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.

9.1 OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

   The site is located on Washington Ave and extends back to Sheridan Street by the intersection with Fox Street and Walnut Street. Washington Ave is a minor arterial road with steady commuter traffic and Fox and Walnut Street are residential public road that is used primarily by local traffic but also includes cut-through traffic during peak hours. Because the parking lot redevelopment is adding parking and not changing the primary use of the site, the increase in traffic into and impacts on Washington Ave are minimal. It is anticipated that overall safety will not be affected.

2. Access and Circulation:

   a. Site Access and Circulation.

      (i) The development will provide safe access and internal circulation for pedestrians with walkways striped for parking lot pedestrian traffic and ADA ramps for building access.

      (ii) The existing driveway and curb cut for 121-123 Washington Ave is to remain and the driveway for 107 Washington Ave is to be shifted slightly to accommodate the parking layout redesign. The overall entrance width will be reduced from 28' to 24' to match the internal drive aisle. Because the entrances' primary use will not be changing, it is anticipated that they will not impact existing turning movements and traffic flows within Washington Ave.

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

   b. Loading and Servicing.

      (i) The site frontage along Washington Ave will provide ample room for potential loading and unloading from the retail tenants without impacting traffic flow within the street. Space has been allocated to the front of the North Building at 121 Washington Ave for potential unloading/loading space. The existing travel way at the South Building is to remain as is.

c. Sidewalks.

(i) The existing sidewalk along Washington Ave is brick and within City standards; all impacted sidewalk surface will be rebuilt per standard.

(ii) The existing brick sidewalk meets City Code requirement. The existing driveway is to be removed and replaced with continuous vertical granite curb and a brick sidewalk and esplanade built to City standards, matching the existing sidewalk layout. The new driveway will be comprised of brick per the latest Sidewalk & Driveway Apron Material Policy, dated 11/2/2016.

(iii) Internal sidewalks will be provided to facilitate the movement of pedestrians to the North building front and rear entrances. The existing internal sidewalk layout at 107 Washington is to remain.

3. Public Transit Access:

a. Not Applicable.

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) No additional parking is required of this project; the proposed 122 spaces is adequate per Division 20 standards for required parking for retail building use.

(ii) A parking study is not required.

(iii) Assuming a portion of the North Building will be used in the food service industry and the remaining as retail space, approximately 101 spaces are required. The South Building is used as office space and will require a minimum of 13 spaces. Therefore, the proposed 122 spaces do not exceed 10% of the minimum.

(iv) All parking spaces are to be the standard 9'X18' stall size with a minimum 24' wide driving aisle per Technical Manual Standard.

(v) The entire lot will be a finished paved asphalt surface graded as such to prevent ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

(i) The net increase of 18 parking spaces will require a minimum of 4 off-street bicycle parking spaces. There is space for up to 6 bicycle parking spaces as noted on C-10.

c. Motorcycles and Scooter Parking:

(i) There are no proposed and designated motorcycle and scooter parking spaces planned as part of the project.

d. Snow Storage:

(i) Snow storage space will be provided to the rear of the property. Refer to C-10 Site Plan for exact location.

(ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system nor the structural integrity of the proposed landscaping of the storage area.

5. Transportation Demand Management (TDM):

a. A TDM plan is not required for this project.
b. A TDM plan is not required for this project.
c. A TDM plan is not required for this project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

a. The existing site contains no prominent significant natural features therefore no issue related to the preservation of these features applies.

b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

(i) All four street trees along Washington Ave are to remain and be protected during construction. Existing immature trees and areas of overgrowth are to be replaced with a landscaped parking island with 5 proposed trees and 16 shrubs.

(ii) No trees greater than ten (10) inches are proposed to be removed within the zoning setback.

(iii) The street trees to remain along Washington Ave are to be protected during construction per the standards set by the Technical Manual.

(iv) Not Applicable.

(v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

(a) All visible solid waste storage is to be located to the rear of the property and screened from public sight.

(b) The project has approximately 306 feet of frontage along Washington Ave that is not landscaped per requirement. It is proposed that a minimum of forty-one (41) shrubs or shrub alternatives are planted within the site as noted in greater detail in the Site and Landscape Plan (C-10).

(c) Not applicable.

(d) Not applicable.

(ii) Parking Lot Landscaping:

a) For the net increase of eighteen parking spaces, five trees and a minimum of fifteen shrubs have been proposed for the landscaped parking lot island. Due to the proposed stormwater infrastructure within the site, it is not feasible to plant the trees closer to the street frontage, and, as such, all proposed trees are situated to the rear of the island to maintain a minimum of 5' from all pipes and structures.

b) The proposed landscaped parking island separates the parking lot as to not exceed more than forty (40) spaces of uninterrupted pavement.

c) The proposed landscaped island is eight feet (8') wide.

d) Not applicable.

e) Not applicable.

(iii) Street Trees:

(a) The existing four street tree along Washington Ave is proposed to remain and be protected during construction.

(b) No additional street trees are proposed for this site.

3. Water Quality, Stormwater Management and Erosion Control:

   a. Stormwater:

      (i) The parking lot is to be graded as such to direct stormwater runoff into stormwater BMPs to the rear and front of the property. The redirected post-development runoff is to match the existing pre-development drainage patterns and is designed to not pond or flood adjacent lots.

      (ii) There is no anticipated increase in the volume or rate of stormwater from existing conditions. All runoff is to be redirected into the existing private stormwater infrastructure before entering the City combined sewer system within Washington Ave.

      (iii) There is no anticipated increase in the volume or rate of stormwater from existing conditions.

      (iv) The City's combined sewer system is anticipated to accommodate the site stormwater flow; any increase will not exceed the capacity of the existing system within Washington Ave.

   b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual. 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 MaineDEP.

   d. Not applicable.

   e. The development is not anticipated to pose a risk to groundwater contamination either during or post-construction. The project is serviced by a public wastewater system.

   f. Not applicable.

(c) Public Infrastructure and Community Safety Standards.

1. Consistency with City Master Plans:

   a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.

   b. Not applicable.

2. Public Safety and Fire Prevention:

   a. The site has been designed to promote safe and inviting public and residential access.

b. The proposed emergency vehicle access to the site is maintained to City Technical Standards.

c. Fire hydrants are located within the Washington Ave system, the closest of which is approximately 60' from the property line.

3. Availability and Adequate Capacity of Public Utilities:

a. Public utilities near the site have the capacity to serve the current operating conditions of the site. There is no proposed change regarding the demand of any utility.

b. No new electrical services are proposed.

c. All new stormwater infrastructure will meet the provisions of the Technical Manual.

d. The project will be served by the existing private stormwater infrastructure within the site. The system currently enters the existing sewer infrastructure within Washington Ave.

e. The stormwater management system is designed to meet the standards of Chapter 500. No new sanitary sewer utilities are proposed.

f. The proposed building includes provisions for on-site storage of trash and recyclables temporarily until waste is removed from the site via a private hauler.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

a. The bulk, location and height of the existing building does not result in adverse impacts to abutting properties.

b. Not applicable.

c. Not applicable.

2. Shadows:

a. Not applicable.

3. Snow and Ice Loading:

a. Not applicable.

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 landmark, historic district, or historic landscape district.

   c. There are no known archaeological resources on the site.

6. Exterior Lighting:

   a. Site Lighting

      (i) Proposed exterior lighting is intended to meet the technical standards as set in Section 12 of the Technical Manual; please review to the application cut sheets for additional lighting fixture information.

      (ii) All exterior lighting is not visible from the residential abutting properties and does not adversely impact these properties.

   b. Architectural and Specialty Lighting

      (i) No architectural or specialty lighting is proposed.

      (ii) No up-lighting is proposed.

   c. Street Lighting

      (i) No new street lights are proposed.

7. Noise and Vibration:

   a. Not applicable.

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-2b Zone.