

14-C-21

#2013-258

33 Lafayette Street

Marquis Lofts

Peter Bass, Random Orbit

City of Portland
Development Review Application
Planning Division Transmittal Form

Application Number: 2013-258 **Application Date:** 11/19/2013
CBL: 014 C021001 **Application Type:** Level III Site Plan Under 50,000 sq f
Applicant: RANDOM ORBIT INC /Peter Bass
Project Name: Marquis Lofts
Address: 33 LAFAYETTE ST
Project Description: Redevelopment of existing church to 6 flats on 3 floors above ground level parking
Zoning: R6

Other Required Reviews:

<input type="checkbox"/> Traffic Movement	<input type="checkbox"/> 14-403 Streets	<input type="checkbox"/> Housing Replacement
<input type="checkbox"/> Storm Water	# Units _____	<input type="checkbox"/> Historic Preservation
<input checked="" type="checkbox"/> Subdivision	<input type="checkbox"/> Flood Plain	<input type="checkbox"/> Other:
# Lots <u>6</u>	<input type="checkbox"/> Shoreland	
<input type="checkbox"/> Site Location	<input type="checkbox"/> Design Review	
# Unit _____		

Distribution List:

Planner	Nell Donaldson	Parking	John Peverada
Zoning	Marge Schmuckal	Design Review	Alex Jaegerman
Traffic Engineer	Tom Errico	Corporation Counsel	Danielle West-Chuhta
Civil Engineer	David Sensus	Sanitary Sewer	John Emerson
Fire Department	Chris Pirone	Inspections	Tammy Munson
City Arborist	Jeff Tarling	Historic Preservation	Deb Andrews
Engineering	David Margolis-Pineo	DRC Coordinator	Phil DiPierro
		Outside Agency	

Comments needed by 11/28/2013

CITY OF PORTLAND
DEPARTMENT OF PLANNING & URBAN DEVELOPMENT

389 Congress Street
 Portland, Maine 04101

INVOICE FOR FEES

Application No: 2013-258	Applicant: RANDOM ORBIT INC
Project Name: Marquis Lofts - Lafayette Street	Location: 33 LAFAYETTE ST
CBL: 014 C021001	Development Type: Level III Site Plan Under 50,000 sq f
Invoice Date: 11/19/2013	

Previous Balance	-	Payment Received	+	Current Fees	-	Current Payment	=	Total Due	Payment Due Date
\$0.00		\$0.00		\$1,150.00		\$1,150.00		\$0.00	On Receipt

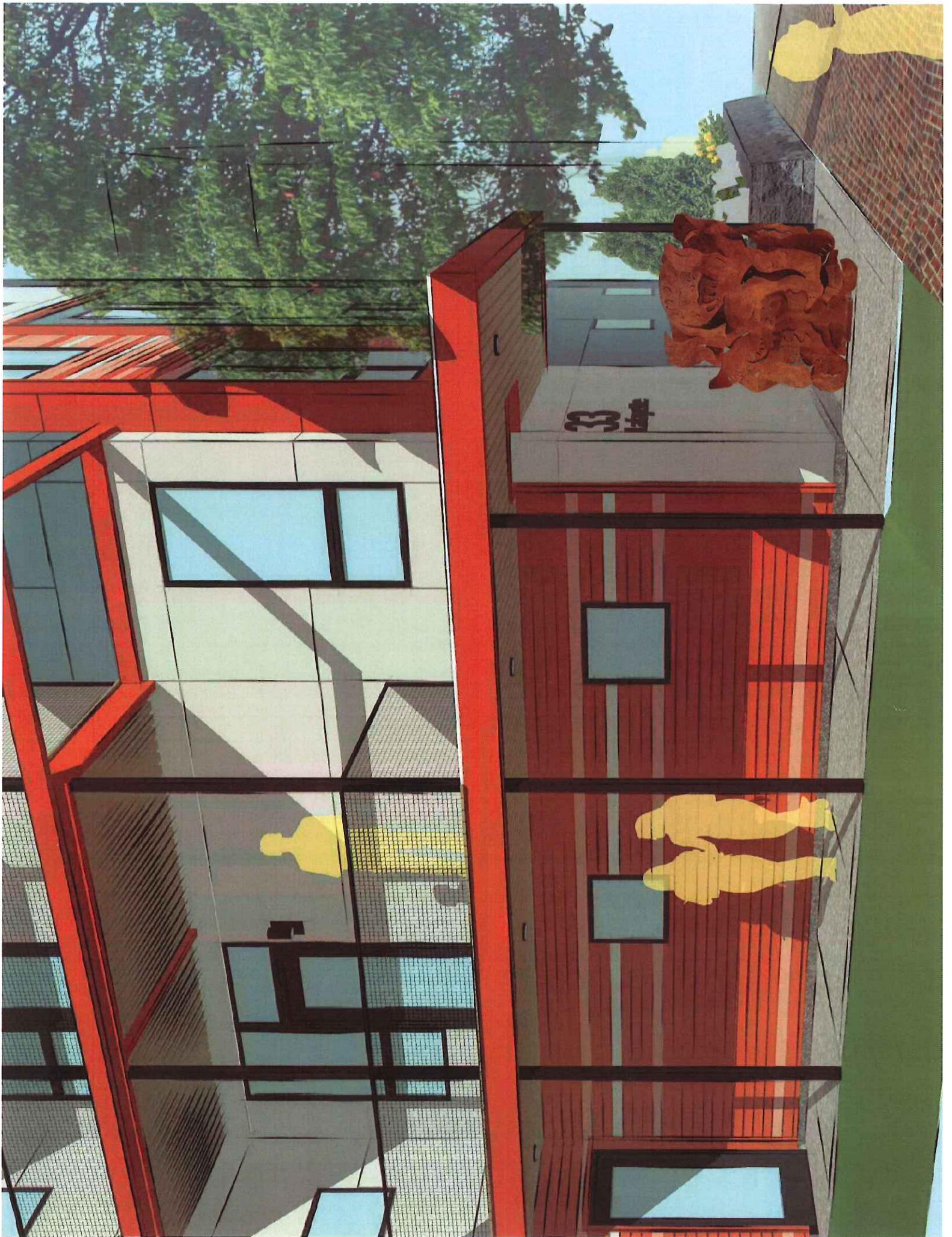
Previous Balance **\$0.00**

Fee Description	Qty	Fee/Deposit Charge
Level III Site Plan Under 50,000 sq ft	1	\$500.00
Subdivision Fee	1	\$500.00
Subdivision, # of lots	6	\$150.00
		<u>\$1,150.00</u>
Total Current Fees:	+	\$1,150.00
Total Current Payments:	-	\$1,150.00
Amount Due Now:		\$0.00

CBL 014 C021001
Bill to: RANDOM ORBIT INC
 795 CONGRESS ST
 PORTLAND, ME 04102

Application No: 2013258
Invoice Date: 11/19/2013
Invoice No: 43380
Total Amt Due: \$0.00
Payment Amount: \$1,150.00

Make checks payable to the *City of Portland*, ATTN: Inspections, 3rd Floor, 389 Congress Street, Portland, ME 04101.
 Check the status of your permit or schedule an inspection on-line at <http://www.portlandmaine.gov/planning/permitstatus.asp>



33 Lafayette D.P.

(A) context (A1-A3) Step back = 3'

(4) ART DESIGN REVIEW

- height
- scale
- form
- character-defining elements

A-1 (A) Will cause an cornice line b/w 3rd + 4th floor 4th articulated differently? setback? or cornice stepping out

(B) Massing. (4/6) B-2 B-3 B-5 B-6

B-1 B-2 - roof - does not

larger, but how much larger?

(C) orientation to street -

(b) diff material for base?

(D) proportion + scale

(c) top floor in diff finish? - dematerialized deconvoluted? useful?

(E) Balance - composition

(F) Articulation - cornice - reveals? b/w panels. aluminum extrusions?

(G) Materials - see materials?

Jay
6th dinner 1/23/14.

flatness issue - color mitigates, but needs articulation

↓
* add bang?

cumberland
example

gray
color differentiation is good
but orange not cheap -

* racking maneuvers into adjacent properties

* snow removal - condo docs + plat

* keep tree - add note.

P.C. 'collective'

42 Lafayette coming down

} long-term process.



From: Caitlin Cameron
To: Donaldson, Helen
CC: Barhydt, Barbara; Jaegerman, Alex
Date: 1/31/2014 9:50 AM
Subject: Marquis Lofts Design Review

R-6 Infill Development

The applicant did not request an Alternative Design Review.

Principle A - Overall Context: The building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

Lafayette Street is a residential street of eclectic character (eclectic in scales, roof lines, setbacks, and forms). The proposed building references a traditional triple-decker residential character found throughout the Munjoy Hill neighborhood but is not the only residential style found on the street. The basic form and proportion of the project is, therefore, compatible though scaled up from what is immediately around it. However, one character-defining architectural feature of multi-family residential buildings in this area is that of the bay. The project begins to articulate this kind of gesture on the front facade, but does so with a change in material color; it is preferable to have that articulation take a stronger dimensional form which will endure even through future color or cladding changes. The relationship to the street is otherwise compatible with its neighbors.

Principle B - Massing: The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape, and volume.

The massing of the project is not out of character with the neighborhood, but combined with its larger scale, requires some mitigating features to be a good neighbor. The project is successful in mitigating the height with a clear base, middle and top. The fenestration, materiality, and "cornice" piece all contribute to a well-composed form. The facade articulation is helped by the entrance canopy but an additional element of the vertical bay is needed to further break the rectangular mass - the facade articulation through material change does not create the visual interest of depth and shadow lines. The garages are on the side of the project and meet the standard.

Principle C - Orientation to the Street: The building's facade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

The entrance, though set back from the street, faces the street and is clearly visible and emphasized by the projecting canopy. The additional transition space with planters and benches contributes to the visual privacy while still allowing the building to be "present" on the street.

Principle D - Proportion and Scale: Building proportions must be harmonious and individual building elements shall be human scaled.

The project has a proportion fitting its context though scaled up from its neighbors. The windows and fenestration are well proportioned and scaled and the amount of fenestration meets the standard.

Principle E - Balance: The building's facade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features, and elements.

The project has a balanced composition with good use of fenestration and alignment.

Principle F - Articulation: The design of the building is articulated to create a visually interesting and well composed residential facade.

Articulation is achieved through reveals and trim, downspouts, and the horizontal break metal components. The material variations serve to break up the massing of the building and delineate floors. The main entry is emphasized with a material change and canopy. An offset of 12 inches for the vertical bay is desired for adequate facade articulation.

Principle G - Materials: Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood.

The project satisfactorily meets the standards of this principle. The general material character of Munjoy Hill residential construction tends to be clapboards; however, the material palette of Lafayette Street is eclectic including traditional clapboards, brick, and modern metal panel cladding. The project employs fiber cement panels and metal trim which, although a different material than most surrounding buildings is considered compatible and of good quality. The window types are consistent with two types used throughout the project.

Caitlin Cameron, LEED AP, Associate AIA
Urban Designer | Planning & Urban Development Department
City of Portland, Maine
389 Congress Street, 4th Floor Portland, ME 04101
(207) 874-8901 | ccameron@portlandmaine.gov

Subscribe to our quarterly newsletter, Under the Clock Tower:
<http://www.portlandmaine.gov/planning/undertheclocktower.asp>

From: Caitlin Cameron
To: Donaldson, Helen
CC: Barhydt, Barbara; Jaegerman, Alex
Date: 2/6/2014 12:16 PM
Subject: The revision to the front facade by articulating a bay now meets the B-5 standard (which requires two facade articulation features) and F-8 standard (which requires a minimum 12 inch offset). However, if one looks at the neighborhood context a more pronounced bay of 2 feet or more is more typical.

The revision to the front facade by articulating a bay now meets the B-5 standard (which requires two facade articulation features) and F-8 standard (which requires a minimum 12 inch offset). However, if one looks at the neighborhood context a more pronounced bay of 2 feet or more is more typical.

Caitlin Cameron, LEED AP, Associate AIA
Urban Designer | Planning & Urban Development Department
City of Portland, Maine
389 Congress Street, 4th Floor Portland, ME 04101
(207) 874-8901 | ccameron@portlandmaine.gov

Subscribe to our quarterly newsletter, Under the Clock Tower:
<http://www.portlandmaine.gov/planning/undertheclocktower.asp>



PLANNING BOARD REPORT PORTLAND, MAINE

Marquis Lofts
33-35 Lafayette Street
Level III Site Plan and Subdivision Review
2013-258
Random Orbit, LLC

Submitted to: Portland Planning Board Date: February 7, 2014 Public Hearing Date: February 11, 2014	Prepared by: Nell Donaldson, Planner CBL: 14 C021001
---	---

I. INTRODUCTION

Random Orbit, Inc. has submitted final plans for the redevelopment of a site located at 33-35 Lafayette Street on Munjoy Hill. The site is currently occupied by an existing building that has, until recently, housed a church. Random Orbit plans to reuse the existing church foundation to develop the Marquis Lofts, a four-story, 9,000 SF building containing six residential condominium units.

This development is being referred to the Planning Board for compliance with the site plan and subdivision standards of the land use code. The applicant previously submitted preliminary plans; the Board reviewed these plans in December of 2013. A total of 244 notices were sent to property owners within 500 feet of the site and a legal ad for the Planning Board hearing ran on February 3 and 4, 2014.

Applicant: Random Orbit, LLC

Consultants: Les Barry, BH2M; Owen Haskell; Evan Carroll, Bild Architecture

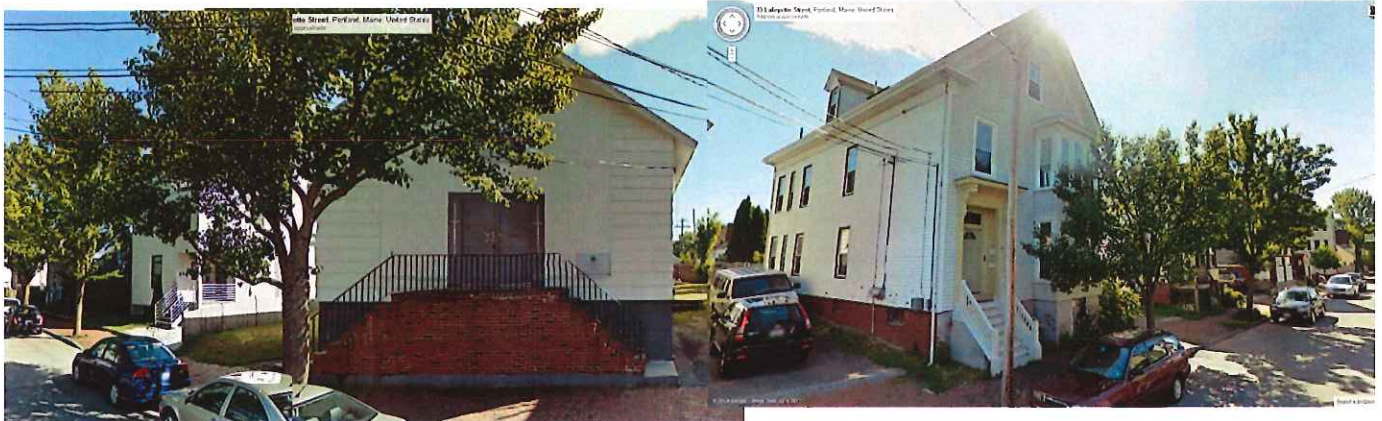
II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Street trees – 6 trees required, 1 provided; 3 others qualify; contribution of \$400 requested. <i>Supported by city arborist</i>	<i>Site Plan Standard (Section 14-526(b)2.b(iii)), requiring one street tree per unit</i>
Aisle width – to allow aisle width of 15.46 to 19.04 feet. <i>Supported by traffic engineer</i>	<i>Technical Manual Section 1.14, requiring that aisle width for right-angle parking be 24 feet per Figure I-27</i>
Light trespass – to allow illumination levels of 2.7 foot candles at the right-of-way line	<i>Technical Manual Section 12.2.5, establishing a maximum illumination level of .1 foot candle at the property line, except where abutting non-sensitive uses</i>
<i>Review</i>	<i>Applicable Standards</i>
Subdivision	<i>Section 14-497</i>
Site Plan	<i>Section 14-526</i>

III. PROJECT DATA

Existing Zoning	R-6
Existing Use	Church
Proposed Use	Residential
Proposed Development Program	6 units, 6 parking spaces
Parcel Size	6,139 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	2,100 SF	2,218 SF	118 SF
Building Floor Area	4,200 SF	8,872 SF	4,672 SF
Impervious Surface Area	3,296 SF	3,828 SF	532 SF
Parking Spaces (on site)	2	6 (zoning req. 6)	4
Bicycle Parking Spaces	0	2	2
Estimated Cost of Project	\$1.4 million		

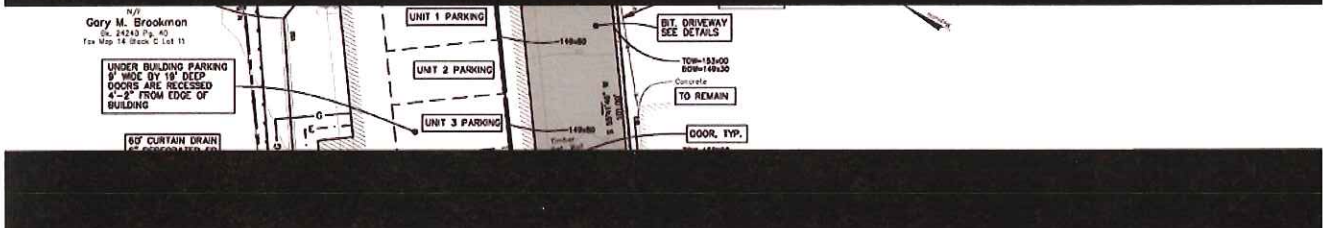
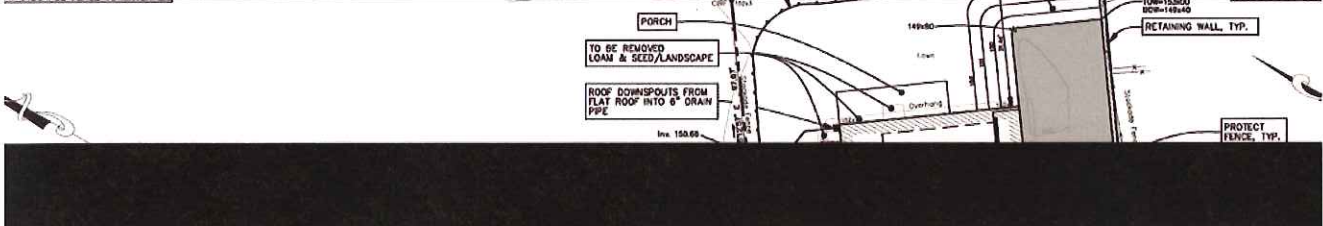
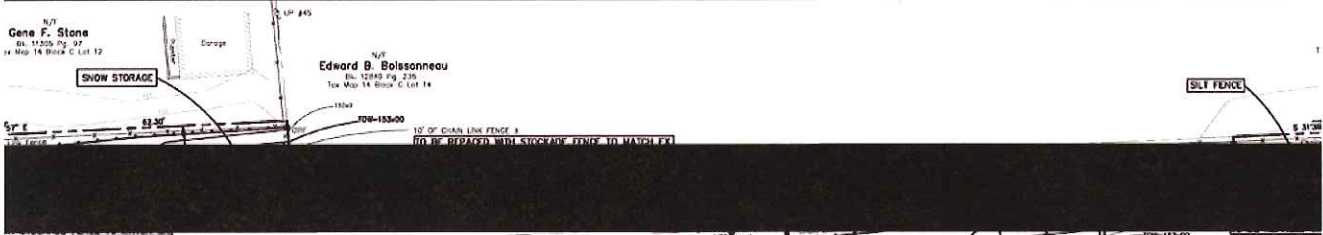


IV. EXISTING CONDITIONS

33-35 Lafayette Street is currently occupied by a one-story church, whose congregation has recently relocated. There are two existing parking spaces on site. The remainder of Lafayette Street is largely residential, with older two- to three-story buildings characteristic of the East End (*Figures 1 & 2*). Many of these have been converted to multi-family tenancy. There has been some residential redevelopment in the immediate vicinity, including on Lafayette Street itself, where there are several modern two-story residential buildings. While modern, these redevelopments generally take cues from the existing vocabulary of the neighborhood. The site lies in an R-6 zone.

V. PROPOSED DEVELOPMENT

The proposed development consists of six residential units on three floors above one story of enclosed parking. All of the units are currently proposed as 900 SF flats, with two flats per floor. Flats would be accessed by two central



Figures 3, 4 & 5 (from top left): Rendering of 33-35 Lafayette from the northwest; rendering from the southwest; final site pkm

stairwells, one with a door fronting Lafayette Street and the other with a door on the building's south side.

The applicant plans to enclose six standard-size parking spaces on the building's first floor. Access would be via a driveway from Lafayette Street, which is proposed in the same location as the site's existing drive.

The final plans show landscaping on the Lafayette Street frontage as well as on the northern and eastern property lines. One existing street tree will be retained. In addition, the landscaping plan proposes some minor landscaping on the neighboring property.

All utilities are proposed from Lafayette, with underground electric planned from an existing pole on the opposite side of Lafayette Street directly in front of the property. Stormwater is proposed to be managed with a curtain drain on the north side of the building, through a downspout to a planter at the building's Lafayette Street façade, and via sheet flow over the proposed driveway.

VI. PUBLIC COMMENT

The Planning Division received written comments from neighbors during the preliminary plan review phase (*Attachments PC-1 & 2*). Several additional comments were received on the final plans, both via phone and email (*Attachment PC-3*). These comments generally echoed design and parking concerns heard during the preliminary plan phase. Comments are discussed below where relevant.

VII. RIGHT, TITLE, & INTEREST

The applicant has provided a deed demonstrating ownership of the subject property (*Attachment B*).

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter from Gorham Savings Bank referencing Random Orbit's relationship with the bank and indicating that the applicant has demonstrated the "financial resources necessary to see a project like this through to a successful completion" (*Attachment B*).

IX. ZONING ANALYSIS

As noted above, 33-35 Lafayette lies in an R-6 zone. The applicant proposes to take advantage of the small lot development provisions of that zone under *Section 14-139(b)*. Marge Schmuckal, zoning administrator, has provided a final assessment of the proposal, writing,

This lot was most recently used as a church. The Assessors indicate a build date of 1951. The applicant wants to demo the existing building and build a 4 story building with 6 residential condominiums. The applicant is also proposing to use the R-6 small residential lot development under 14-139(b). The property meets the qualifications for use of the small lot dimensional requirements. The property had been not used for residential purposes as of January 1, 2005 and the lot existed as of January 1, 2005 and the lot is under 10,000 square feet in size (6,139 s.f).

Proposal is meeting all the dimensional requirements of the small lot provision. I reviewed and recalculated the setback information submitted with the application. The maximum building height is 45 feet. The applicant submitted information that the building height is 43' 4". This figure is based upon the lowest grade to the 1/2 way point on the pitch. Using an allowance to average the grade, the height would be a little bit less than what was given. The project meets the building height.

The land area per dwelling unit at 725 s.f. is being met with the proposed 6 condos. Also the six parking spaces are being shown on the submittal.

This project is meeting all the R-6 small lot requirements. Separate permits are required for building permits.

X. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS FOR FINAL PLAN REVIEW (Section 14-496)

The applicant has generally met all site plan submission requirements. As is always the case, the subdivision plat will require modification prior to recording. The applicant will be required to update the plat to include notes pertaining to unit sizes (including floor areas), condominium documents, responsibilities for common areas (including snow removal and retaining walls), waivers, and conditions of approval. To this list, Jennifer Thompson, Associate Corporation Counsel, adds:

The Plat generally looks good to me. As always I leave it to DPS and others to tell us whether the contours, drainage and lighting plans, etc. are sufficient. Otherwise, this plat appears to me to contain the items that are required under the ordinance. However, here are some additional pieces of information I'd like to see:

Perhaps in the Plan References or Notes, there could be a specification about which zone we're in. And, obviously, if the Board is going to be imposing conditions, those will need to be reflected on the final version.

If this is approved, I'd like both the Plat and the Condo declaration to be more clear with respect to responsibility for trash and snow removal.

Bill Clark, of the city's Department of Public Services, also reviewed the draft plat. He has provided the following comments:

Recording Plat Plan needs to be stamped.

Set property corners in correct location.

Please add statement on who will own and be responsible for the retaining wall along the driveway.

Please state if the fence will be re-installed after the retaining wall is constructed.

If retaining wall is constructed with a footing, a permanent easement will be required from Thompson and a temporary grading easement will be necessary.

Note that the applicant has indicated that, per the project's contractor, no footing will be required for the retaining wall (*Attachment L*). As such, this easement will not be required.

A condition of approval related to the revisions to the recording plat has been suggested. It should be noted that the applicant has provided a revised recording plat dated 2/6/14 with the intent of addressing these comments (*Plan 22*). Due to time constraints, this plat was not reviewed prior to the publication of this memo.

Ms. Thompson reviewed draft condominium documents and provided comments. According to Ms. Thompson, the revised condominium documents (*Attachment J*) adequately address all of her comments (*Attachment 2*).

XI. SUBDIVISION REVIEW (14-497(a). Review Criteria; 14-198. Technical and Design Standards; & 14-499. Required Improvements)

The final plan has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below.

I. Water, Air Pollution

The site is currently developed. A change in impervious area of roughly 500 SF is proposed. No significant change in the existing drainage patterns is anticipated with the proposed development. Likewise, no detrimental air

quality impacts are expected.

2 & 3. Adequacy of Water Supply

The applicant has provided evidence of water capacity from the Portland Water District (*Attachment H*).

4. Soil Erosion

The site is relatively flat. No unreasonable erosion impacts are anticipated.

5. Impacts on Existing or Proposed Highways and Public Roads

The project has been reviewed by Mr. Thomas Errico, consulting traffic engineer, who did not find adverse impacts on the existing road network (*Attachment 4*).

6. Sanitary Sewer/Stormwater

The applicant has submitted a letter from the Department of Public Services attesting to the capacity of the city to accommodate the site's wastewater (*Attachment I*).

The applicant has provided a revised stormwater management narrative (*Attachment F*), which calculates the change in impervious surface as slightly more than 500 SF. The narrative states that "the volumes, rates, and location of the drainage is the same in the predevelopment conditions as in the post-development condition." David Senus, consulting civil engineer, has provided comments indicating that all of his prior comments have been addressed (*Attachment 5*).

7. Solid Waste

The applicant states that residents will be responsible for standard curbside trash and recycling with city pick-up. In revised plans, temporary trash and recycling storage is shown in the garage area at the nose end of the proposed parking spaces for units 5 and 6.

8. Scenic Beauty

No adverse impacts to scenic beauty are anticipated.

9. Comprehensive Plan

The project is compatible with Comprehensive Plan goals and policies, including the vision for the community's future, which envisions an "adequate supply of quality housing for all" and "high-density areas on the peninsula." The applicant's assessment of conformance with the city's long-range plans is included in *Attachment B*.

10. Financial and Technical Capacity

As noted above, the applicant has submitted a letter from Gorham Savings Bank as evidence of financial and technical capacity (*Attachment B*).

11. Wetland Impacts

There are no anticipated impacts to wetlands.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

The project is not located in a flood-prone area.

Technical and Design Standards and Required Improvements

Generally, many of the technical and design standards of *Section 14-498* do not apply in this case. The application incorporates most of the required improvements outlined in *Section 14-499*. However, the final plans do not show the required number of street trees on the Lafayette Street frontage. Street trees are required per the subdivision ordinance (*Section 14-499(f)*) and the site plan ordinance (*Section 14-526.2.b(iii)*), both of which refer to the city's

Technical Manual, which sets a standard of one street tree/unit for multi-family developments. Based on this standard, six street trees should be provided. The applicant's landscaping plan (*Plan 20*) retains one existing street tree, and shows three additional trees on site which, per Jeff Tarling, city arborist, are eligible for qualification toward the street tree requirement. Mr. Tarling writes,

Of these [proposed] plantings the three Amelanchier could also qualify for the 'one tree per unit' standard due to the tree size and location.

Mr. Tarling has suggested that other trees proposed on site, if increased in size, could also qualify toward the street tree requirement. The applicant submitted a landscaping plan on 2/6/14 with this intent (*Plan 20*). However, given the short timeframe, a full review of the landscaping plan was not practical. As such, waiver language referencing a contribution to the city's tree fund equivalent to two street trees is suggested here under *Section 14-526.2.b(iii)*. Should the city arborist find that the modifications to the landscaping plan meet the requirements of the city's ordinance language relating to street trees, this contribution will not be required.

The preliminary plans showed electrical service running via overhead line across Lafayette Street to an existing pole with a street light adjacent to the site, and then via underground line to the building itself. Per *Section 14-499(h)*, the applicant is required to provide underground electrical service. The applicant has revised plans to show underground service from a utility pole directly across the street. David Margolis-Pineo has noted his approval of this change (*Attachment 3*).

XII. SITE PLAN REVIEW

The preliminary plans for the Marquis Lofts have been reviewed by staff for conformance with the relevant review standards of the City of Portland's site plan ordinance. Staff comments are below.

1. Transportation Standards

a. Impact on Surrounding Street Systems

Mr. Errico has reviewed the submittal and has not found any negative impacts with respect to the surrounding street system (*Attachment 4*).

b. Access and Circulation

In the revised plans, the applicant has recessed the garage doors, effectively increasing the pavement width in portions of the driveway area to 19.04 feet, to allow expanded maneuvering space. At the mouth of the driveway, the proposed width is 15.46 feet. Following conversations with Mr. Errico, through which it was determined that the driveway area adjacent to the parking should technically be considered an "aisle," the applicant submitted an aisle width waiver request (*Attachment M*). The city's *Technical Manual* sets an aisle width standard of 24 feet. Mr. Errico has expressed his support for this waiver (*Attachment 4*).

During the preliminary review, staff raised concerns regarding vehicle maneuverability and treatments to protect the abutting property owner. In the final plans, a concrete curb, described by the applicant to be exposed by 9", and a 2-3 foot retaining wall delineate the driveway's eastern edge. This retaining wall extends southerly toward Lafayette Street to a point almost even with the front of the building. Of the sufficiency of this treatment in terms of protecting the adjacent property, Mr. Errico writes,

The applicant has designed a raised curb/wall that appears to protect the abutting house and therefore I have no further comment.

The main pedestrian access is proposed via a door fronting Lafayette Street, which is setback from the face of the building. A secondary entrance is found on the southern side of the building. Per agreement with the Department of Public Services, the applicant proposes to replace the sidewalk along the property frontage with reclaimed bricks.

c. Public Transit Access

The proposed development is not located along a public transit route and is not of sufficient size to require

transit access.

d. Parking

Division 20 of the land use ordinance requires one parking space/unit for residential development located on the peninsula (*Section 14-332(a)3*). At this ratio, the project requires six parking spaces. As noted above, these are proposed in an interior parking area, each of standard size and controlled via overhead door. The applicant has provided turning templates showing access to all six of the interior parking spaces (*Plan 21*). However, Mr. Errico requested that a simulation be completed in order to verify that the parking arrangement would, in fact, function. Of the parking configuration, Mr. Errico writes,

The applicant has provided a vehicle template analysis which proved inconclusive. At my request the applicant conducted a field simulation of the site layout. Based upon my review of the simulated layout, I find conditions to be acceptable. I would note that the field simulation was based upon a narrower aisle width and the applicant has widened the aisle by approximately 1 foot, thus enhancing maneuvering space.

It should be noted that neighbors have continued to comment on the viability of the off-street parking spaces, given their design. There are concerns regarding impacts to the on-street supply if the off-street spaces are untenable or difficult to access, particularly in the winter season (*Attachments PC-1-3*).

The final drawings show two hanging bike racks inside the first floor parking area. These racks provide parking for two bikes. The site plan standard requires two bicycle parking spaces/five dwelling units for residential structures (*Section 14-526(a)4.b*). Mr. Errico writes,

While the applicant is proposing the use of the residential unit garages as secured bicycle parking spaces (the applicant shall confirm this) per the City Ordinance, it is suggested that the applicant provide one public bicycle parking unit in the public right-of-way in the sidewalk (the location to be coordinated with DPS). The use of this bicycle rack is for visitors of the development (as well as occupants of the development that seek short-term bicycle parking) and other nearby uses.

The addition of an exterior bicycle rack is posed here as a suggestion and not a requirement, as the city's *Technical Manual* does not specify the location of bike racks. The staff and Planning Board have consistently required exterior bike racks in the case of non-residential uses. The staff is seeking the board's recommendation. A condition of approval related to additional bike parking for visitors has been suggested.

e. Transportation Demand Management

A transportation demand management plan is not required.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

As mentioned above, a landscaping plan has been provided with the final submittal. This plan shows the preservation of the one existing street tree on site. In terms of new plantings, the applicant proposes a raised landscaped planter with mixed shrubs and perennials on the Lafayette Street frontage and shrubs and small trees, including a cherry and three amelanchiers along the northern and eastern property lines. Of the landscaping plan, Mr. Tarling writes,

The proposed project offers to save the existing Callery Pear, 14" dbh 'street-tree' planted in the sidewalk area. It is almost always a benefit when we can 'save' existing trees and vegetation. From past experiences with relatively narrow building lot the tree(s) never fare

well - between construction damage from equipment, underground utilities, and lastly, compaction. Having a two step approach might work best. First, if the project team feels they can save the existing tree and work around the root zone and canopy without damaging the tree - great. This determination should be made soon when site contractors have had a chance to evaluate. Second, if the tree can not be saved, or saved without doing impact to the trees health a 'remove & replace' option would be recommended. This would include improving the treewell / grow space with a larger soil volume, 3.5' min. / 4' deep x 8' wide. Street-tree type: Ginkgo, 'Crimson Spire' Oak (English Oak / White Oak hybrid, 'Musashino' Zelkova. These tree types would have characteristics to grow in the space along the street... actually better than the existing ornamental Pear.

Landscape treatment - the project also proposes a landscaped 'front yard' planter with shrubs and perennials. The west side-yard is planted with a mix of (4) small trees, Viburnum shrubs and groundcover. The landscape bed should be mulched or connected together with the proposed groundcover separate from the turf lawn area.

The three small trees proposed for the backyard Cornus alternifolia are shown as 4 - 5' height size, the three should be upgraded to 1.5" minimal. The project could use three small fruit trees if it chooses in the same place if the benefit of fruit wanted.

It should also be noted that the landscaping plan does not match the site plan. As noted above, the applicant has submitted a landscaping plan with the intent of addressing these comments. However, given the short timeframe on the review of this plan, a condition of approval related to the landscaping plan has been suggested.

c. Water Quality/Storm Water Management/Erosion Control

As noted above, David Senus, consulting civil engineer, has indicated his general approval of the revised plans (*Attachment 5*).

3. Public Infrastructure and Community Safety Standards

a. Consistency with Related Master Plans

As noted previously, the project is generally consistent with related master plans.

b. Public Safety and Fire Prevention

The applicant has generally designed the development to comply with Crime Prevention Through Environmental Design principles.

The applicant has provided an NFPA code analysis for review by the Fire Prevention Bureau (*Attachment K*). Captain Chris Pirone, of the Fire Prevention Bureau, has indicated his general approval of the final plans (*Attachment 7*).

c. Availability and Capacity of Public Utilities

Utilities are proposed from Lafayette Street, with electrical, gas, telephone, and CATV service underground. As noted above, the applicant has provided evidence of adequate sewer and water capacity. The Department of Public Services has not raised issues with respect to utility service.

4. Site Design Standards

a. Massing, Ventilation, and Wind Impact

The mass of the building is not expected to pose health and safety, ventilation, or wind impacts. The applicant has indicated in the final submittal that HVAC units will be roof-mounted.

b. Shadows

No shadow impacts on publicly accessible open spaces are anticipated.

c. *Snow and Ice Loading*

The applicant has noted snow storage areas on the final plans. The primary storage site is proposed at the end of the driveway. Given the limited maneuverability space in the driveway itself, the presence of the retaining wall at the exterior edge of the driveway, as well as the proximity of the neighboring home, the city requested that the applicant provide additional details regarding snow and ice removal in both the condominium documents and on the plat. The applicant has provided revised condominium documents which specify that the condominium association will be responsible for removing snow within 24 hours, that removed snow will be either stored in designated snow storage areas or removed from the site, and that snow will not be piled against the abutting retaining wall or adjacent building. As noted above, a revised plat intended to address outstanding concerns has been provided; given its timing, it has not yet been reviewed by staff.

d. *View Corridors*

The site is not near a protected view corridor.

e. *Historic Resources*

The site is not located in or near a designated historic district or landmark or known archaeological site.

f. *Exterior Lighting*

The applicant has provided a lighting plan showing full cutoff sconces at the building's east doorway and balcony doors and cans in the main entryway from Lafayette Street. A photometric plan has also been provided. This plan shows illumination levels exceeding trespass standards on the Lafayette Street frontage. The standard states, "the maximum illumination level at property line shall not exceed .1 foot candle, as measured at grade, except where abutting industrial, or other non-sensitive uses" (*Section 12.2.5*). In this case, Lafayette Street itself is deemed a non-sensitive use; it should be noted that the trespass tapers to 0.1 foot candle near the centerline of the street. Staff is recommending that the board grant a waiver from the technical standard.

g. *Noise and Vibration*

The applicant's plans indicate that HVAC and mechanical equipment will be roof-mounted. As such, it is internal to the site and largely screened from public view. The applicant has stated that this equipment will be electrically-powered, and thus will not produce emissions.

h. *Signage and Wayfinding*

No signage or wayfinding, aside from the address, is proposed at this time.

i. *Zoning-Related Design Standards*

During the preliminary review, city staff assessed the floor plans, elevations, and renderings against the R-6 Infill Development Design Principles & Standards. These standards state that,

"[n]ew residential construction within Portland's compact R-6 zones should relate to the predominant character defining features of the neighborhood. The design of new development is critical, particularly elements such as the orientation and placement of a building on a site; relationship to the street; and mass, form and materials.

The Design Certification Program aims to insure that infill housing development makes a positive contribution to the City's neighborhoods. The intent is to ensure that infill housing is compatible with the neighborhood and meets a high standard of building design, while allowing for diversity of design."



To this end, the R-6 design standards include seven principles to which infill development must adhere. During the original design review, staff raised concerns with respect to three of these principles in particular, context, massing, and articulation, and offered suggestions with the intent of enhancing the project’s compatibility with surrounding buildings, reducing the appearance of mass, and encouraging greater articulation of the Lafayette Street and east facades. In response, and over the course of several iterations reviewed by staff, the applicant made several changes (*Attachment E and Plans 10-14*):

1. A third color of cement panel siding was added at the fourth floor in an effort to make the building top more recessive in appearance. This treatment is carried around the entire building, with a slight variation on the north façade, where the lighter color steps down in concert with the proposed balconies and the entrance canopy;
- 2.. A series of cornices were added to “break the mass of the building into separate articulated elements” (*Attachment E*);
3. The downspouts were accentuated to provide greater articulation, particularly on the Lafayette Street façade;
4. The color of the vertical clapboard elements and porches was modified to a “terra cotta,” which the applicant feels better reflects the neighborhood palette; and
5. On the recommendation of the city’s urban designer, the vertical clapboard element on the Lafayette Street façade was bumped out by one foot in order to create a bay feature, referencing the language of nearby residences and providing greater articulation.

Caitlin Cameron, Urban Designer, has completed a formal narrative reviewing the design of the

building which generally finds it meeting the R-6 design standards (*Attachment 8*).

It should be noted that there has been continued comment from neighborhood residents regarding the building’s scale and massing, stating that it feels out of keeping with the context (*Attachments PC-1-3*). Residents have raised objections to the building’s height, proximity to the street, and level of articulation.

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed subdivision and site plan for the Marquis Lofts at 33-35 Lafayette Street.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 11, 2014 for application 2013-258 relevant to Portland's Technical and Design Standards and other regulations; and the testimony presented at the Planning Board hearing:

1. The Planning Board **finds/does not find** that the applicant has demonstrated that site constraints prevent the planting of all of the required street trees in the city right-of-way. The Planning Board **waives/does not waive** the Site Plan Standard (*Section 14-526(b)2.b(iii) Street Trees*) of the site plan ordinance and concludes that the applicant shall make a financial contribution of \$400 to the tree fund;
2. The Planning Board **finds/does not find**, based upon the consulting transportation engineer's review (*Attachment 4*), that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Standard (*Section 1.14*) which establishes a minimum aisle width of 24 feet, that substantial justice and the public interest are secured with the variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the Technical Standard (*Section 1.14*) to allow an aisle of 15.46 to 19.04 feet; and
3. The Planning Board **finds/does not find**, based upon the Planning Board report, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Standard (*Section 12.2.5*) which establishes a maximum illumination level of .1 foot candle at the property line, substantial justice and the public interest are secured with the variation in this standard, and that the variation is consistent with the intent of the ordinance. The Planning Board **waives/does not waive** the Technical Standard to allow an illumination level of 2.7 foot candles at the Lafayette Street right-of-way.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 11, 2014 for application 2013-258 relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code, subject to the following condition of approval, which must be met prior to the signing of the plat:

1. The applicant shall revise the subdivision plat to the satisfaction of the Planning Authority, Department of Public Services, and Corporation Counsel, including notes and details as advised by those departments.

C. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 11, 2014 for application 2013-258 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the site plan standards of the land use code, subject to the following conditions of approval that must be met prior to the issuance of a building permit, unless otherwise stated:

1. The applicant shall provide a revised site plan showing one public bicycle parking unit in the public right-of-way, with the exact location to be determined by the Department of Public Services, for review and approval by that department; and
2. The applicant shall provide a revised landscaping plan which reflects the final site plan, updates tree sizes per the recommendation of the city arborist; and includes notes regarding street tree preservation

and the ground cover/mulch treatment in the planting bed on the building’s northwest side, for review and approval by the Planning Authority and the city arborist.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Zoning Administrator review (memo from Marge Schmuckal, 1/27/14)
2. Corporation Counsel review (memos from Jennifer Thompson, 2/2/14 and 2/6/14)
3. Department of Public Services review (memos from David Margolis-Pineo, 1/29/14 and 2/6/14)
4. Traffic Engineer review (memo from Thomas Errico, 2/5/14)
5. Civil Engineer review (memo from David Senus, 1/23/14)
6. City Arborist review (memo from Jeff Tarling, 2/3/14)
7. Fire Prevention Bureau review (memo from Chris Pirone, 1/16/14)
8. Urban Designer review (memos from Caitlin Cameron, 1/31/14 and 2/6/14)

PUBLIC COMMENTS

- PC-1. Public comment (email correspondence from Gail Ringel, 11/21/13)
- PC-2. Public comment (email correspondence from Lisa Morris, 12/13/13)
- PC-3. Public comment (letter from Gail Ringel, 1/10/14)

APPLICANT’S SUBMITTALS

- A. Cover Letter (from Peter Bass, Random Orbit, Inc.)
- B. Preliminary Submission
- C. Summary of Additions and Updates to Final Submission
- D. Application Checklist
- E. Design Narrative Addendum
- F. Updated Stormwater Management Narrative & Diagrams
- G. Neighborhood Meeting Documentation
- H. PWD Capacity Letter
- I. Sewer Capacity Letter
- J. Condominium Documents
- K. Fire Department Checklist
- L. Email regarding proposed retaining wall (from Peter Bass, dated 1/30/14)
- M. Aisle width waiver request

C. PLANS

- Plan 1 Survey
- Plan 2 Site Plan
- Plan 3 Standard Details
- Plan 4 Erosion Control Details
- Plan 5 Architectural Cover Sheet
- Plan 6 Existing Plan
- Plan 7 Parking Plan
- Plan 8 Unit Plan
- Plan 9 Section
- Plan 10 Elevations
- Plan 11 Elevations
- Plan 12 Elevations
- Plan 13 Perspectives
- Plan 14 Perspectives
- Plan 15 Context
- Plan 16 Lighting Plan
- Plan 17 Photo Merge
- Plan 18 Photo Merge
- Plan 19 Photo Merge

- Plan 20 Landscape Plan
- Plan 21 Turning Templates
- Plan 22 Recording Plat

33-35 LAFAYETTE

INTRODUCTION

Random Orbit, Inc. has submitted preliminary plans for the redevelopment of a site located at 33-35 Lafayette Street on Munjoy Hill.

Site is currently occupied by a one-story church, whose congregation has recently relocated. Surrounded largely by residential, with older two- to three-story buildings characteristic of the East End. Mix of single and multi-family buildings. There has been some residential redevelopment in the immediate vicinity, including on Lafayette Street itself, where there are several modern two-story residential buildings. The site lies in an R-6 zone.

PROPOSED DEVELOPMENT (Page 3)

The proposed development consists of six residential units on three floors above one story of enclosed parking. All of the units are currently proposed as 900 SF flats, with two flats per floor. Flats would be accessed by two central stairwells, one with a recessed door fronting Lafayette Street and the other with a door on the building's south side.

The applicant plans to enclose six standard-size parking spaces on the building's first floor. Access would be via a driveway from Lafayette Street, which is proposed in the same location as the site's existing drive.

The preliminary plans show landscaping on the Lafayette Street frontage as well as on the northern and eastern property lines. One existing street tree will be retained. All utilities are proposed from Lafayette, with underground electric planned from an existing pole on the east side of Lafayette in front of the site. Stormwater is proposed to be managed with rain barrels and a swale on the building's north side, then to sheet flow over the sidewalk and into a catch basin in Lafayette Street.

PRELIMINARY STAFF COMMENTS

Zoning. 33-35 Lafayette lies in an R-6 zone. The applicant proposes to take advantage of the small lot development provisions of that zone under *Section 14-139(b)*, and has submitted a zoning analysis stating that they meet all dimensional requirements (*Attachment F*). No zoning administrator comments at this time.

Subdivision Plat. The applicant has not provided a draft subdivision plat as part of the preliminary plan review. City staff has reviewed the preliminary site plan, which will closely mirrors the assumed plat. A plat will be required for final review.

Sanitary Sewer/Stormwater. The applicant has provided a stormwater management narrative (*Attachment J*) which calculates the change in impervious surface as less than 500 SF. David Senus, consulting civil engineer, has requested that the applicant redesign some features of the stormwater management system, particularly the swale on the north side of the proposed building to avoid concentrating flow (*Attachment 4*).

Solid Waste. The applicant states that residents will be responsible for standard curbside trash and recycling, with temporary storage supported in trash and recycling bins inside the building's basement. Staff has asked that these facilities be depicted on the final floor and site plans.

Technical and Design Standards and Required Improvements. Preliminary plans do not show the required number of street trees on the Lafayette Street frontage. The applicant's landscaping plan (*Plan 18*) does show several trees within 10 feet of the property line. Comments from the city arborist will be provided prior to final plan review. Pending those comments, the applicant will be required to either add trees meeting the street tree requirement or request a waiver per *Section 14-526.2.b(iii)* in the final plan submittal.

UGE. The preliminary plans show electrical service running via overhead line across Lafayette Street to an existing pole with a street light adjacent to the site, and then via underground line to the building itself. DPS staff has requested that the applicant simplify the arrangement of the overhead wires such that they all run to the one existing pole in front of 33-35 Lafayette Street.

Vehicular access. The preliminary plans include the expansion of an existing driveway with a curb cut on Lafayette Street. Tom Errico, consulting traffic engineer, has asked that, due to the limited vehicle maneuverability space, the applicant provide treatment that will protect the abutting building from vehicle impacts. David Margolis-Pineo, of the city's Department of Public Services has also noted that the plans show the proposed driveway encroaching the abutting property. The applicant has indicated that an easement on this portion of the adjacent property is not planned. In the revised submittal, the treatment of this area should be resolved.

Sidewalk. Mr. Margolis-Pineo has recommended that applicant replace the sidewalk between the two existing curb cuts.

Parking. Per Division 20 of the land use ordinance, the project requires six parking spaces, which they propose in an interior parking area, each of standard size and controlled via overhead door. A preliminary turning template, showing access to one of the interior parking spaces has been provided (*Plan 4*). Mr. Errico has requested that the applicant provide revised turning templates demonstrating the ability of vehicles to access and egress ALL parking spaces.

Neighbors have also commented on the viability of the off-street parking spaces, given their current design. There are concerns regarding impacts to the on-street supply if the off-street spaces are untenable or difficult to access (*Attachment 1*).

Zoning-Related Design Standards. City staff reviewed the preliminary floor plans, elevations, and renderings against the R-6 Infill Development Design Principles & Standards. As a product of the design review, staff raised concerns with respect to three of these principles in particular: context, massing, and articulation.

Principle A: Context.

1. "[a] building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood" in terms of *scale and form, composition of principal façades, and relationship to the street*, with the "neighborhood" defined as the buildings within two-block radius from the site.
2. The applicant has cited several three-story buildings in the immediate vicinity and several flat-roofed triple-deckers on Cumberland Avenue as evidence of compatibility, and has provided a context diagram (*Plan 16*).
3. Staff concerns were expressed regarding the building's height, proposed at just over 43', and scale in relation to the neighboring buildings. Most of the surrounding buildings are two to three stories in height, and most have gabled or mansard roofs which serve to mitigate the effect of height.
4. Some neighbors have also raised concerns regarding scale, citing a contrast with the neighboring properties and the neighborhood more generally. Similarly, neighbors have expressed concerns about a design distinction between many of the gabled neighboring buildings, which again have the appearance of minimizing upper story bulk, and the scale and form of the proposed development.

City staff has made several design suggestions to the applicant in this regard:

- treatments intended to make the fourth floor more recessive in appearance (e.g. through a cornice line, stepback, or change in materials) or, likewise,
- treatments designed to reduce the prominence of the base, again through a change in materials. The ground floor treatment with an alternate material is generally characteristic of the neighborhood, which houses many buildings with raised basements.

Principle B: Massing.

1. "[t]he building's massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius."
 2. applicant has cited larger three-story buildings with flat roofs in the neighborhood as evidence of a typology to which this project relates.
-

3. City staff has recommended the above design changes as a means of mitigating the effect of the project's massing.

Principle F: Articulation.

1. "[t]he design of the building is articulated to create a visually interesting and well composed residential façade."

2. The applicant argues that the use of "siding transition trim, entrance awning, cement panel joints, window frames, [and] gutters" provides the building with appropriate articulation.

3. Concerns re flatness of both the building's southwest corner on the Lafayette Street façade and the driveway facade as well.

This comment has been echoed from the neighbors, who have argued for a more articulated front façade with a more 'residential' character.

Staff requested additional information from the applicant regarding efforts to break the plane in these two areas in particular.

Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time). Thursday 12/12/13

I also certify that on (date at least ten (10) days prior to the neighborhood meeting), invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Office (jmy@portlandmaine.gov) and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



11/11/13 (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

Sign Up Sheet

Marquis Lofts 33 Lafayette St

Neighborhood Meeting 12/12/13 7:00pm

	NAME	ADDRESS
1	Peggy Johnson	30 Lafayette St Portland 04101
2	Kathleen Bender	11 north
3	Mahelle Mayus	26 Lafayette St
4	Andrew Roy	86 Quebec St
5	Lisa Morris	26 Lafayette St.
6	Ed Sheerwith	118 Congress Street
7	Ben Lucrette	31 Lafayette #1
8	Erica Thompson	31 Lafayette St. #2
9	Brent Adler + Liv Chase	52 Federal St
10	John Yates	90 Quebec St
11	Phil Simon	56 Lafayette St
12	Jaimie Parker	73 Atlantic
13	Peter Adams	49 Merrill
14	Use Ad	49 Merrill
15	Anne Manganello	84 Quebec
16		
17		
18		
19		

- Meeting Lead by Peter Bass, Developer and Evan Carroll, architect.
- Introduction
 - Peter gave an overview of the project describing number and style of units as well as parking. Talked about project as smart growth infill and related the project to goals of the comprehensive plan. Talked about general goals a developer- to build more affordable unit using density, size and design.
- Site Impact
 - Evan showed slides of the proposed building in the photographic context, and most agreed that due to the building's setback compared to 31 Lafayette, some felt that the proposed building didn't look as big as they expected from first reaction to PPH photo. Others expressed that the building was too big. Evan further explained the process for creating the renderings, and locating them using the existing foundation.
 - Question: How will the new building affect the solar panels at 39 Lafayette? Answer: Neight expressed previously to developer that it wouldn't
 - Existing tree in front of 33 Lafayette. Neighbors hope that the tree will stay. The developer expressed the same sentiment.
 - The existing tree in front of 39 Lafayette helps to hide the building height from that street approach.
 - The neighbor in 31 Lafayette expressed concern that the new building would affect her privacy and light through her windows. Evan explained that we have moved mostly private functions (storage, sleeping and the back stair) to her side of the building and also reduced window size to accommodate more privacy for her building
- Design Interior:
 - Peter discussed parking layout, floorplans and how it was a conscious decision to NOT have an elevator, with the goal being to reduce the cost of construction and sale price for each unit.
- Height:
 - The height of the building was brought up by a number of attendees.
 - Neighbor asked "What would happen to this project if the planning board denied the fourth story?" Peter responded that we would need to re-evaluate, and that he wasn't sure.
 - It was suggested that we lower the ceiling heights to reduce the building height.
 - An equal number of attendees remarked that they didn't mind the height.
- Parking
 - Jamie Parker: Doesn't like the first floor parking, the blank wall to the street, or the recessed entrance. Jamie would like to see LESS parking. A discussion followed in which we explained that this was NOT our first design and that after taking the first design to the city we needed to move in this direction. We explained that the one-space-per unit is what the city requires.
 - Another neighbor commented that they didn't think we were providing enough spaces. They are worried that the units will have more than one vehicle per unit.
- Design Exterior:
 - Neighbor from across the street expressed dislike of building height, design aesthetic, and specifically mentioned concern about loitering on benches.
 - Question: "Why does the building look so "blocky and modern"? Answer: "Munjoy Hill is an eclectic neighborhood that is in constant evolution and this is the design style that we like. We think that design using contemporary ideas and concepts is an appropriate response in this urban neighborhood. Most of the new buildings being built or proposed have a very modern aesthetic and there are fine examples right on Lafayette St including the next door property."
 - Comment: "I understand the desire to do a contemporary design, but it seems like you could get MORE FUNKY with the colors and the articulation. Maybe orange instead of blue. This design looks like a bank."

- “The number on the front of the building looks too corporate.”

From: "Lisa Morris" <lmorris@usm.maine.edu>
To: <BAB@portlandmaine.gov>
CC: <HCD@portlandmaine.gov>
Date: 12/13/2013 6:35 PM
Subject: Re: 35 Lafayette Street development proposal

Hello,

I'd like to revise my comments. I attended the developer's meeting last night and after seeing more images of how the planned building would look I am more comfortable with the height. They also provided good reasoning for why the building needed to be 4 stories (parking and economic return). Now my only concern, which I and others expressed to the developers, is the overly commercial look of the building. I, and others, recommend that they figure out ways to make it look a bit more residential. I have no problem with the contemporary style but hope they can introduce design and perhaps structural changes to make the front of the building less of a flat, blank facade and to make it look more residential and less like a bank or office building.

That's all.

Thanks!
Lisa Morris
26 Lafayette

>>> "Barbara Barhydt" 12/03/13 3:11 PM >>>

Hi Lisa:

Thank you for your comments and we will provide them to the Planning Board members when this item is scheduled for a workshop. It is tentatively scheduled for December 17th. I am adding Nell Donaldson to this e-mail, as she is the planner on this project and she will be able to confirm the schedule for this project at a later date.

Barbara

Barbara Barhydt
Development Review Services Manager
Planning Division
389 Congress Street 4th Floor
Portland, ME 04101
(207) 874-8699
Fax: (207) 756-8256
bab@portlandmaine.gov

>>> "Lisa Morris" Tuesday, December 03, 2013 1:51 PM >>>

To: Planning and Urban Development Department, Planning Division:

From: Lisa Morris, 26 Lafayette Street, Portland 04101

I am writing to weigh in on the "Marquis Lofts" proposal submitted by Peter Bass, Random Orbit Inc., for 35 Lafayette Street.

I am generally fine with the proposal except for its proposed height (3 floors plus one floor for ground level parking). A 4-story building is too large for this neighborhood and would overly dominate the surrounding buildings.

As can be seen from the architectural drawing (see link below), the proposed building dominates even the 3-story multi-unit to its left. On its right is a small, 2-story single family home, which the drawing leaves out (probably because the size differential would be even more obvious).

http://media.pressherald.com/images/290*256/922358-2013ph.housing.1126.jpg

Almost all of the other nearby buildings are 2-stories and include a mix of single family and 2-3 unit buildings (mostly 2).

I strongly encourage the Planning Board to limit the height of this proposed project to 3 stories.

Thank you.

Lisa Morris, owner of 26 Lafayette Street
lmorris@usm.maine.edu
207-780-5876

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

12/17. 33-35 Lafayette Marquis Lefts.

Pres middle-income

- redesigned driveway to deal w/ encroachment + retaining wall
- electrical - meeting w/ CMJ to consolidate
- trees on property in lieu of public park.

Evan Canoll.

Mass-reduced by
- planter - 8-12ft. - setback - reduces appearance of mass

- Articulation - ^{handle} cement panels + clapboards for blue gutters - help to divide up building.

assembly similar to Oak Street lefts.

Les Barry

- stormwater

- parking lot - driveway 17.5'
new turning templates - 16-17' ~~to~~ vehicle - datum.

→ Neighborhood Antiregional.com
→ garybrockman@outlook.com

Public Comment

Paul Prescott - using existing foundation? Isn't it square for road's
what about snow removal + turning templates?
elevation view along street to compare head on.

Erica Thompson - reassured re drainage
parking looks tight

interesting issues re scale + context + architectural contrast.

Gail Ringel - Cumberland can't be used as context -
reducing impression of scale not the same as changing scale
50" setback
parking diagram -> deed restrictions?

Gary Brookman - church inappropriate use
parking question?
scale - looks large - mitigate.

Johnson
30 Lafayette - building not suitable in space - no relationship to neighborhood
too tall
ble stripe doesn't work

Ann - people coming from Murray Hill, but becoming something
different
this building doesn't pay homage to environment
can't park on Quebec Street - demand

Micha Share - like Murray Hill for character -
concerns re parking.

Jay Milay - renderings/pictures misleading - adjacent building taller on street

Chip Newell - 6 units. great addition to housing of ck
within existing zoning (PB) - have hired structural engineer of.

Robert Haines - existing foundation to be reused - does this have structural strength?

R-6. setback streetline or avg. of abutting prop?

sever-combined or separated - sheet flow is a problem in winter
compatibility - diff to say - eclectic
sw corner is blank - break it up.

eclectic
using existing
foundation
LB
NOT
combine

PB.

Sean - good w/ zoning - height + setback concerns
need another workshop?

- design - SW corner?
like rendering showing alt top floor

- HAs speak to parking
- snow removal
- fence maintenance.
- save tree

Beck - proponent of infill - no problem w/ density
 - struggling w/ massing - trying to make improvements,
 but not seeing compatibility
 cement panels not traditional;
 - parking issues - pickup can't make that turn

Jack - w/in zoning - in accordance w/ comp plan
 - anxious to see materials + colors
 - break up plane of facade to reduce impression of height
 texture, color, fenestration pattern

Bill - parking - market
 - agree w/ Jack - not being asked to Δ zoning - but is big
 - do anything to articulate or mitigate height.

Tracy O'B - agree on zoning, like design, agree w/ design suggestions.
 - ~~work on top~~

Carol - parking - market issue; okay w/ zoning
 - have good side + front setbacks - huge advantage
 perspective on this building will be different
 feel that scale is appropriate - push design further
 (will eliminate issues)



... ..

... ..

... ..



**Memorandum
Planning and Urban Development Department
Planning Division**

To: Carol Morrisette, Chair, and Members of the Portland Planning Board
From: Nell Donaldson, Planner
Date: December 13, 2013
Re: 33-35 Lafayette Street
Project #: 2013-258 **CBL:** 14 C021001
Meeting Date: December 17, 2013

I. INTRODUCTION

Random Orbit, Inc. has submitted preliminary plans for the redevelopment of a site located at 33-35 Lafayette Street on Munjoy Hill. The site is currently occupied by an existing building which has, until recently, housed a church. Random Orbit plans to reuse the existing church foundation to develop the Marquis Lofts, a four-story, 9,000 SF building containing six residential condominium units.

The project is subject to subdivision and Level III site plan review. A total of 244 notices were sent to property owners within 500 feet of the site and a legal ad ran on December 9 and 10, 2013.

Applicant: Random Orbit, LLC

Consultants: Les Barry, BH2M; Owen Haskell; Evan Carroll, Bild Architecture

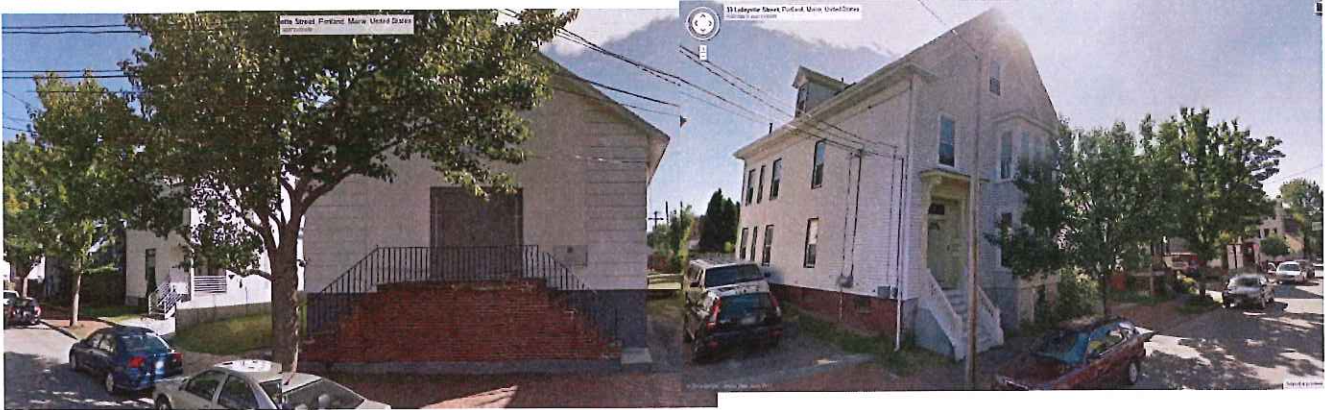
II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Subdivision	Section 14-497
Site Plan	Section 14-526

III. PROJECT DATA

Existing Zoning	R-6
Existing Use	Church
Proposed Use	Residential
Proposed Development Program	6 units, 6 parking spaces
Parcel Size	6,139 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	2,100 SF	2,218 SF	118 SF
Building Floor Area	4,200 SF	8,872 SF	4,672 SF
Impervious Surface Area	3,296 SF	3,787 SF	491 SF
Parking Spaces (on site)	2	6 (zoning req. 6)	4
Bicycle Parking Spaces	0	2	2
Estimated Cost of Project	Unreported		



Figures 1 & 2 (from top): 33-35 Lafayette Street site and neighboring residences; existing site from above

IV. EXISTING CONDITIONS

33-35 Lafayette Street is currently occupied by a one-story church, whose congregation has recently relocated. There are two existing parking spaces on site. The remainder of Lafayette Street is largely residential, with older two- to three-story buildings characteristic of the East End (Figures 1 & 2). Many of these have been converted to multi-family tenancy. There has been some residential redevelopment in the immediate vicinity, including on Lafayette Street itself, where there are several modern two-story residential buildings. While modern, these redevelopments generally take cues from the existing vocabulary of the neighborhood. The site lies in an R-6 zone.

V. PROPOSED DEVELOPMENT

The proposed development consists of six residential units on three floors above one story of enclosed parking. All of the units are currently proposed as 900 SF flats, with two flats per floor. Flats would be accessed by two central stairwells, one with a door fronting Lafayette Street and the other with a door on the building’s south side.

The applicant plans to enclose six standard-size parking spaces on the building’s first floor. Access would be via a driveway from Lafayette Street, which is proposed in the same location as the site’s existing drive.

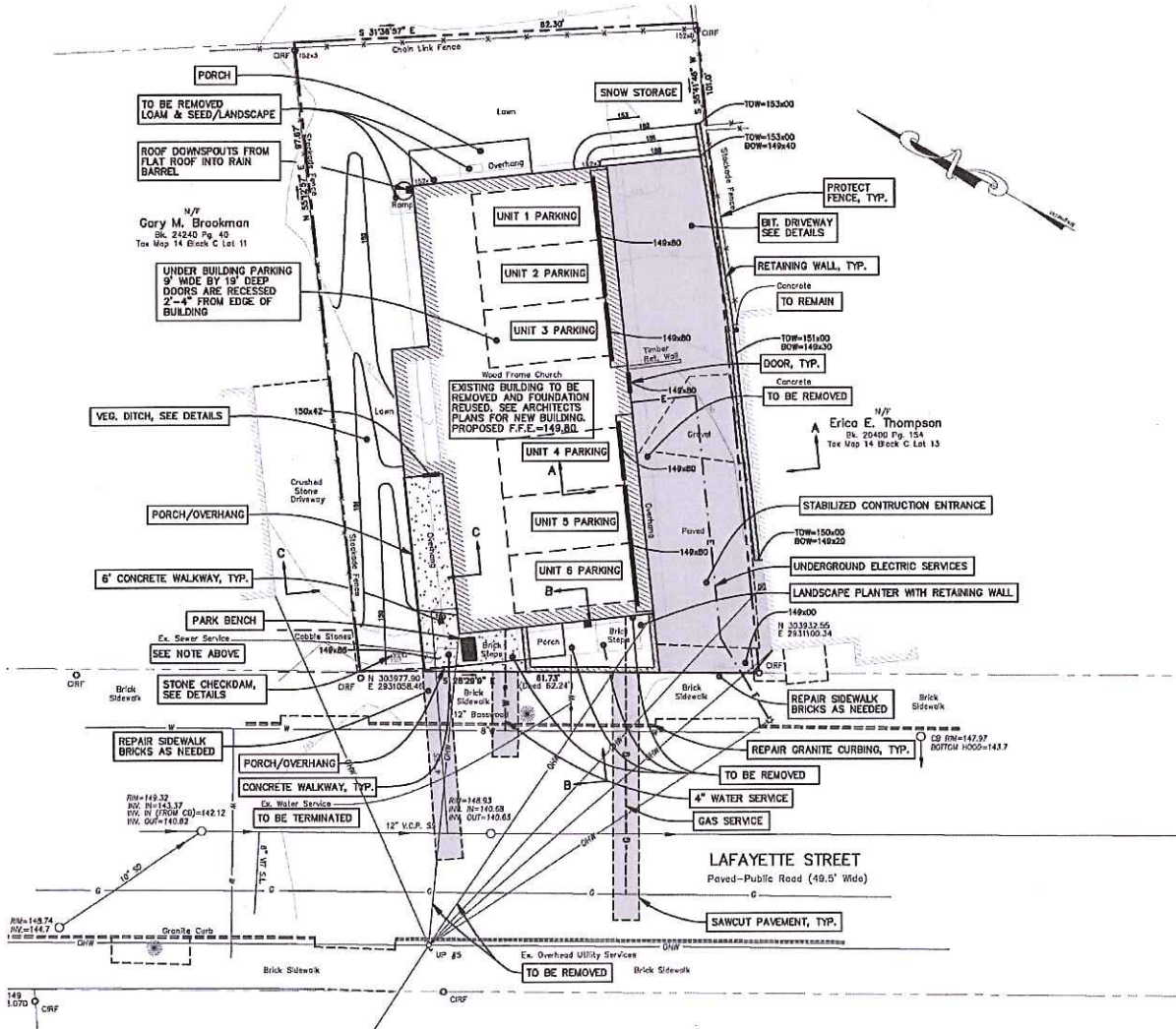
The preliminary plans show landscaping on the Lafayette Street frontage as well as on the northern and eastern property lines. One existing street tree will be retained. All utilities are proposed from Lafayette, with underground electric planned from an existing pole on the east side of Lafayette in front of the site. Stormwater is proposed to be managed with rain barrels and a swale on the building’s north side, then to sheet flow over the sidewalk and into a catch basin in Lafayette Street.



STREET VIEW
SCALE: 1/8"



STREET VIEW
SCALE: 1/8"



Figures 3, 4 & 5 (from top left): Rendering of 33-35 Lafayette from the northwest; rendering from the southwest; preliminary site plan

VI. PUBLIC COMMENT

The Planning Division received several written comments from neighbors on the project (*Attachments 1 and 2*). These comments generally focused on issues of design, height, and massing. Comments are discussed below where relevant.

VII. RIGHT, TITLE, & INTEREST

The applicant has provided a deed demonstrating ownership of the subject property (*Attachment E*).

VIII. FINANCIAL & TECHNICAL CAPACITY

The applicant has not provided an estimated cost for the project at this time. They have submitted a letter from Gorham Savings Bank referencing Random Orbit's relationship with the bank and indicating that the applicant has demonstrated the "financial resources necessary to see a project like this through to a successful completion" (*Attachment G*).

IX. ZONING ANALYSIS

As noted above, 33-35 Lafayette lies in an R-6 zone. The applicant proposes to take advantage of the small lot development provisions of that zone under *Section 14-139(b)*, and has submitted a zoning analysis stating that they meet all dimensional requirements (*Attachment F*). Comments from the zoning administrator will be available at the time of final review.

X. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS FOR FINAL PLAN REVIEW (Section 14-496)

Per the city's land use ordinance, the following materials should be submitted at the time of final review:

- Final site plan submittal requirements as noted in 14-527(e) and (f), including a revised site plan depicting dimensions of all major structures, paved areas, parking areas, and distances to property lines and
- A subdivision plat meeting all plat requirements as noted in 14-496 and draft condominium documents.

XI. SUBDIVISION REVIEW (14-497(a). Review Criteria; 14-198. Technical and Design Standards; & 14-499. Required Improvements)

The applicant has not provided a draft subdivision plat as part of the preliminary plan review. City staff has reviewed the preliminary site plan, which will closely mirror the assumed plat. This plan has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below.

1. Water, Air Pollution

The site is currently developed. A change in impervious area of roughly 500 SF is proposed. No significant change in the existing drainage patterns is anticipated with the proposed development. Likewise, no detrimental air quality impacts are expected.

2 & 3. Adequacy of Water Supply

The applicant will be required to provide evidence of capacity from the Portland Water District at the time of final review.

4. Soil Erosion

The site is relatively flat. No unreasonable erosion impacts are anticipated.

5. Impacts on Existing or Proposed Highways and Public Roads

The project has been reviewed by Mr. Thomas Errico, consulting traffic engineer, who did not find adverse impacts on the existing road network (*Attachment 3*).

6. Sanitary Sewer/Stormwater

The applicant has submitted a wastewater capacity application to the Department of Public Services (*Attachment C*). Verification of capacity will be required at the time of final review.

The applicant has provided a stormwater management narrative (*Attachment J*) which calculates the change in impervious surface as less than 500 SF and states that “the volumes, rates, and location of the drainage is the same in the predevelopment conditions as in the post-development condition.” David Senus, consulting civil engineer, has requested that the applicant redesign some features of the stormwater management system, particularly the swale on the north side of the proposed building (*Attachment 4*). Mr. Senus writes,

The proposed swale on the west side of the building promotes concentrated flow directed to a stone check dam and across a City sidewalk onto Lafayette Street. The applicant should consider an alternate design for this area, such as a linear infiltration feature (i.e. - trench backfilled to grade with permeable material in lieu of a swale), to reduce the concentration of flow onto the sidewalk and to eliminate the stone check dam at the edge of the property.

7. Solid Waste

The applicant states that residents will be responsible for standard curbside trash and recycling, with temporary storage supported in trash and recycling bins inside the building’s basement. The location of these facilities should be depicted on the final floor and site plans, and relevant notes regarding trash and recycling should be included in the condominium documents.

8. Scenic Beauty

No adverse impacts to scenic beauty are anticipated.

9. Comprehensive Plan

The project is compatible with Comprehensive Plan goals and policies, including the vision for the community’s future, which envisions an “adequate supply of quality housing for all” and “high-density areas on the peninsula.” The applicant’s assessment of conformance with the city’s long-range plans is included as *Attachment H*.

10. Financial and Technical Capacity

As noted above, the applicant has submitted a letter from Gorham Savings Bank as evidence of financial and technical capacity (*Attachment G*).

11. Wetland Impacts

There are no anticipated impacts to wetlands.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

The project is not located in a flood-prone area.

Technical and Design Standards and Required Improvements

Generally, many of the technical and design standards of *Section 14-498* do not apply in this case. The application incorporates most of the required improvements outlined in *Section 14-499*. However, the preliminary plans do not show the required number of street trees on the Lafayette Street frontage. Street trees are required per both the subdivision ordinance (*Section 14-499(f)*) and the site plan ordinance (*Section 14-526.2.b(iii)*), both of which refer to the city’s Technical Manual, which sets a standard of one street tree/unit for multi-family developments. Based on this standard, six street trees should be provided. The applicant’s landscaping plan (*Plan 18*) does show several trees within 10 feet of the property line, including a cherry, which might be counted towards the street tree requirement. Comments on the required number of street trees from the city arborist will be provided prior to final plan review. Pending those comments, the applicant will be required to either add trees meeting the street tree requirement or request a waiver per *Section 14-526.2.b(iii)* in the final plan submittal.

The preliminary plans show electrical service running via overhead line across Lafayette Street to an existing pole with a street light adjacent to the site, and then via underground line to the building itself. Per *Section 14-499(h)*,

the applicant is required to provide underground electrical service. Of the utility line situation, David Margolis-Pineo, of the city's Department of Public Services, whose comments are included as *Attachment 5*, writes,

There are two overhead utility lines to house number 31 on Lafayette St. which cross the applicant's property and technically require an easement. The alternative, and preferred option if possible, would be to work with the owner of house #31 and the appropriate utilities to run all lines to existing CMP pole #5.1[in front of 33-35 Lafayette] and then to house #31.

The intent of this comment is to simplify the arrangement of the overhead wires such that they all run to the one existing pole in front of 33-35 Lafayette Street.

XII. SITE PLAN REVIEW

The preliminary plans for the Marquis Lofts have been reviewed by staff for conformance with the relevant review standards of the City of Portland's site plan ordinance. Staff comments are below.

1. Transportation Standards

a. Impact on Surrounding Street Systems

Mr. Errico has reviewed the submittal and has not found any negative impacts with respect to the surrounding street system (*Attachment 3*).

b. Access and Circulation

The preliminary plans include the expansion of an existing driveway with a curb cut on Lafayette Street. Six parking spaces would be accessed via this driveway. Of the driveway, Tom Errico, consulting traffic engineer, writes,

I find the driveway width and separation conditions to be acceptable (although further review of on-site circulation is needed). DPS shall provide input on driveway apron design comments.

Because of limited vehicle maneuverability space, the applicant shall provide treatment that will protect the abutting building from vehicle impacts.

David Margolis-Pineo, of the city's Department of Public Services has also provided comments on the vehicular access design, writing,

The plans show the proposed driveway encroaching the abutting property. An access easement is required.

The applicant has indicated that an easement on this portion of the adjacent property is not planned. In the revised submittal, the treatment of this area should be resolved.

The main pedestrian access is proposed via a door fronting Lafayette Street which is setback from the face of the building. A secondary entrance is found on the southern side of the building. The applicant proposes to restore areas of the sidewalk disturbed by utility work with brick. Mr. Margolis-Pineo has recommended that the applicant replace the entire sidewalk in this area, writing,

Due to the condition of the existing brick sidewalk and the number of utility cuts proposed, the applicant is requested to replace the sidewalk between the two existing curb cuts.

c. Public Transit Access

The proposed development is not located along a public transit route and is not of sufficient size to require transit access.

d. *Parking*

Division 20 of the land use ordinance requires one parking space/unit for residential development located on the peninsula (*Section 14-332(a)3*). At this ratio, the project requires six parking spaces. As noted above, these are proposed in an interior parking area, each of standard size and controlled via overhead door. A preliminary turning template, showing access to one of the interior parking spaces (*Attachment X*), has been provided (*Plan 4*). Of the proposed parking plan, Mr. Errico writes,

The applicant shall provide information on the ability of vehicles to access and egress ALL parking spaces. The single garages will have limited accessibility as well as the first garage space when entering the site, due to the alignment of the driveway. The vehicle turning template should also be based on a standard passenger car as defined by AASTHO.

Neighbors have also commented on the viability of the off-street parking spaces, given their current design. There are concerns regarding impacts to the on-street supply if the off-street spaces are untenable or difficult to access (*Attachment 1*).

The preliminary drawings show two hanging bike racks inside the first floor parking area. These racks provide parking for two bikes. The site plan standard requires two spaces/five dwelling units for residential structures (*Section 14-526(a)4.b*).

e. *Transportation Demand Management*

A transportation demand management plan is not required.

2. *Environmental Quality Standards*

a. *Preservation of Significant Natural Features*

There are no known significant natural features on the site.

b. *Landscaping and Landscape Preservation*

As mentioned above, a landscaping plan has been provided. This plan shows a raised landscaped planter with mixed shrubs and perennials on the Lafayette Street frontage and shrubs and small trees along the northern and eastern property lines. Comments from Jeff Tarling, City Arborist, will be provided prior to final review.

c. *Water Quality/Storm Water Management/Erosion Control*

Of the preliminary grading and drainage plans, David Senus, consulting civil engineer, writes,

The application is preliminary. As such, additional documents will need to be submitted for the final application, including letters from utilities confirming capacity to serve the proposed development. Woodard & Curran will perform a review of the Final Application upon receipt of those documents.

In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards:

- a) *Basic Standards: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. However, locations for proposed silt fence and catch basin inlet protection devices should be indicated on the site plan. The plan should also include a note stating that the street Right-of-Way shall be kept clean from dust, tracked soil/mud, and construction debris and swept as necessary or as requested by the City of Portland to minimize dust and sediment originating from the site.*

- b) *General Standard: The project will result in a de minimis increase in impervious area of approximately 491 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control.*
- c) *Flooding Standard: The project will result in a de minimis increase in impervious area of approximately 491 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.*

The following details should be added for repair work associated with the City Right-of-Way in accordance with the City of Portland Technical Manual:

- a) *Brick Sidewalk*
- b) *Granite Curb*

3. Public Infrastructure and Community Safety Standards

a. *Consistency with Related Master Plans*

As noted above, the project is generally consistent with related master plans.

b. *Public Safety and Fire Prevention*

The applicant has generally designed the development to comply with Crime Prevention Through Environmental Design principles.

The applicant has provided a cursory NFPA code analysis for review by the Fire Prevention Bureau (*Plan 6*). Comments from Fire Prevention will be available at the time of final plan.

c. *Availability and Capacity of Public Utilities*

Utilities are proposed from Lafayette Street. As noted above, for the final site plan review, the applicant will need to present evidence that there are sufficient utilities, in particular, sewer and water capacity, to service the residential units on the site.

4. Site Design Standards

a. *Massing, Ventilation, and Wind Impact*

The mass of the building is not expected to pose health and safety, ventilation, or wind impacts. Details regarding HVAC siting will be required on the final plans.

b. *Shadows*

No shadow impacts on publicly accessible open spaces are anticipated.

c. *Snow and Ice Loading*

There are no anticipated detrimental snow or ice loading impacts.

d. *View Corridors*

The site is not near a protected view corridor.

e. *Historic Resources*

The site is not located in or near a designated historic district or landmark or known archaeological site.

f. *Exterior Lighting*

The applicant has provided a lighting plan showing full cutoff sconces at the building doorways (including the balcony doors) and cans in the main entryway from Lafayette Street. A photometric plan and cut sheets will be required at the time of final review.

g. *Noise and Vibration*

Information on the HVAC and mechanical equipment should be provided with the final plans.

h. *Signage and Wayfinding*

No signage or wayfinding is proposed at this time.

i. *Zoning-Related Design Standards*

City staff reviewed the preliminary floor plans, elevations, and renderings against the R-6 Infill Development Design Principles & Standards. The applicant's design narrative, which also provides a discussion of the design standards, is included as *Attachment I*.

The R-6 standards state that

New residential construction within Portland's compact R-6 zones should relate to the predominant character defining features of the neighborhood. The design of new development is critical, particularly elements such as the orientation and placement of a building on a site; relationship to the street; and mass, form and materials.

The Design Certification Program aims to insure that infill housing development makes a positive contribution to the City's neighborhoods. The intent is to ensure that infill housing is compatible with the neighborhood and meets a high standard of building design, while allowing for diversity of design.

To this end, the R-6 design standards include seven principles to which infill development must adhere. As a product of the design review, staff raised concerns with respect to three of these principles in particular: context, massing, and articulation.

Principle A: Context. The context principle of the R-6 design standards states that “[a] building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood” in terms of scale and form, composition of principal façades, and relationship to the street, with the “neighborhood” defined as the buildings within two-block radius from the site. The applicant has cited several three-story buildings in the immediate vicinity and several flat-roofed triple-deckers on Cumberland Avenue as evidence of compatibility, and has provided a context diagram in an attempt to compare the proposed development with its neighbors (*Plan 16*). In terms of immediate context, a two-story single family home sits to the site's north. A three-story home with a gabled roof sits to the south. Across the street one can generally find two- to three-story structures.

While staff was generally satisfied with the project's performance with respect to the second two of these guidelines, concerns were expressed regarding the building's height, proposed at just over 43', and scale in relation to the neighboring buildings. As noted above, most of the surrounding buildings are two to three stories in height, and most have gabled or mansard roofs which serve to mitigate the effect of height.

It should be noted that neighbors have also raised concerns regarding the proposed height of the project, citing a contrast with the neighboring properties and the neighborhood more generally (*Attachments 1 and 2*). Similarly, neighbors have expressed concerns about a design distinction between many of the gabled neighboring buildings, which again have the appearance of minimizing upper story bulk, and the scale and form of the proposed development. Neighbors have also argued that the proposed setback (which is a function of the reuse of the existing foundation on site), when combined with the street's narrow profile, will result in an “unpleasantly imposing presence on Lafayette Street.”

City staff has made several design suggestions to the applicant in this regard. Staff has recommended treatments intended to make the fourth floor more recessive in appearance (e.g. through a cornice line, stepback, or change in materials) or, likewise, treatments designed to reduce the prominence of the base, again through a change in materials. The ground floor treatment with an alternate material is generally characteristic of the neighborhood, which houses many buildings with raised basements.

Principle B: Massing. In keeping with the above, the R-6 design standards also include principles related to massing, stating that “[t]he building’s massing (as defined by its bulk, size, physical volume, scale, shape and form) should be harmonious with the massing of existing buildings in a two block radius.” Again, the applicant has cited larger three-story buildings with flat roofs in the neighborhood as evidence of a typology to which this project relates. They write, “[t]he massing of the Marquis Lofts is slightly larger in bulk and volume than many of the other buildings on Lafayette Street, but not out of context. The slightly larger scale is consistent with the relative scale of other infill developments on Munjoy Hill. (Examples, 43 Cumberland, 60 Cumberland, 45 Turner Street, 117 Sheridan Street, 135 Sheridan Street.)” City staff has recommended the above design changes as a means of mitigating the effect of the project’s massing.

Principle F: Articulation. Lastly, the R-6 design standards incorporate principles regarding façade articulation, generally that “[t]he design of the building is articulated to create a visually interesting and well composed residential façade.” The applicant argues that the use of “siding transition trim, entrance awning, cement panel joints, window frames, [and] gutters” provides the building with appropriate articulation.

In staff’s analysis, however, concerns were raised regarding the flatness of both the building’s southwest corner on the Lafayette Street façade and the driveway facade as well. Staff requested additional information from the applicant regarding efforts to break the plane in these two areas in particular.

Lastly, it should be noted that staff discussed the merits of an alternative design review for the project, under which the design could be reviewed for compatibility with a larger neighborhood context. The project would still need to conform to all of the R-6 design principles and the majority of standards under each, including all of the standards under Principle A: Context.

XIII. NEXT STEPS

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(a) and (b) and 14-527(e) and (f) for review by the Planning Authority and Planning Board; and
4. Hold final Planning Board Hearing.

XIV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Public comment (email correspondence from Gail Ringel, 11/21/13)
2. Public comment (email correspondence from Lisa Morris)
3. Traffic Engineer review (memo from Thomas Errico, 12/5/13)
4. Civil Engineer review (memos from David Senus, 12/2/13)
5. Department of Public Services review (memo from David Margolis-Pineo, 12/5/13)

APPLICANT’S SUBMITTALS

- A. Cover Letter (from Peter Bass, Random Orbit, Inc.)
- B. Level III Site Plan application
- C. Wastewater Capacity Application
- D. Description of Project
- E. Warranty Deed
- F. Zoning Summary
- G. Evidence of Financial Capacity
- H. Project Consistency with City Master Plans
- I. Marquis Lofts Design Narrative
- J. Stormwater Management Narrative
- K. Geotechnical Report
- L. Existing Site Photograph

C. PLANS

- Plan 1 Site Plan
- Plan 2 Standard Details
- Plan 3 Erosion Control Details
- Plan 4 Traffic Plan
- Plan 5 Boundary Survey
- Plan 6 Architectural Cover Sheet
- Plan 7 Existing Plan
- Plan 8 Parking Plan
- Plan 9 Unit Plan
- Plan 10 Section
- Plan 11 Elevations
- Plan 12 Elevations
- Plan 13 Elevations
- Plan 14 Perspectives
- Plan 15 Perspectives
- Plan 16 Context
- Plan 17 Lighting Plan
- Plan 18 Landscaping Plan

Gail Ringel

34 Lafayette Street
Portland, ME 04101
tel: 617 504-5422
email: ringelgail@gmail.com

November 21, 2013

Nell Donaldson
Planning Department
City of Portland Maine

Dear Ms. Donaldson,

My husband, Jonathan Wylie, and I are writing to comment on the proposed development of a multi-unit building at number 33 Lafayette St. We are residents of 34 Lafayette, directly across the street from the proposed new structure. Our understanding of the proposed development, based on conversations with the developer, Peter Bass, is that it will be constructed on the existing foundation and will include parking for 6 vehicles under the building at or just below grade, three stories above the parking with 2 residential units on each story (a total of 6 units), and a finished height of 43 feet with a flat roof. We believe that the proposed structure will have a seriously detrimental effect on the appearance and character of Lafayette St. and that it is out of scale and out of keeping with the general character of the surrounding neighborhood. We base this opinion on a review of all 108 buildings that are visible from the street in the immediate neighborhood on Lafayette, Merrill, Melbourne, North, Cumberland Ave, and Quebec Streets.

This is a somewhat eclectic residential neighborhood where the side streets, including Lafayette, are relatively narrow (Lafayette is 34 feet wide). Many of the older residences are built with almost no setback from the sidewalk and there is a mix of single story, two-story, and occasional three-story structures, most with peaked roofs. Of the 108 buildings along the streets mentioned above, we calculated the average height to be approximately 30 feet, a full story shorter than the proposed new development. Further, because half of the tallest buildings have peaked roofs, they provide more "air space" between structures and allow far more light to reach the pedestrian walkways along the streets.

As well as towering over the buildings in its immediate vicinity, the proposed structure would be 10 feet taller than 90% of the buildings in the surrounding area. 64% of the buildings nearby are between 30 and 34 feet tall. Another 4.5% are between 25 and 29 feet tall. All but one of the remaining structures in this neighborhood are less than 24 feet tall, 22%. A 43-foot tall building will be an imposing structure in this context and out of keeping with the general character of the neighborhood.

In addition to the proposed height, we find the siting of the building on the lot to be problematic. If built on the current foundation as proposed, it appears that the setback from the sidewalk will be no more than 58" or less than 5 feet. Without the 12-foot setback that is typically required for a 4-story structure, this 43-foot building will have an unpleasantly imposing presence on Lafayette St. While many of the older residential buildings lack the setbacks currently required by the City, these are typically much smaller, shorter buildings and their historic character is an additional mitigating factor. There are some taller structures on Cumberland St., but there as on Congress Street, the wider roadway helps to accommodate them without completely blocking a pedestrian's view of the sky. On a narrow side street like Lafayette, the impact of a 43-foot structure is considerably greater.

The density of units in this building could also cause considerable problems to the neighborhood. The proposed design shows six off street parking places, one for each unit, filling what amounts to the ground floor of the building. Even Mr.

Gail Ringel

34 Lafayette Street

Portland, ME 04101

tel: 617 504-5422

email: ringelgail@gmail.com

Bass concedes that the size and angles of access to these spaces are extremely tight – even optimistic. Since Lafayette St. has experienced considerable parking congestion, the development of one off-street spot for each residential unit is welcomed. However, it is not clear that the current design is realistic, and if residents are unwilling or unable to use their off street spots, the resulting additional pressure on street parking will be extremely problematic.

To conclude, we believe that the height, setback from the street, and density of units in the proposed development for 33 Lafayette St. are not appropriate for this location. While we welcome the design of a new structure for that address, we feel that a building up to 35 feet tall with no more than 4 units would be far more appropriate for this location. A considerably smaller structure would be consistent with 90% of existing buildings in the neighborhood and would improve rather than detract from the character of this location.

Thank you for your consideration. We hope you will request changes to the proposed development that would bring it more in keeping with its surroundings.

Sincerely,

Gail Ringel
Jonathan Wylie

To: Planning and Urban Development Department, Planning Division:

From: Lisa Morris, 26 Lafayette Street, Portland 04101

I am writing to weigh in on the "Marquis Lofts" proposal submitted by Peter Bass, Random Orbit Inc., for 35 Lafayette Street.

I am generally fine with the proposal except for its proposed height (3 floors plus one floor for ground level parking). A 4-story building is too large for this neighborhood and would overly dominate the surrounding buildings.

As can be seen from the architectural drawing (see link below), the proposed building dominates even the 3-story multi-unit to it's left. On it's right is a small, 2-story single family home, which the drawing leaves out (probably because the size differential would be even more obvious).

http://media.pressherald.com/images/290*256/922358-2013ph.housing.1126.jpg

Almost all of the other nearby buildings are 2-stories and include a mix of single family and 2-3 unit buildings (mostly 2).

I strongly encourage the Planning Board to limit the height of this proposed project to 3 stories.

Thank you.

Lisa Morris, owner of 26 Lafayette Street
lmorris@usm.maine.edu
207-780-5876

From: Tom Errico <thomas.errico@tylin.com>
To: Helen Donaldson <HCD@portlandmaine.gov>
CC: David Margolis-Pineo <DMP@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, "JeremiahBartlett" <JBartlett@portlandmaine.gov>
Date: 12/5/2013 12:49 PM
Subject: 35 Lafayette Street - Marquis Lofts

Nell - I have reviewed the application materials and offer the following comments.

* The applicant shall provide information on the ability of vehicles to access and egress ALL parking spaces. The single garages will have limited accessibility as well as the first garage space when entering the site, due to the alignment of the driveway. The vehicle turning template should also be based on a standard passenger car as defined by AASTHO.

* Because of limited vehicle maneuverability space, the applicant shall provide treatment that will protect the abutting building from vehicle impacts.

* I find the driveway width and separation conditions to be acceptable (although further review of on-site circulation is needed). DPS shall provide input on driveway apron design comments.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
[T.Y. Lin International] T.Y. Lin International
12 Northbrook Drive
Falmouth, ME 04105
207.781.4721 main
207.347.4354 direct
207.400.0719 mobile
207.781.4753 fax
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

Please consider the environment before printing.

MEMORANDUM



TO: Nell Donaldson, Planner
FROM: David Senus, P.E. & Ashley Auger, E.I.T.
DATE: December 2, 2013
RE: Marquis Lofts, Preliminary Level III Site Plan Review

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the re-development project located at 33 Lafayette Street in Portland, Maine. The project will involve utilizing the foundation of an existing church to construct a four story building consisting of six loft-style flats and ground level parking.

Documents Reviewed by Woodard & Curran

- Preliminary Level III Site Plan Application and attachments, prepared by Random Orbit, Inc.
- Engineering Plans, Sheets C-1, C-2, & C-3, dated September, 2013, prepared by BH2M, on behalf of Random Orbit, Inc.

Comments

- 1) The application is preliminary. As such, additional documents will need to be submitted for the final application, including letters from utilities confirming capacity to serve the proposed development. Woodard & Curran will perform a review of the Final Application upon receipt of those documents.
- 2) In accordance with Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards:
 - a) Basic Standards: The Applicant has provided a plan, notes, and details to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500. However, locations for proposed silt fence and catch basin inlet protection devices should be indicated on the site plan. The plan should also include a note stating that the street Right-of-Way shall be kept clean from dust, tracked soil/mud, and construction debris and swept as necessary or as requested by the City of Portland to minimize dust and sediment originating from the site.
 - b) General Standard: The project will result in a de minimis increase in impervious area of approximately 491 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control.
 - c) Flooding Standard: The project will result in a de minimis increase in impervious area of approximately 491 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.
- 3) The proposed swale on the west side of the building promotes concentrated flow directed to a stone check dam and across a City sidewalk onto Lafayette Street. The applicant should consider an alternate design for this area, such as a linear infiltration feature (i.e. - trench backfilled to grade with permeable material in lieu of a swale), to reduce the concentration of flow onto the sidewalk and to eliminate the stone check dam at the edge of the property.
- 4) The following details should be added for repair work associated with the City Right-of-Way in accordance with the City of Portland Technical Manual:
 - a) Brick Sidewalk
 - b) Granite Curb

From: David Margolis-Pineo
To: Barbara Barhydt; Helen Donaldson
CC: DEVELOPMENT REVIEW GROUP
Date: 12/5/2013 7:42 AM
Subject: Review comments 33 Lafayette St

December 5, 2013

Memo To: Nell Donaldson
Barbara Barhydt
From: David Margolis-Pineo
RE: Development Review Comments for 33 Lafayette St.

The Department of Public Services has the following comments for the proposed project located at 33 Lafayette Street.

1. There are two overhead utility lines to house number 31 on Lafayette St. which cross the applicant's property and technically require an easement. The alternative, and preferred option if possible, would be to work with the owner of house #31 and the appropriate utilities to run all lines to existing CMP pole #5.1 and then to house #31.
2. The plans show the proposed driveway encroaching the abutting property. An access easement is required.
3. Due to the condition of the existing brick sidewalk and the number of utility cuts proposed, the applicant is requested to replace the sidewalk between the two existing curb cuts.
4. Lafayette St. is currently not a moratorium street.

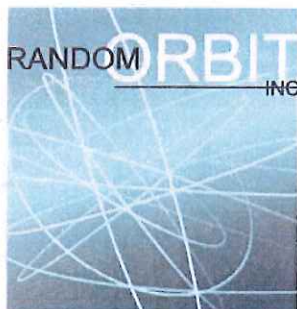
We have no further comments at this time.



Marquis Lofts Preliminary Site Plan Application

35 Lafayette St.
Chart 14 Block C Lot 21

Developer:
Random Orbit, Inc.
Peter Bass
795 Congress St.
Portland, ME 04102
772-6005
pbass@maine.rr.com

**PETER BASS**795 CONGRESS STREET
PORTLAND, ME 04102
207-772-6005pbass@maine.rr.com

To The Portland Planning Board;

Random Orbit, Inc. is proposing to redevelop the property at 35 Lafayette St. This submission is for a preliminary workshop review. Please note that the level of detail is mostly consistent with a final site plan submission so we hope to move to a public hearing quite smoothly. The existing single story building has been used since the mid 20th century as a church. The most recent congregation was the International Christian Fellowship. This is an African immigrant congregation with a wonderful success story of outgrowing the church and finding a new bigger space that suits their growing programming. Discussions with abutters and neighbors have shown that the change of use from a church to residential will be greatly welcomed and relieve parking pressures. Random Orbit's plan is to reuse the existing foundation with a small addition on the north side for stairway circulation. The ground level will be used for enclosed parking. We will build 6- 900sf loft style flats on three floors above the parking. This will be an addition of two stories above the existing structure. This condominium project will be a modern version of the many flat roofed multi families found on Munjoy Hill, some of which are in close proximity on Cumberland Ave and Merrill St. Modern materials and design will be used along with traditional massing, scale and form. The project is in the R-6 zone and we will take advantage of the small lot infill provision. All zoning rules have been met and we will not be asking for any exceptions.

Random Orbit has been a successful leader in infill development and creative reuse of historic and challenging properties in Portland. It is our goal to develop residences of great value. To do this we find value in underdeveloped and unique properties, use appropriate densities, design and unit size. This 6 loft condominium project should have market pricing that is well below other offerings that are currently being planned for the East End. We are excited about building an exceptional property that will offer ownership opportunities to a wider cross section of Portlanders.

Peter Bass
Random Orbit, Inc.

PROJECT NAME: Marquis Lofts

PROPOSED DEVELOPMENT ADDRESS:
35 Lafayette St.

PROJECT DESCRIPTION:
Redevelopment of existing church to 6 flats on 3 floors about ground level parking

CHART/BLOCK/LOT: 14 C 21

PRELIMINARY PLAN (date)
FINAL PLAN _____ (date)

CONTACT INFORMATION:

Applicant - must be owner, Lessee or Buyer Name: <u>RANDOM ORBIT Inc</u> <u>PETER BASS</u> Business Name, if applicable: Address: <u>795 Congress St.</u> City/State: <u>Portland</u> Zip Code: <u>04102</u>	Applicant Contact Information Work # <u>772-6005</u> Home# Cell # <u>712-0954</u> Fax# e-mail: <u>pbass@maine.rr.com</u>
Owner - (if different from Applicant) Name: Address: City/State: Zip Code:	Owner Contact Information Work # Home# Cell # Fax# e-mail:
Agent/ Representative Name: <u>PETER BASS</u> Address: <u>795 Congress St.</u> City/State: Zip Code:	Agent/Representative Contact information Work # <u>712-6005</u> Cell # <u>712-0954</u> e-mail: <u>pbass@maine.rr.com</u>
Billing Information Name: <u>RANDOM ORBIT Inc</u> Address: <u>795 Congress St.</u> City/State: <u>Portland</u> Zip Code: <u>04102</u>	Billing Information Work # Cell # Fax# e-mail:

Engineer Name: BH2M Les Berry Address: 28 State St. City/State: GORHAM Zip Code: 04038	Engineer Contact Information Work # 839-2771 Cell # 332-4144 Fax# e-mail: lberry@bh2m.com
Surveyor Name: Owen Haskell Address: 390 US Rt 1 City/State: Falmouth Zip Code: 04105	Surveyor Contact Information Work # 774-0424 Cell # Fax# e-mail: jschwanda@owenhaskell.com
Architect Name: Evan Carroll Bild Architecture Address: PO Box 5235 City/State: Portland Zip Code: 04104	Architect Contact Information Work # 408-0168 Cell # Fax# e-mail: evan@bildarchitecture.com
Attorney Name: Barbara Vestal Address: 107 Congress St. City/State: Portland Zip Code: 04101	Attorney Contact Information Work # 772-7426 Cell # Fax# e-mail: vestal@chesterandvestal.com

APPLICATION FEES:

Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)

Level III Development (check applicable reviews) <input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00) <input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000) <input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000) <input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000) <input type="checkbox"/> over 300,00 sq. ft. (\$5,000) <input type="checkbox"/> Parking lots over 11 spaces (\$1,000) <input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) <input type="checkbox"/> Planning Staff Review (\$250) <input type="checkbox"/> Planning Board Review (\$500) The City invoices separately for the following: <ul style="list-style-type: none"> • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) <input type="checkbox"/> Traffic Movement (\$1,000) <input type="checkbox"/> Stormwater Quality (\$250) <input checked="" type="checkbox"/> Subdivisions (\$500 + \$25/lot) # of Lots ___ x \$25/lot = ___ <input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot) # of Lots ___ x \$200/lot = ___ <input type="checkbox"/> Other _____ <input type="checkbox"/> Change of Use <input type="checkbox"/> Flood Plain <input type="checkbox"/> Shoreland <input type="checkbox"/> Design Review <input type="checkbox"/> Housing Replacement <input type="checkbox"/> Historic Preservation
---	---

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or DVD with each plan submitted as separate files, with individual file names (see submittal requirements document attached).
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Planning Division Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

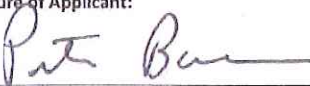
Refer to the application checklist for a detailed list of submission requirements.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), which includes the Subdivision Ordinance (Section 14-491) and the Site Plan Ordinance (Section 14-521). Portland's Land Use Code is on the City's web site <http://www.portlandmaine.gov/citycode/chapter014.pdf>

APPLICANT SIGNATURE:

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 11/18/2013
--	---------------------

PRELIMINARY PLAN (Optional) - Level III Site Plan

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
✓		1	Completed Application form
✓		1	Application fees
✓		1	Written description of project
✓		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
✓		1	Written assessment of proposed project's compliance with applicable zoning requirements
✓		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
N/A		1	Written requests for waivers from site plan or technical standards, if applicable.
✓		1	Evidence of financial and technical capacity
N/A		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
✓		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓		1	Preliminary Site Plan including the following: (Information provided may be preliminary in nature during preliminary plan phase)
✓			Proposed grading and contours;
✓			Existing structures with distances from property line;
✓			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
✓			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
✓			Preliminary infrastructure improvements;
✓			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
N/A			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
N/A			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
✓			Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed;
✓			Exterior building elevations.

FINAL PLAN - Level III Site Plan

Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓		1	* Completed Application form
✓		1	* Application fees
✓		1	* Written description of project
✓		1	* Evidence of right, title and interest
N/A		1	* Evidence of state and/or federal permits
✓		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
✓		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
✓		1	* Evidence of financial and technical capacity
✓		1	Construction Management Plan
N/A		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
N/A		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
✓		1	Stormwater management plan and stormwater calculations
✓		1	Written summary of project's consistency with related city master plans
✓		1	Evidence of utility capacity to serve
✓		1	Written summary of solid waste generation and proposed management of solid waste
✓		1	A code summary referencing NFPA 1 and all Fire Department technical standards
✓		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
N/A		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
✓	✓	1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
✓	✓	1	Final Site Plans including the following:
✓	✓		Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
✓	✓		Existing and proposed structures on parcels abutting site;
✓	✓		All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
✓	✓		Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
✓	✓		Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
N/A	✓		Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
N/A	✓		Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
✓	✓		Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
✓	✓		Location of all snow storage areas and/or a snow removal plan;
N/A	✓		A traffic control plan as detailed in Section 1 of the Technical Manual;
N/A	✓		Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
N/A	✓		Location and proposed alteration to any watercourse;
N/A	✓		A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
N/A	✓		Proposed buffers and preservation measures for wetlands;
✓	✓		Existing soil conditions and location of test pits and test borings;
✓	✓		Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
✓	✓		A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
✓	✓		Grading plan;
✓	✓		Ground water protection measures;
✓	✓		Existing and proposed sewer mains and connections;

- Continued on next page -

		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
✓		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
✓		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
N/A		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
N/A		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
✓		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
✓		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

App. C

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Mr. Frank J. Brancely,
Senior Engineering Technician,
Phone #: (207) 874-8832,
Fax #: (207) 874-8852,
E-mail: fjb@portlandmaine.gov

Date: 9/17/13

1. Please, Submit Utility, Site, and Locis Plans.

Site Address: 35 Lafayette St.

Chart Block Lot Number: 14 C 21

Proposed Use: 6 unit residential Condominium

Previous Use: Church

Existing Sanitary Flows: unknown GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to receive the proposed building sewer lateral.

12" V.C.P SS
Center of Lafayette St.

Site Category

Commercial (see part 4 below)	<input type="checkbox"/>
Industrial (complete part 5 below)	<input type="checkbox"/>
Governmental	<input type="checkbox"/>
Residential	<input checked="" type="checkbox"/>
Other (specify)	<input type="checkbox"/>

(Clearly, indicate the proposed connections, on the submitted plans)

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____
 Owner/Developer Name: RANDOM ORBIT INC. PETER BASS
 Owner/Developer Address: 75 CONGRESS ST. PORTLAND
 Phone: 772-6005 Fax: _____ E-mail: pbass@maine.ra.com
 Engineering Consultant Name: LES BERRY BH2M
 Engineering Consultant Address: 28 STATE ST GORHAM ME 04038
 Phone: 839-2771 Fax: _____ E-mail: lberry@bh2m.com

(Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review)

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: _____ 340 GPD

Peaking Factor/ Peak Times: 5 7:00 AM

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"
 "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)
Maine State Plumbing Code

(Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet)

Updated: August 15, 2013

Per Maine State Plumbing Code

Project = 6-1 bedroom units
 Flow per bedroom = 9 gpd
 Total flow = 6 x 90 = 540 GPD

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	6,139	sq. ft.
Proposed Total Disturbed Area of the Site	750	sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland		
Impervious Surface Area		
Impervious Area (Total Existing)	3,296	sq. ft.
Impervious Area (Total Proposed)	3,787	sq. ft.
Building Ground Floor Area and Total Floor Area		
Building Footprint (Total Existing)	2,100	sq. ft.
Building Footprint (Total Proposed)	2,318	sq. ft.
Building Floor Area (Total Existing)	4,200	sq. ft.
Building Floor Area (Total Proposed)	8,872	sq. ft.
Zoning		
Existing	R-6 small lot	
Proposed, if applicable		
Land Use		
Existing	Church	
Proposed	Residential	
Residential, If applicable		
# of Residential Units (Total Existing)	0	
# of Residential Units (Total Proposed)	6	
# of Lots (Total Proposed)	6	
# of Affordable Housing Units (Total Proposed)	0	
Proposed Bedroom Mix		
# of Efficiency Units (Total Proposed)	6	Loft style
# of One-Bedroom Units (Total Proposed)		
# of Two-Bedroom Units (Total Proposed)		
# of Three-Bedroom Units (Total Proposed)		
Parking Spaces		
# of Parking Spaces (Total Existing)	2	
# of Parking Spaces (Total Proposed)	6	
# of Handicapped Spaces (Total Proposed)	0	
Bicycle Parking Spaces		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	2	
Estimated Cost of Project		

Written Statement for Marquis Lofts, 35 Lafayette St, Multifamily Development

Owners: Random Orbit, Inc.
795 Congress St.
Portland, Maine

Description of Project:

New construction utilizing existing foundation
6 unit, loft style multi-family with parking in basement.
Total of 4 floors-2 units per floor above ground level parking
Total land area of site: 6139 square feet
Total floor area: 2100 square feet basement/parking
8872 square feet living area on 3 floors

1

Construction Plan: All construction will be done in a single phase taking 5-6 months for completion. Construction will start spring of 2014 and be completed in the fall of 2014.

Traffic Plan: N/A

Significant Natural Features: None

Site Layout Narrative: See accompanying Storm Water Report

Storm Water Runoff Calculations: See accompanying Storm Water Report

Master Plan Consistency: See accompanying Project Consistency Document

Evidence of Utility Capacity: Request for capacity letters submitted to Public Services for sewer capacity and PWD for water capacity.

Solid Waste: It is expected that only typical residential waste will be generated on the site. This will be stored in refuse bins inside the basement and set on the street for regular city pay per bag trash removal.

NFPA Code Summary: See accompanying NFPA code summary document.

Consistency with R-6 Design Standards: See accompanying document.

WARRANTY DEED

INTERNATIONAL CHRISTIAN FELLOWSHIP

a Maine independent church whose mailing address is 35 Lafayette Street, Portland, Maine, for consideration paid, grants to

RANDOM ORBIT INC.

A Maine Corporation with an office and place of business located at 795 Congress Street, Portland, Maine 04101, with WARRANTY COVENANTS, the following described real property in the City of Portland, Cumberland County of Cumberland and State of Maine:

See Exhibit A attached hereto and made a part hereof

Also hereby conveying all rights, easements, privileges, and appurtenances, belonging to the premises hereinabove described.

IN WITNESS WHEREOF, International Christian Fellowship has caused this instrument to be executed by Mutima Peter, its Senior Pastor thereunto duly authorized this 13th day of August, 2013.

MAINE REAL ESTATE TAX PAID

WITNESS

Barbara Vestal
Witness

International Christian Fellowship
Mutima Peter
By: Mutima Peter
Its: Senior Pastor

State of Maine
Cumberland, ss.

August 13, 2013

Personally appeared before me Mutima Peter, in his capacity as Senior Pastor, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of International Christian Fellowship.

Before me,

Barbara Vestal
Attorney-at-Law/Notary Public
BARBARA A. VESTAL
ME BAR # 764

EXHIBIT A

A certain lot or parcel of land with the buildings thereon, situated in Portland, Maine and bounded and described as follows:

Beginning at a point in the Northeasterly sideline of Lafayette Street, said point being distant 147.50 feet Northwesterly along the Northeasterly side of Lafayette Street from its intersection with the Northwesterly sideline of Cumberland Avenue and being also the Westerly corner of a lot of land now or formerly owned by Kenneth A. Harris and Ruth E. Harris; thence Northeasterly make an angle of $83^{\circ} 38''$ with the Northwesterly direction of the said Northeasterly sideline of Lafayette Street and by land of said Harris and land now or formerly of Joseph Fournier a distance of 101.00 feet to a point; thence Northwesterly making an included angle of $93^{\circ} 17'$ and on a line parallel to the line of Merrill Street a distance of 62.30 feet to a point and a fence at the Easterly corner of land now or formerly of Alice L. Fisher; thence Southwesterly making an included angle of $86^{\circ} 30''$ and by land of said Fisher, a distance of 97.55 feet to Lafayette Street; thence Southeasterly by Lafayette Street a distance of 62.24 feet to the point of beginning.

Being the same premises conveyed to International Christian Fellowship by Warranty Deed from The Root Cellar, a Maine non-profit corporation dated October 19, 2001 and recorded in said Registry of Deeds in Book 16874, Page 338.

G:\Clients\International Christian Fellowship\Sale of 35 Lafayette St Portland\Warranty,Deed.Entity.doc

Received
Recorded Register of Deeds
Aug 13, 2013 11:25:05A
Cumberland County
Pamela E. Lovley

Zoning Code Summary
 6 Unit Condominium Development
 35 Lafayette St.
 Random Orbit, Inc. Developer

Zone: R-6 Small lot designation
 Lot Size: 6,139 sq. ft. = 0.141 acres

	R-6 Small Lot Code	Proposed
Lot Size	No Minimum Max. 10,000	6139 sq.ft.
Front Yard	Less than 10 ft	Less than 10 ft.
Rear Yard	15ft or Greater	16'6"
Side Yard:	Height of abutting building + Height of Proposed building/5	
	Right Yard:	
	Required set back between buildings:	
	Height of abutting building 34'	
	Plus Height of Proposed 43'-4"	
	Divided by 5 = 15.6'	17'6"
		16" to lot line
	Left Yard	
	Required set back between buildings:	
	Height of abutting building 28'-6"	
	Plus Height of Proposed 43'-4"	
	Divided by 5 = 14'-4"	21'6"
		10' to lot line
Maximum Structure Height	45	43'-4"
Height Calculation:		
	East Corner 44'2"	
	South Corner 44'2"	
	West Corner 44'2"	
	North Corner 41'0"	
	Average Height 43'4"	
Minimum Lot Width:	None	61.73 ft
Minimum Land Area Per Dwelling: 725		
Allowable Units:	8	6
Required On Site Parking	6	6



November 11, 2013

Re: Peter Bass
Random Orbit, Inc.
795 Congress Street
Portland, Maine 04102

Development of Lafayette Street Portland, Maine

To Whom It May Concern:

I am writing on behalf of Peter Bass and Random Orbit, Inc. Gorham Savings Bank has had a deposit relationship and borrowing relationships with Peter Bass for many years. Mr. Bass has successfully completed a number of commercial and residential development projects. Based on this experience, Mr. Bass has demonstrated both the management capabilities and the financial resources necessary to see a project like this through to a successful completion.

This letter is not to be construed as a loan commitment

If you should need further information or clarification, please contact me at 222-1492.

Regards,

A handwritten signature in black ink, appearing to read "Karl Suchecki", written in a cursive style.

Karl Suchecki
Sr. Vice President

Project Consistency with City Master Plans

The proposed subdivision is precisely the type of development that is encouraged by Portland's Comprehensive Plan. It meets multiple comprehensive plan goals, including at least the following, each of which is discussed in more detail below:

FUTURE LAND USE PLAN

- Encourage orderly growth and development in appropriate areas, making efficient use of public services and preventing development sprawl. (State Goal A, Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21);
- In the R-6 zone, encourage the existing compact lot development pattern typically found on the peninsula. (Comprehensive Plan, Vol. II, Future Land Use Plan, p. 65)

HOUSING POLICIES

- Advance the overall goal of maintaining a 25% share of Cumberland County's population, taking advantage of the City's capacity to accommodate more people (Comprehensive Plan, Vol. I, Portland's Goals and Policies for the Future, p. 21-22);
- Create new housing to support Portland as an employment center and to achieve an improved balance between jobs and housing. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, pp. 21-22);
- Ensure that an adequate supply of housing is available to meet the needs and preferences of all Portland households, including a continuum of options across all income levels. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 44);
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 44);
- Promote residential densities that are consistent with past development patterns. (Housing: Sustaining Portland's Future, p. 27);

SUSTAINABILITY

- Increase efficient use of transportation resources by avoiding decentralizing land use trends and supporting land use patterns that favor density and concentration. Comprehensive Plan, Vol I, Transportation Resources, T-7-8);
- Design housing to use new technologies and materials that reduce costs and increase energy efficiency. (Comprehensive Plan, Vol I, Portland's Goals and Policies for the Future, p. 22)

A. Future Land Use Plan

In accordance with the mandate of the State Growth Management policies, the City designated all properties zoned R-6 as part of the growth area. However, the Future Land Use Plan went beyond that simple designation to assert that Portland needs growth to sustain it as a healthy city and to maintain its role as the economic, cultural and residential center for the region. (p. 55). Ideally, that growth will “provide housing near employment centers, support public transportation, attract families with children, expand the tax base, and stabilize neighborhoods.” (p. 55)

In looking at where that growth can be accommodated within Portland, it found that only 9.75% of land in all residential zones is vacant, and in the highest density residential zone, the R-6 zone, only 2.77% of the land is vacant. As a way to foster the growth necessary to a healthy future, the Future Land Use Plan specifically endorses the recommendation, first made in Housing: Sustaining Portland’s Future, to “rewrite[e] the zoning ordinance to encourage new housing and eliminate[e] barriers to development by allowing greater housing density and more efficient use of vacant land, infill lots, and redevelopment opportunities.” (Future Land Use, p. 55) The Future Land Use Plan notes with approval that amendments are in process to make more of the vacant land available for development, stating:

Currently, the R-6 Zone Amendments for Small Lot Infill Development are being prepared to allow undersized vacant lots to be developed at former density and setback requirements. The intent of these amendments is to encourage new housing on small infill lots in a manner consistent with the existing compact lot development pattern typically found on the peninsula. (p. 65)

B. Housing Policies

Increased residential housing is viewed as a key to maintaining the health of the City. It is not sufficient for it merely to be an employment center for people to commute to by day, while living in and paying real estate taxes to suburban towns. The housing component of the comprehensive plan, Housing: Sustaining Portland’s Future, calls for Portland to accommodate housing for more people so that the City increases to and then maintains a 25% share of the county’s population. (p. 53)

One fundamental housing goal is to increase the supply of housing. To further that goal, the housing plan states the City should strive to ensure the construction of a diverse mix “that offers a continuum of options across all income levels.” (p. 29) The City should also encourage higher density housing, “particularly located near services, such as schools, businesses, institutions, employers, and public transportation.” (p. 30) Particular emphasis is placed on encouraging infill development, and housing within and adjacent to the downtown. In furtherance of the goal of developing a broad range of housing, it states the City should “[e]ncourage opportunities for the development of homes that are attractive to those households moving up in the real estate market . . . so Portland can remain competitive with surrounding suburban communities. (p. 32) Additional supply-based objectives include “identify[ing] vacant land and redevelopment opportunities throughout the city to facilitate the construction of new housing” and “[p]romot[ing] Portland as a Pro-Housing Community.” (p. 33) While some parts of the housing plan emphasize affordable assisted housing, it states “the need for market rate housing for mid and higher income households is also critically important to Portland’s future. Eliminating barriers to housing development and supporting market rate projects through the approval process can assist in this.” (p. 62b)

Another basic housing plan goal is to maintain neighborhood stability and integrity. The plan calls for the City to “[e]ncourage innovative new housing development which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.” (p. 44) The plan advocates “work[ing] with owners and developers to find productive uses for vacant and underutilized lots.” (p. 45) The plan makes it clear that it is not trying to encourage suburban, single-story ranch house infill development that was typical of prior periods. Instead the 2002 plan values traditional patterns of development and residential density, and criticizes the fact that (particularly in the R-6 zone) the traditional development pattern cannot be replicated under the zoning then in effect. (p. 27) Since that date, the City has implemented the R-6 small lot provisions so that infill development can replicate the traditional character and pattern of development.

C. Sustainability

The land use policy promoting infill development and increased housing stock in close proximity to downtown, discussed above, has been identified by the City as an important part of creating environmental and economic sustainability. (“Sustainable Portland”, Final Report of the Mayor’s Sustainable Portland Taskforce, November, 2007). The proposed development is consistent with these goals.

Similarly, the Sustainability Report identified green building as an important means for reducing pollution and our collective carbon footprint. (*Id.*, p. 6) This building is designed to have numerous green features including: all landscaping native species; roof water runoff collected in rain barrels for irrigation; building envelope sealed to prevent air leaks with insulation well above present construction standards; energy efficient windows with largest oriented to optimize solar gain and windows located for cross natural ventilation, without air-conditioning systems; energy efficient systems and appliances, air exchangers, and radiant floor heat in each unit; low VOC paints, glues and sealants; roof light color to prevent heat build up; and many green building materials, flooring, siding, and recycled products.

R-6 Infill Development Design Principles & Standards

Marquis Lofts Design Narrative

App. I

Alternative Design Review

The Marquis Lofts meet nearly all of the design standards. As described in the narrative below, the Lofts are detailed as a contemporary building, and as such some of the standards do not have language compatible with contemporary design.

The massing and scale of the Lofts are in keeping with the surrounding neighborhood, and based on standard flat-roof walk-up style apartment building that can be found throughout the neighborhood and the city.



PRINCIPLE A – Overall Context - *A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.*

STANDARD A-1: The form of the Marquis Lofts can be most easily compared to the flat-roofed apartment buildings that can be found around the corner on Cumberland Avenue, and scattered elsewhere on Munjoy Hill. The design of the Lofts offers a variation on this building type by using a material change in place of the common bay window.

STANDARD A-2: The articulation of the Lofts is punctured openings of uniform size and predictable rhythm, as can be found in the surrounding homes. The windows of the Lofts are further articulated by the use of a multiple-light arrangement that makes up each opening.

STANDARD A-3: The orientation of the Lofts is in keeping with the site placement of the surrounding buildings which all orient to the orthogonal street grid. The massing of the Lofts is such that the front façade sits within ten (10) feet of the front lot line, as is typical of buildings on Lafayette Street.

PRINCIPLE B – Massing - *The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume.*

STANDARD B-1: The Marquis Lofts utilize the footprint of an existing building which took up a larger area than many of the buildings on Lafayette Street. Part of the lofts steps back from the street as is common with homes in the neighborhood. The Lofts sit on a raised basement, as is common with houses on both sides of Lafayette Street.



ingenuity thoughtfulness empathy

The massing of the Marquis Lofts is slightly larger in bulk and volume than many of other buildings on Lafayette Street, but not out of context. The slightly larger scale is consistent with the relative scale of other infill developments on Munjoy hill. (Examples: 43 Cumberland, 60 Cumberland, 45 Turner Street, 117 Sheridan Street, 135 Sheridan Street)

STANDARD B-2: Lafayette Street contains buildings of gable form, flat roof form, and mansard roof form; the Marquis Lofts will be another building of flat roof-type massing.

STANDARD B-3: The Lofts have a flat roof as can be found elsewhere on Lafayette Street.

STANDARD B-4: The Lofts have a flat roof as can be found elsewhere on Lafayette Street.

STANDARD B-5: The Marquis Lofts have faced articulation that includes a recessed entry, balconies and a covered entry.

STANDARD B-6: The access to parking in the Lofts is recessed and on the side of the building, incorporated into the building form.

PRINCIPLE C - Orientation to the Street - *The building's façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.*

STANDARD C-1: The entrance to the Marquis Lofts is located at the side of the building but connected to the front of the building by use of an awning that wraps from the side to the front.

STANDARD C-2: A transition of privacy from the sidewalk to the Lofts is created by a raised planter and the use of raised windows.

STANDARD C-3: The transition to the entrance is created by a planter, sidewalk seating and a covered entry.

PRINCIPLE D - Proportion and Scale - *Building proportions must be harmonious and individual building elements shall be human scaled.*

STANDARD D-1: The windows on the Marquis Lofts are rectangular and vertically proportioned.

STANDARD D-2: The windows and other fenestration on the Lofts are at least 12% of the total façade area.

STANDARD D-3: The Lofts do not have a porch, but have a front patio of similar proportions.

PRINCIPLE E - Balance - *The building's façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features and elements.*

STANDARD E-1: The heads of windows and doors align.

STANDARD E-2: Doors and windows align vertically.

STANDARD E-3: Doors and windows are NOT arranged in a symmetric manner, but ARE arranged in a visibly discernible and rational manner.



PRINCIPLE F - Articulation - *The design of the building is articulated to create a visually interesting and well composed residential façade.*

STANDARD F-1: The Marquis Lofts will utilize a cement panel siding system with cement clapboards used as a second siding material. The transition between these two materials will be achieved with vertical trim piece that projects about 4" from the building. The joints between the cement panels will be trimed with aluminum extrusion profiles designed for the purpose. A rectangular gutter will be utilized to create a cornice at the top of the building. Windows will not have trim except for the aluminum profiles that are part of the panel system. This approach on the windows is appropriate for the contemporary style of the building.

STANDARD F-2: There are only two window categories in the Lofts: Square windows, and Tall windows. These two types are used both as single windows and as pairs.

STANDARD F-3: The Lofts have two cladding materials, which are used rationally.

STANDARD F-4: The levels in the Lofts are delineated by balconies.

STANDARD F-5: The balconies and entrance awning are all part of a singular vocabulary and will have the same color as the siding transition trim.

STANDARD F-6: The main entrance faces the street, but is set back from the sidewalk to provide a level of privacy for the residents. Visitors of the Lofts will be oriented to the main entrance by the awning that wraps from the front of the building to the side of the building.

STANDARD F-8: While the contemporary style of the Marquis Lofts does not lend itself to the terms described in Standard F-8, the building IS appropriately articulated. Elements providing articulation include: siding transition trim, entrance awning, cement panel joints, window frames, gutters, and building lettering.

PRINCIPLE G - Materials - *Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood.*

STANDARD G-1: The Marquis Lofts utilize clapboard siding with an innovative color scheme to provide a tactile connection to the neighboring buildings. A cement panel siding system provides the design contemporary aesthetic, but the muted color ensures that the clapboard siding receives the visual emphasis. The foundation will be concrete, as is customary. The roof will not be visual from the street.

STANDARD G-2: The cement siding on the Lofts is used in a manner that is appropriate to its nature.

STANDARD G-3: The Lofts will have no visible chimney.

STANDARD G-4: There are only two window categories in the Lofts: Square windows, and Tall windows. These two types are used both as single windows and as pairs. Windows will not have trim except for the aluminum profiles that are part of the panel system. This approach on the windows is appropriate for the contemporary style of the building.

STANDARD G-5: The patio at the front of the Lofts will be constructed of concrete.

LESTER S. BERRY
WILLIAM A. THOMPSON
ROBERT C. LIBBY, Jr.
WALTER E. PELKEY



Berry, Huff, McDonald, Milligan Inc.
Engineers, Surveyors

November 14, 2013

Peter Bass
17 Chestnut Street
Portland, Me. 04101

Re: Marquis Lofts
Lafayette Street, Portland
Stormwater Management

Dear Peter;

With respect to Stormwater Management for the Marquis Lofts Project, we have investigated the conditions and propose the drainage system as shown on the project plans.

Existing Site

The existing site on Lafayette Street is a 6,139 s.f. parcel of land with an existing church building (2,100 s.f.) and driveway. We have inspected the site and observed existing drainage patterns.

- Runoff from the church roof splits with 1/2 the roof sheet flowing to the north side and 1/2 of the roof sheet flowing to the south.
- The southerly side runoff which is combined with the runoff from the abutter downspouts drains over the lawn, down the existing driveway, across the sidewalk, into the roadway, and then southerly to a catchbasin located in front of the Thompson property. No impacts or problems were observed.
- The northerly side of the building runoff flows over land to the sidewalk, into the gutter and to the same catchbasin. No impacts or problems were observed.

Attached is a "Predevelopment" Plan (Survey Plan) that shows the drainage routes.

Proposed Project

The proposed project is shown on Sheet C-1 with an impervious area summary shown as Note 16. The net increase in impervious area is 491 s.f., which is below the level required by ordinance for detention or treatment in accordance with Chapter 500.

Proposed Drainage

The proposed new building will have a flat roof with 2 drain spouts.


- The rear drain spout (northeast corner) will drain into a rain barrel before being discharged into a gentle lawn swale. The swale then flows to the sidewalk. This flow will be identical to the predevelopment condition with respect to the flow rates and volumes.
- The front drain spout (southwest corner) will drain into a crushed stone planter base and then discharge over the sidewalk. The intent is to infiltrate runoff to the extent possible in the bottom of the planter.
- The southerly side of the building (driveway) will drain southerly to the edge of the driveway and then westerly to the sidewalk this runoff will include the abutter roof drains.

Attached is a "Post-development" Plan (C-1) that shows the drainage routes.

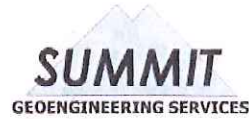
Summary

The volume, rates and location of the drainage is the same in the predevelopment conditions as in the post-development condition. No impacts or issues were identified so it is our opinion that the proposed drainage plan will have no impacts to the abutters and street drainage.

Sincerely,



Lester S. Berry, P.E.



Geotechnical Report

**Proposed Building Renovation
33 Lafayette Street
Portland, Maine**

Prepared for:

Peter Bass
795 Congress St.
Portland, Maine 04102

Prepared by:

Summit Geoengineering Services
Project #13177
October 2013



October 29, 2013
Summit #13177

Peter Bass
795 Congress St.
Portland, Maine 04102

Reference: Geotechnical Investigation, Proposed Building Renovation
33 Lafayette St., Portland, Maine

Dear Peter:

We have completed the geotechnical investigation for the project referenced above. Our scope of services included observing the excavation of two test pits at the site and preparing this report summarizing our findings and geotechnical recommendations for the proposed building renovation.

Project Description

The project consists of renovating an existing single story wood framed building with a full basement into a three story condominium building. The basement level will be used for parking. We understand that the existing superstructure will be demolished. We further understand that it is preferred to use the existing foundation wall on the east and west sides of the existing building to support the new wood framed structure. Renovation would include removing portions of the south foundation wall to create overhead openings for car entry into the lower parking area.

We understand that the floor framing will span in a west to east direction with intermediate supports at two locations near the center of the building running east to west. These new interior walls and the exterior walls on the east and west sides of the building will be bearing walls. The existing exterior walls on the north and south sides will be non-bearing.

Explorations

Summit Geotechnical Services (SGS) observed the subsurface conditions at the site with the excavation of two test pits on October 17, 2013. The test pits were excavated adjacent to the existing building at the locations shown on Figure 1. The intent of the test pits was to locate the existing wall footings and determine the characteristics of the soil beneath the walls. The soil conditions are presented on Figure 1: no separate test pit logs were prepared.



Subsurface Conditions

The soil adjacent to and beneath the existing walls consists of granular fill soil, described as brown gravelly sand with a trace to little silt and a few cobbles. The fill was loose, becoming compact with depth. No groundwater was observed in the test holes.

The existing foundation walls at the test pit locations do not have footings. The walls bear directly on the gravelly sand fill soil at the depths shown on Figure 1. A footing was observed beneath the addition at the west end of the existing building. The top of the footing was approximately 5.4 feet below the existing ground surface. The footing was greater than 6 inches thick and protruded from the existing foundation wall 6 inches. Assuming an 8 inch thick foundation wall, the total footing width is estimated to be 20 inches. This footing is assumed to be present at the existing wall on the west side of the building. The condition of the foundation wall along the east side of the building was not explored. It is reasonable to assume that this wall has no footing and is similar to the existing walls on the north and south sides of the building.

Geotechnical Foundation Recommendations

Allowable Bearing Pressure and Subgrade Preparation

We understand that the current approach is to use the existing exterior foundation walls at the east and west sides of the building as bearing walls. The existing basement slab will be removed to construct the new interior bearing walls. An exploration of the soil conditions beneath the existing slab was not undertaken. It is reasonable to assume that the gravelly sand soil encountered beneath the exterior footings is present beneath the existing slab.

We understand that the ideal allowable contact pressure for the anticipated loads from the new building ranges from 3,000 psf to 3,500 psf. We further understand that the live load to dead load ratio is approximately 3 to 1. Based on our evaluation of the existing soil conditions, it is our opinion that the existing soil is suitable to support a contact pressure of 3,000 psf considering dead loads only. The allowable contact pressure can be increased to 3,500 psf when considering the appropriate dead and live load combinations.

We recommend that after the slab is removed the existing subgrade soil beneath the new interior bearing wall footings be compacted using a vibratory plate compactor. Wet, soft, or other unsuitable soils, if encountered, should be removed and replaced with $\frac{3}{4}$ inch crushed stone.

Seismic Design

Explorations to bedrock were not performed at this site. Based on our observations of the existing soil and our experience with soil conditions in the area, we recommend that the default



classification of Site Class D be used for this site. The following seismic site coefficients are in accordance with the 2012 International Building Code (IBC):

SUBGRADE SITE SEISMIC DESIGN COEFFICIENTS – IBC 2012	
Seismic Coefficient	Site Class D
Short period spectral response (S_S)	0.240
1 second spectral response (S_1)	0.078
Maximum short period spectral response (S_{MS})	0.384
Maximum 1 second spectral response (S_{M1})	0.187
Design short period spectral response (S_{DS})	0.256
Design 1 second spectral response (S_{D1})	0.125

Closure

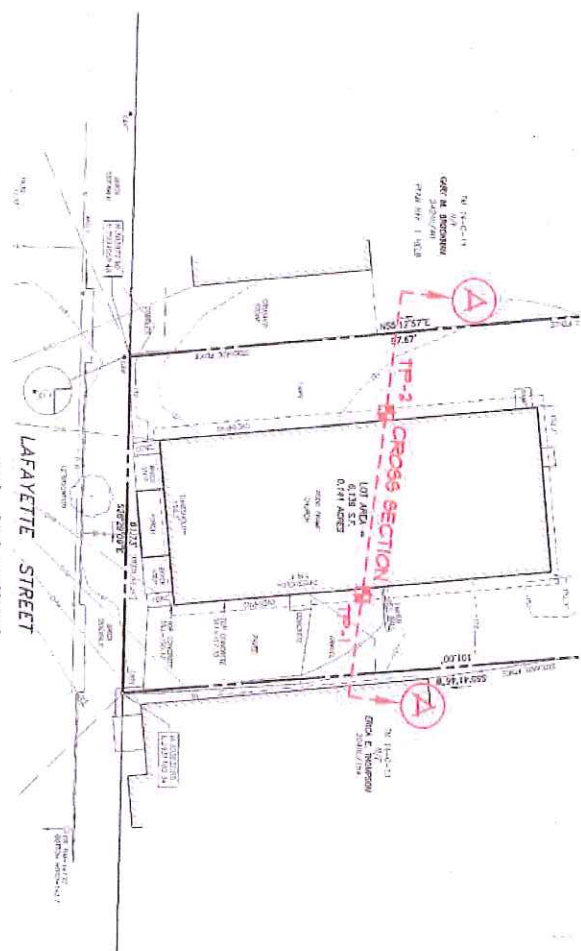
Our recommendations are based on professional judgment and generally accepted principles of geotechnical engineering and project information provided by others. The soil conditions beneath the existing slab were not explored. When exposed, if these conditions deviate significantly from our assumptions, SGS should be contacted.

We appreciate the opportunity to serve you during this phase of your project. If there are any questions or additional information is required, please do not hesitate to call.

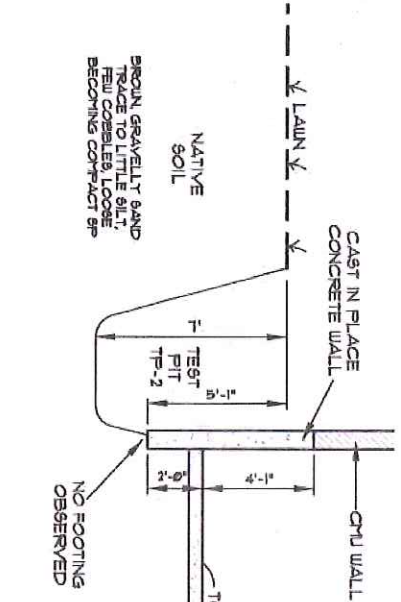
Sincerely yours,
Summit Geoengineering Services,

William M. Peterlein, P.E.
President & Principal Engineer

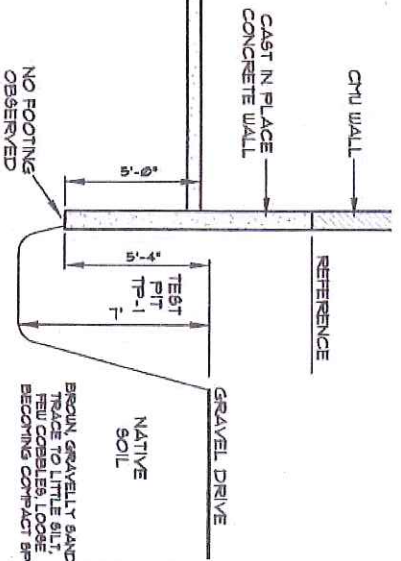




PLAN VIEW
SCALE: 1" = 20'



CROSS SECTION A-A
SCALE: 1" = 4'



NOTES

- 1) REFERENCE IS MADE TO A PLAN ENTITLED "BOUNDARY SURVEY AT 33-39 LAFAYETTE STREET", DATED SEPTEMBER 6, 2001, PREPARED BY OWEN HARBELL, INC.
- 2) DIMENSIONS REFERENCED FROM JOINT BETWEEN CAST IN PLACE WALL AND CHU WALL USING MEASURING TAPE.
- 3) EXISTING CAST IN PLACE WALLS ON THE NORTH AND SOUTH SIDES OF THE BUILDING DO NOT HAVE FOOTINGS.
- 4) ALLOWABLE CONTACT PRESSURE FOR EXISTING FOOTINGS = 3000psf.
- 5) NO GROUNDWATER OBSERVED IN TEST PITS.

LEGEND

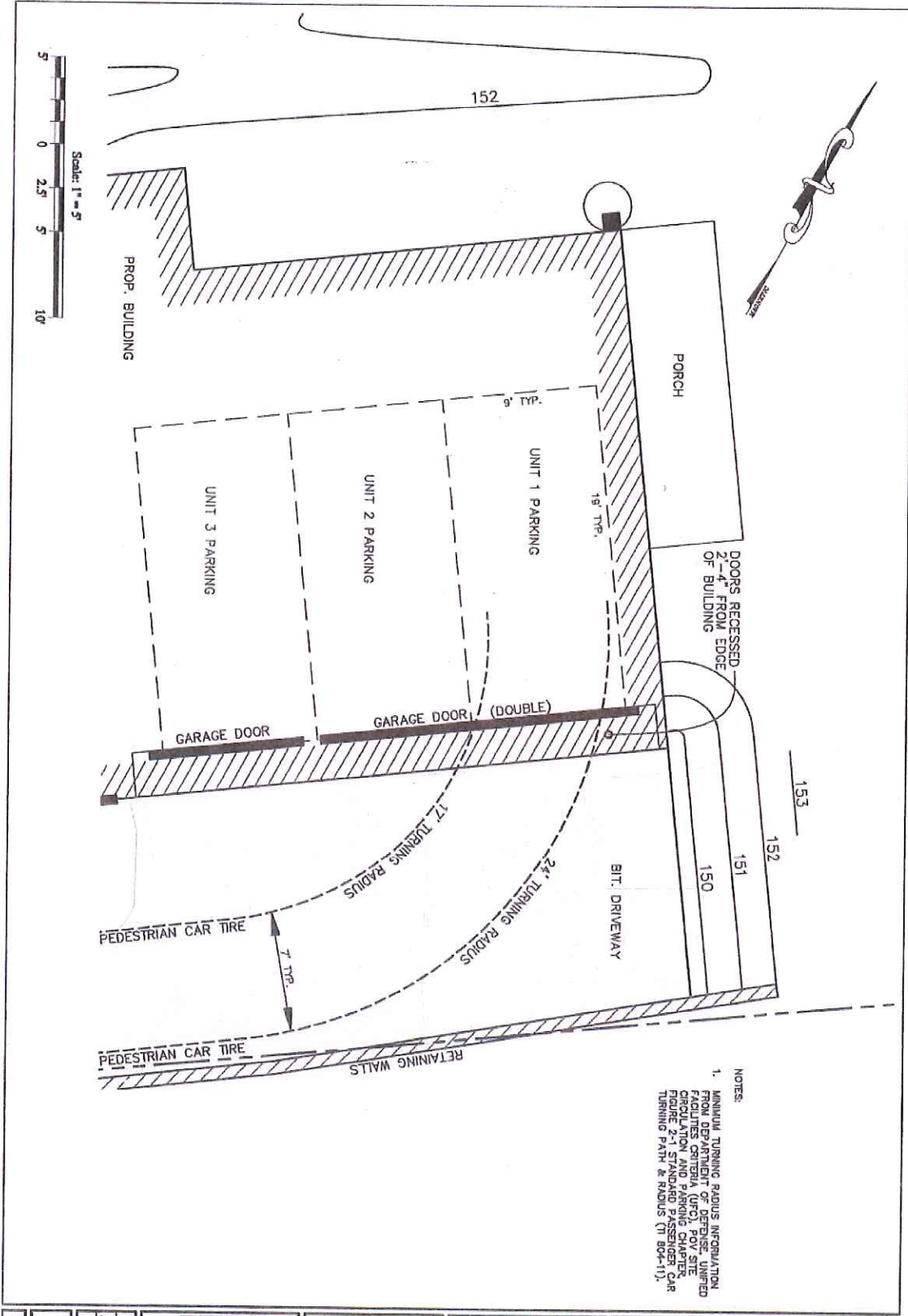
TP-1 SUMMIT TEST PIT
(OCTOBER 11, 2013)

	100 BUSINESS SUMMIT 67420 19th Avenue LEWISTON, ME 04240 TEL: (207) 975-9145	TITLE: TEST PIT & BUILDING CROSS SECTION SCALE: AS NOTED DATE: OCTOBER 24, 2013	PROJECT: LAFAYETTE STREET CONDOMINIUMS 33 LAFAYETTE ROAD - PORTLAND, MAINE CLIENT: BILD ARCHITECTS P.O. BOX 6235 - PORTLAND, ME 04104
	100 BUSINESS SUMMIT 67420 19th Avenue LEWISTON, ME 04240 TEL: (207) 975-9145	DRAWN BY: KRP APPR. BY: WAP	FIGURE: 1



Existing Building

Foundation to be reused with modifications
Wood framed structure above foundation to be removed
Brick steps and landing to be removed



NOTES:
 1. MINIMUM TURNING RADIUS INFORMATION FROM DEPARTMENT OF DEFENSE, UNITED FACILITIES CRITERIA (UFC), POV SITE PLANNING AND DESIGNING CHAPTER, FIGURE 21.1. STANDARD TURNING CAR TURNING PATH & RADIUS (11-804-11.1).

<p>TRAFFIC PLAN</p> <p>LAKESHORE SQUARE CONDOMINIUMS</p>	<p>BH2M</p> <p>Barry, Huff, McDonald, Williams Inc.</p> <p>Professional Engineers</p>	NO. 1 DATE:	REVISION NO. DATE DESCRIPTION
		1	1



ingenuity thoughtfulness empathy

STANDARD F-8: While the contemporary style of the Marquis Lofts does not lend itself to the terms described in Standard F-8, the building IS appropriately articulated. Elements providing articulation include: Cornices, balconies, varying siding colors, siding trim, an entrance canopy, cement panel joints, window frames, gutters, and building lettering.

STANDARD G-1: The Marquis Lofts utilize clapboard siding with an innovative color scheme to provide a tactile connection to the neighboring buildings. A cement panel siding system provides the design contemporary aesthetic, but the muted gray colors ensures that the clapboard siding receives the visual emphasis. The lighter gray is utilized at the rear of the building to evoke the transition from the wall of a building to the steep slope of a mansard roof. At the front of the building, the lighter gray panels reference the organic nature in which many New England homes evolve in shape and form over time. The foundation will be concrete, as is customary. The roof will not be visual from the street.

STANDARD G-2: The cement siding on the Lofts is used in a manner that is appropriate to its nature. The clapboard cement siding is physically used as would be traditionally expected making use of the now standard practice of pre-applying the finish paint color. The cement panels will be installed with reveals created by the aluminum trim pieces and these reveals will emphasize the paneled nature of the material.

R-6 Infill Development Design Principles & Standards

Marquis Lofts Design Narrative - Appendix

Additional Comments provided as an appendix to previously submitted narrative

Design Changes Narrative

This narrative is in response to comments from the public, staff and planning board concerning the compatibility of the massing, articulation and coloring of the Marquis Lofts. The Lofts have undergone a number of design modifications intended to achieve *both* of two goals: to visually break up the massing of the building, achieving greater neighborhood compatibility; and to further develop the richness of the contemporary design principles.



An additional color of cement panel siding has been introduced in combination with a series of cornices to break the mass of the building into separate articulated elements. The public façade of the proposed building offers the most dramatic contemporary elements to be shared with the public, while the rear façade and side facades transition to a simpler vocabulary that better lends itself to being viewed from private back yards.

Additionally, updated drawings and photo simulations have been provided to better illustrate the materials, colors and plantings in context. The colors on the building have been muted to be more compatible with the pallet of the neighborhood.

Revised Design Standard Explanations

STANDARD D-3: The Lofts do not have a porch, but have a **covered** front patio of similar proportions.

STANDARD F-1: The Marquis Lofts will utilize a cement panel siding system with cement clapboards used as a second siding material. The transition between these two materials will be achieved with vertical trim piece that projects about 4" from the building. A series of horizontal cornices will articulate the floor levels at select places on the building, and will be part of the same vocabulary as the decks and entrance canopy. The joints between the cement panels will be trimmed with aluminum extrusion profiles designed for the purpose. A rectangular gutter will be utilized to create a cornice at the top of the building. Windows will not have trim except for the aluminum profiles that are part of the panel system. This approach on the windows is appropriate for the contemporary style of the building.

STANDARD F-4: The levels in the Lofts are delineated by balconies and cornices provided in select locations.

October 17, 1964

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10)

... ..
... ..
... ..
... ..
... ..

... ..
... ..
... ..
... ..
... ..

1/9. AD, CE, MD.

① 3rd color useful -

↓ but ~

not top floor - on 3 planes - front, rear, east.

↳ except for west side (balconies)
stepping ok on balconies.

② project colored element on front facade?

③ windows on front facade

④ windows in garage door?

⑤ damp proof