

Pre-Application Conference Request Form



City of Portland

Permit Center

1120 SW Fifth Ave.

Portland, OR 97204-1966

(503) 823-7526

For Intake Use Only

QS Map(s) # _____ Plan District _____ File #: PC _____
Overlay Zone _____ Neighborhood _____ Date _____ Time _____
Base Zone _____ Receipt # PL ☐ Mandatory ☐ Option
Date Rec'd _____ Bldg Permit # _____ Land Use Reviews requested/required
Rec'd by _____ Related File # _____ a. _____
b. _____

Applicant: Complete all sections below that apply to the proposal. Please print legibly.**Development
Site Address
or Location**N. Marine DriveCross Street East - Old Marine Dr
West - Kelly Pt. Park

Sq. Ft/Acreage

3,800 lineal meters
Block _____ Addition/Section # _____**Site Tax
Account
Number(s)
and legal
description**

Tax lot/Lot

R-95132-0020 { 2N1E 32B 1500R- - - - - { 2N1E 31 100R-70888-5900 2N1E 30 D 1300**Applicant
Information**Name Stacy L. BluhmCompany City of Portland, BTE&DAddress 1120 SW 5th Avenue, #802Day phone # 823-7723 Fax# 823-7371**Project
Description**Portland, OR 97204

Widen and improve N. Marine Drive from the base
of the new overpass over the railroad on the east
to the entrance to Kelly Point Park on the west.

The improvements follow the existing alignment.**Property
Enforcement**

Is this property under enforcement action for the violation of the Municipal Code? Yes ☐ No ☐
If yes, attach a copy of the violation notice.

**Pre-App
Questions**

List any specific questions you want answered at the conference

1. See enclosed narrative and questions

2. _____

3. _____

4. _____

Attach an 8 1/2 by 11 drawing of the project. The drawing must include the lot dimensions, a north arrow, elevation, and as much detail as can be provided on the plan. The drawing must be clear, legible, and reproducible. Copies of the plan will be forwarded to the other bureaus involved in the pre-application conference. Elevations must also be submitted for design review requests.

Complete all required information on the back of this form.

Pre-Application Conference for N. Marine Drive Improvement Overview/List of Questions

Project Description

PDOT and the Port of Portland are cooperating on a project to extend and continue the N. Marine Drive improvements from the base of the new overpass over the railroad on the east to the entrance to Kelly Point Park on the west. Exhibit 1 illustrates the project limits; a distance of approximately 3,800 lineal meters (12,467 lineal feet). The improvements will provide needed capacity and will resolve safety problems in this critical multi-modal corridor. The roadway improvements are consistent with the classification of N. Marine Drive as a Major City Traffic Street and Major City Transit Street in the Portland Comprehensive Plan and the Regional Transportation Plan. The project will also include improvements for pedestrians, cyclists and transit users with the extension of the 40-Mile Loop Trail to Kelly Point Park and installation of sidewalks and bike lanes along the full length of the project.

Elements of the project are highlighted below and illustrated on the enclosed Exhibits 2 and 3.

- 2 travel lanes in each direction
- center turn lane
- bike lanes on both sides of the roadway
- sidewalk on the north side of the roadway
- 40-Mile Loop path (bicycle & pedestrian) south of the roadway
- landscaping and street trees
- additional illumination
- a berm and noise wall adjacent to Smith and Bybee Lakes
- water quality facilities

The project improvements will largely be constructed within existing public right-of-way. However, to minimize impacts to the Smith and Bybee Lakes area, the project improvements have been shifted to the north of the existing roadway centerline. This will result in the need for modest right-of-way acquisition from Nordstrom, Atlas Refrigeration, Montgomery Ward, the Port and BPA to accommodate the improvements.

The project area is largely zoned for Heavy Industrial use. The Smith and Bybee Lakes area is zoned Open Space. In addition, a Natural Resource Management Plan (NRMP) has been adopted for Smith and Bybee Lakes and is shown on Map 430-10 of Title 33. The northern boundary of the NRMP is defined as the toe of the fill slope, which generally parallels the south side of N. Marine Drive. Approximately 24 percent of the overall lineal distance of the project improvements (about 920 lineal meters) abut the northern boundary of the Smith and Bybee Lakes NRMP.

The project will result in a net reduction in the number of existing stormwater outfalls to the lakes. A brief summary of the stormwater and water quality components of the project is presented in the following section.

Stormwater Drainage, Water Quality, and Hazardous Spill Containment Design Features

The N. Marine Drive improvements have been under discussion for several years and there has been strong public interest in the stormwater design elements of the project. We understand that the modification of outfalls to the lakes will require a land use approval under the provisions of the Smith and Bybee Lakes Management Plan.

Stormwater Drainage System

In the vicinity of Smith and Bybee Lakes, a new drainage network will be constructed to collect runoff from the entire roadway surface. In areas to the west of the lakes, a combination of existing and new drainage features will be used. *A net reduction in the number of untreated stormwater discharge points (outfalls) to Smith and Bybee Lakes will be achieved with this project.*

Water Quality

Throughout the project area, water quality treatment will be provided where none currently exists. Adjacent to Smith and Bybee Lakes, runoff from the entire roadway will receive water quality treatment.

The proposed water quality treatment facilities use filtration media to remove pollutants from the stormwater. One such filter, which is on the Bureau of Environmental Services (BES) approved list of water quality facilities, is manufactured by Stormwater Management of Portland. The StormFilter is a flow-through system that uses rechargeable filter cartridges housed in underground vaults. Stormwater passes through media-filled cartridges that trap particulates and absorb materials such as dissolved metals, hydrocarbons, oil, grease, and sediment. Filter media will be inorganic to preclude nutrient leaching.

Stormwater Management currently has 14 StormFilter installations in the City of Portland. Locations of these facilities include:

- Bertha Ridge – SW 33rd Place and Bertha Boulevard
- Blakewood Estates – SW 55th Avenue and Lesser Road
- Saltzman Road – NW Saltzman south of Skyline
- Silver Ridge – NW Miller Road and Mill Ridge Road
- Palatine Road – SW 47th Avenue and Pamona Road

According to the manufacturer, these water quality facilities are owned by the City of Portland and maintained by Stormwater Management, under contract with the City. The

maintenance contract provided by Stormwater Management is a flexible, renewable agreement. Maintenance services can be provided completely, or in part, by Stormwater Management. The company provides a complete Operations and Maintenance Manual, will track installed systems, will notify the owner of maintenance needs, and will notify appropriate regulatory agency (ies) that maintenance has been performed.

Water Quality Design Storm

BES establishes criteria for the design of treatment facilities. Calculations for water quality are based on a 24-hour design storm of 0.83 inches of precipitation. Stormwater in excess of the design runoff bypasses the water quality facilities. Bypass of high flows is allowed for two principle reasons:

1. The majority of roadway pollutants are picked up by the first, small storms of the winter. This "first flush" is the target event for water quality treatment. High flows resulting from larger winter storms contain fewer pollutants, and pollutant removal efficiencies are much lower.
2. If high velocity, high volume flows pass through the water quality facility, it would result in the trapped pollutants being re-introduced into the downstream flow, and discharged to the receiving water body.

Reduction in Stormwater Outfalls

The new stormwater system serving the roadway in the vicinity of Smith and Bybee Lakes achieves a net reduction of three outfall locations. Of the five existing public outfalls east of the railroad crossing and within the project area, three will be removed and two will be utilized.

To minimize environmental disturbance, removal of the outfalls will likely entail plugging the pipes (e.g., sand fill with grouted ends), removing any exposed sections at the outlet of the pipes, and restoration of the outfall sites, including replanting of appropriate species, or similar erosion control work.

The size of the two remaining pipes will need to be increased from 8-inch diameter to approximately 12-inch diameter to accommodate the additional flow from the water quality facility. Measures will be taken at the upsized outfalls to ensure that the discharges do not result in increased erosion, water turbidity, or other adverse impacts. Measures to achieve energy dissipation at outfalls include use of loose rock aprons, outlet basins (placed rock), coarse wood baffles, and others.

Hazardous Spill Containment

The drainage system in the vicinity of Smith and Bybee Lakes will include spill containment facilities to capture and hold any hazardous spill that may occur on the roadway and enter the drainage system. These facilities will be underground, off-line

structures, and will be operated by manual valves to isolate spills from the drainage system and outfalls. The Portland Fire Bureau will be provided with complete instructions for operation of these facilities.

Pre-Application Conference Questions

1. Are the proposed improvements within the public right-of-way, in the Heavy Industrial Zone, permitted outright?
2. Is the land use review required only for the project segment adjacent to Smith and Bybee Lakes?
3. Where is the precise zoning boundary line between the Open Space and Heavy Industrial Zone? Does it follow the centerline of the existing N. Marine Drive?
4. Is there a map or legal description of the northern boundary of the Smith and Bybee Lakes Management Plan?
5. Is the upsizing of the two stormwater outfalls to Smith and Bybee Lakes the only element of the project that requires land use review? Are the improvements such as the berm, noise wall, and the 40-Mile recreational trail permitted outright in the Open Space Zone?
6. What are the applicable review criteria? Are any sections of the Environmental Zones applicable, or does the Smith and Bybee Lakes NRMP replace the E-zone regulations?
7. Do we have an option of a Type II or a Type III review procedure? Does the review body and appeal body differ for each procedure?
8. By shifting the improvements to the north of the existing centerline, we will affect the existing landscape buffer in front of Nordstrom. What are the parking lot screening/buffer requirements in this zone? Would the impacts from the road improvements result in a non-conforming situation for the landscaping? Do you have suggestions on how to address this issue?
9. Can you provide information regarding other permit requirements (such as DSL, DEQ, and Corps of Engineers)?

Project Contacts:

Stacy Bluhm, Project Manager
PDOT
823-7723

Jim Bauman, Project Engineer
CH2M Hill
235-5022, ext. 4402

Mary Dorman, Land Use Planner
Dorman & Company
281-8515