process. Sizing is based on total count of all fixtures supplied by the identified service. Applicant will provide an SDC Form, W-3, or W-4 for each service as part of the building permit submittal. There will be no reduction in meter size based on grey water usage or the installation of low-flow fixtures. SDC credit will be given for meters that
are permanently removed. SDC credit is applied towards services within the same lot and is not transferrable.

2. Fire lines are excluded from Systems Development Charges.

3. The applicant can consider the use of a combination domestic and fire service for domestic services of 2" or less. In this circumstance PWB will require that the fire flow demand be provided prior to building permit approval.
PHB- Inclusionary Housing Response
Pre-Application Conference

Date: January 23, 2020
To: Francis Moisan (Ankrom Moisan Architects)
From: Brett Eisenbrown, Housing Program Specialist, Brett.Eisenbrown@portlandoregon.gov
Case File: 19-267776
Location: SW Salmon Street
Property ID: RR105777, R105778, R105779, R105780, R105781, R105782, R105783, R105784, R105785, R105786
Proposal: A Pre-Application Conference to discuss a new 13 story, 330 unit residential building. A total of 399 structured parking spaces are proposed with 169 spaces for the residents and 230 below-grade parking spaces for use by the Multnomah Athletic Club.

Section I: Inclusionary Housing Code Overview

Pursuant to Inclusionary Housing Code Section 30.01.120 and Code Chapter 33.245, effective February 1, 2017, all residential buildings proposing 20 or more new residential units must provide a percentage of the new units at rents affordable to households at 80% of the Median Family Income (MFI). The City has defined four different options for meeting the Inclusionary Housing (IH) requirements. All permit applications must include one of these options in their proposal or pay a fee-in-lieu.

The IH affordability period is 99 years and the property owner must enter into an Inclusionary Housing Covenant with Portland Housing Bureau (PHB), the details of which are specific to the IH option chosen, and must submit to annual monitoring by PHB Compliance team, including the submission of annual rents and tenant income.

PHB has reviewed the materials submitted as well as the input from the meeting to determine the minimum requirements of the proposed building and provide the following comments.

Section II: Property Specifics

A. Subjectivity to Inclusionary Housing

The applicant was informed that this project, in its current configuration, triggers the IH requirements.

The applicant’s development proposal includes 330 housing units with the following designations:
The options discussed below specifically correlate to the information provided. PHB asks the applicant to be aware that any change in the building plans detailing the number of units, types, and sizes will require additional PHB review.

B. IH Options Discussed in Pre-Application Conference

Option 2: 60% MFI units

Option 2 would require that the building, which is located inside the Central City or Gateway Plan District, to offer 10% of its residential units at 60% MFI. Current rent restriction figures can be found on page 2 on the document located here: https://www.portlandoregon.gov/phb/article/684577

Reasonable Equivalency:
As per Inclusionary Housing Administrative Rules, applicants are required to make Inclusionary Housing Units ("IH Rental Units") reasonably equivalent to market rate units. PHB will assess reasonable equivalency using the following criteria:

- **Bedroom Distribution and Unit Count:** IH Rental Units must be provided at the same ratio within the development as market rate units
- **Unit Sizes:** IH Rental Units must be at least 90% the size of the average of the total units with the same bedroom count, as measured in square feet.
- **Unit Distribution:** No more than 25% of the total units on any floor shall be designated as IH Rental Units, excluding the top floor of a development.
- **Unit Amenities:** IH Rental Units must have like or equal performing finishes and appliances as far as durability and sustainability to the market rate units, which will be certified by a development's architect prior to receiving its final certificate of occupancy.

To meet the Reasonable Equivalency standard of Bedroom Distribution and Unit Count, the building must provide 10% of each unit type as IH Rental Units. With the currently proposed plans, this equates to a total of thirty-three (33) IH Rental Units, distributed as follows:

Reconfiguration:
The applicant may also elect to provide an alternative mix of IH Rental Units based on the total number of bedrooms included in the development – Reconfiguration. This option allows for redistribution of bedrooms into IH Rental Units of two bedrooms or more. This results in a building with a smaller overall number of IH Rental Units that are greater in size.

Accessibility:
At least 5% of the number of IH Rental Units must be built to be Type A as defined by the Oregon Structural Specialty Code, according to 3.103.040 D.

Incentives:
As proposed above, the project would be eligible to receive:
- 10-year property tax exemption on the residential and residential related square footage of the improvements including common residential areas and residential designated parking.
  - *Multiple Unit Limited Tax Exemption (MULTE) Program City Code 3.103:*
    - https://www.portlandoregon.gov/citycode/28466
- Construction Excise Tax (CET) exemption for the IH Rental Units
  - *Construction Excise Tax FAQ:*
    - https://www.portlandoregon.gov/bds/article/584417
- Affordable Housing Construction Excise Tax Exemption application:
  https://www.portlandoregon.gov/bds/article/584608
- System Development Charge (SDC) exemption for the IH Rental Units
  - System Development Charge Exemption Program website:
    https://www.portlandoregon.gov/bds/article/166412
  - If the project will be providing affordable units in addition to the minimum number of required units to fulfill the IH Program requirements, the SDC Exemption Program may be available for the additional portion of the project with restricted affordability. Additional program information is available online at https://www.portlandoregon.gov/phb/74642.
- Full or partial exemption from parking requirements as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.
- FAR density bonus as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.

Section III: Important Reminders

Below is a list of common items that can cause a delay in PHB signing-off on your permit. Please make sure your permit application, project plans, and project timelines all account for the following:

A. **Inclusionary Housing Intake Form**—PHB needs a completed Intake form in order to determine IH requirements and corresponding incentives for the project. It is best practice to submit the intake form with permit application.

B. **Gross Square Footage of Units within the Plan Set**—PHB needs the gross square footage of each residential dwelling unit in a project clearly identified within the plan set. It is PHB’s preference that this information be included in the architectural pages within the individual units on the floor plans. If that is not possible, please provide a chart with the unit number, unity type (studio, 1BR, etc.), and gross square footage either in the code summary or architectural pages. For PHB, gross square footage is the square footage that will be used to market the units and is often measured to the exterior walls of a unit.

C. **MULTE Approval**—All projects that apply for the MULTE must go before Portland City Council for approval. The MULTE Council process takes 5-7 weeks to complete. Please work this process into your project timeline and provide a completed MULTE Application as soon as possible. As a reminder, this 5-7 week process does not include finalizing regulatory agreements, which can take several more weeks.

D. **Water Meter Sizing Worksheet (W-4)**: Projects that are mixed-use, and applying for SDC Exemptions, are required to submit two W-4s to the Portland Water Bureau. One W-4 showing only the residential space and a second W-4 showing only the commercial space. Please label each as either “Residential” or “Commercial” at the top of the corresponding W-4 form. These should be submitted with your SDC application packet with the permit application. If the W-4 forms submitted do not follow the guidelines above, you will need to resubmit the W-4 forms before SDC exemption estimates can be calculated, which may delay the permit approval timeline. W-4 Forms are available at: https://www.portlandoregon.gov/water/article/582849. If you have specific questions about completing the W-4, please contact the Portland Water Bureau

E. **SDC Loan/Deferral Contracts**: When requesting an SDC loan or deferral contract, applicants should wait until after the SDC Exemption is approved by PHB to make the loan or deferral contract request to the SDC Bureau. This will ensure that the loan/deferral contract is for the correct amount.
More information on the assessment of SDCs can be found at:

For more information, you may refer to the Inclusionary Housing Program Administrative Rules:
https://www.portlandoregon.gov/citycode/article/626683 or visit the Inclusionary Housing website at
https://www.portlandoregon.gov/phb/72698. To reach PHB’s Inclusionary Housing staff, please call
503-823-9042 or email Inclusionary-Housing@portlandoregon.gov.