

L. Conformity with Land Use Ordinance

The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526.

OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located on 24 St. Lawrence Street which is a local street. Currently, the street sees minimal traffic. It is predicted that the proposed project will not produce a significant increase in traffic volume as the available parking will increase from two to six.

2. Access and Circulation:

a. Site Access and Circulation.

The project proposes the removal of the existing driveway and replacing with a 12.75-foot driveway. The proposed entrance will lead into the proposed 10-foot wide parking garage entrance. One curb cut is proposed at this entrance, with the existing curb cut being closed. Furthermore, the proposed driveway/curb cut maintains over 20 feet of face to face separation from the abutting driveways.

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

(ii) It is expected that the proposed ground-level parking garage will serve at full capacity, six vehicles. The parking garage is designed in such a way that limits traffic, entering and exiting the property, to one car. This will be acceptable based on the low turnover of six vehicles. Furthermore, based on a vehicle-circulation model, AutoTurn, vehicles exiting the property will not have to back out onto St. Lawrence Street.

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

b. Loading and Servicing:

(i) Not required. There will be adequate area along adjacent streets and within the proposed drive aisle for infrequent periods of tenants moving in/out of the building.



- c. Sidewalks:
 - (i) The existing sidewalk along St. Lawrence Street is comprised of concrete and will be reconstructed with brick and granite curb per City Standards along the property frontage.
 - (ii) All sidewalk along the project frontage is in substandard condition and will be replaced.
 - (iii) Not applicable.
- 3. Public Transit Access:
 - a. The development does not exceed twenty (20) or more residential dwelling units.
 - b. A new transit stop is not proposed as part of the project.
 - c. A new transit stop is not proposed as part of the project.
- 4. Parking:
 - a. Location and Required Number of Vehicle Parking Spaces:
 - (i) With the proposed five units, six proposed parking spaces surpasses the minimum requirement. The six spaces allow for one space per unit with the flexibility of one ADA accessible space.
 - (ii) A parking study is not required.
 - (iii) The amount of parking exceeds the minimum requirement by more than 10%. The justification for this proposal is outlined in Section Q.
 - (iv) The parking space dimensions are in conformance with City standards and the drive aisles exceed the standards.
 - (v) The internal parking lot will be constructed with a permanent and durable concrete surface that will drain to an internal oil-water separator. There is no proposed external parking lot.
 - b. Location and Required Number of Bicycle Parking Spaces:
 - (i) Wall-mounted bicycle storage will be provided internally within the parking garage for a minimum of 2 bicycle mounts will be provided.
 - c. Motorcycles and Scooter Parking:
 - (i) The project does not provide designated motorcycle/scooter parking; however, there is ample space within St. Lawrence Street for parking.



d. Snow Storage:

- (i) Snow removal will only be necessary for the parking garage entrance and walkways. Removal will be minimal and accommodated on site.
- (ii) Not applicable.

5. Transportation Demand Management (TDM):

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

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The existing site contains no prominent significant natural features therefore no issue related to the preservation of these features applies.
- b. Not applicable.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation:

- (i) There is one existing, mature tree within the right of way as identified in the Existing Conditions Plan; it is proposed that this tree be removed to facilitate the new driveway entrance. Landscaping in the form of trees, shrubs, perennials, and grasses around the building will replace this tree as well as the two proposed Ash trees within the right-of-way.
- (ii) No trees ten inches DBH or greater were identified on the site.
- (iii) Due to the sparse landscaping on site, no protection during construction will be necessary.
- (iv) Not applicable
- (v) Not applicable.

b. Site Landscaping:

(i) Landscaped Buffers:

- (a) The solid waste storage located within the garage level will be enclosed and not visible from the public sidewalks, street, or adjacent properties.
- (b) The project has 68 linear feet of frontage along St. Lawrence Street; per requirement, it is proposed that a minimum of six shrubs or shrub alternatives



per 45 feet of frontage are planted within this setback as noted in greater detail in the Landscape Plan. This ratio equates to nine shrubs.

(c) Not applicable.

(d) Any existing evergreen vegetated buffers will be preserved where possible

(ii) Parking Lot Landscaping:

a) Not applicable.

b) Not applicable.

c) Not applicable.

d) Not applicable.

e) Not applicable.

f) Not applicable.

(iii) Street Trees:

(a) Per Section 4.6 of the Portland Maine Technical Manual, a minimum of five street trees are required (one per unit). Based on the property's frontage, two shade trees are proposed to be planted within the new sidewalk. Additionally, four evergreen trees are proposed in between the proposed building and the new sidewalk.

(b) It is anticipated to exceed the street tree requirement by one tree as noted above.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

(i) The site is proposed to be graded in a similar manner as the existing condition. The grades will tie into the existing grades at the property line and retaining walls, maintaining a similar drainage pattern as the existing condition. There is no anticipated ponding or flooding on adjacent lots using this design. As discussed in the stormwater management report, the flows to the combined sewer are expected to slightly increase while the flows to the abutting properties are expected to significantly decrease.

(ii) The design of water quality treatment is not warranted due to the marginal increase in impervious area.

(iii) The project is not expected to significantly increase the stormwater flows directly within St. Lawrence Street.

(iv) The City's combined system is anticipated to be able to accommodate a marginal increase of stormwater flow.



- b. A site specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standard of MEDEP Chapter 500. Please refer to the Stormwater Management Plan for more information.
- c. The project is not located in a watershed of an urban impaired stream as listed by the MDEP.
- d. Not applicable.
- e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project is serviced by a public wastewater system.
- f. The development will provide for adequate and sanitary disposal of sewage in accordance with Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards.

- 1. Consistency with City Master Plans:
 - a. The development has been designed to be consistent with the City's Master Plan, adopted June 2017.
 - b. Not applicable.
- 2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public and residential access.
 - b. No changes to emergency access conditions within the surrounding streets are proposed.
 - c. The proposal has been designed to be consistent with the City public safety standards. A fire hydrant is located approximately 11 feet from the east corner of the proposed structure.
- 3. Availability and Adequate Capacity of Public Utilities:
 - a. Public utilities in the vicinity of the site have the capacity to serve the proposed project. More information on utilities is included within the ability to serve letters to the respective utility companies in Section I.
 - b. All electrical service lines will be underground.
 - c. All new utility infrastructures will meet the provisions of the Technical Manual.
 - d. The project will be served by the proposed connection to the public sewer system within St. Lawrence Street.



- e. The sanitary sewer collection system meets all applicable sections of the Technical Manual. The stormwater management system is designed to meet the standards of Chapter 500.
- f. The proposed building includes provisions for on-site storage of trash and recyclables temporarily until waste is removed from the site via a private hauler.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. The bulk, location and height of the proposed building does not result in adverse impacts to abutting properties. Refer to the Architect's renderings for more information.
- b. The proposed building has been designed to minimize bulk and is positioned as such to affect abutting buildings as little as possible while conforming to the maximum height requirement.
- c. The proposed HVAC is designed to direct exhaust away from public spaces and adjacent residential properties.

2. Shadows:

- a. Not applicable.

3. Snow and Ice Loading:

- a. The proposed building features a flat roof. Should a standing seam metal roof be utilized, snow bars will be installed on each rooftop to prevent snow and ice accumulation and prevent it from falling onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to designated landmarks, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

- a. Site Lighting.

- (i) Exterior lighting will be designed to meet the requirements of Section 12 of the



Technical Manual. Cut sheets may be provided for the lighting typical of residential lights. Please let us know if a photometric plan is required for a project of this scale.

- (ii) All proposed exterior lighting will employ house-side shielding per requirement.

b. Architectural and Specialty Lighting.

- (i) No architectural or specialty lighting is proposed.
- (ii) No up-lighting is proposed.

c. Street Lighting.

- (i) No new street lights are proposed.

7. Noise and Vibration:

All HVAC and Mechanical equipment shall be in accordance with the applicable zoning requirements.

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

- (i) The project is not located in a historic district or subject to Article IX.
- (ii) Not applicable.

- (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

- a. The project has been designed to meet the design standards within the R-6 Zone.

