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## 7. CONFORMANCE WITH SITE PLAN STANDARDS

Sections 14-524 and 14-526 of the City of Portland's Land Use Code outlines the site plan standards that must be met by Level II Site Plan projects. Level II Site Plan Applications plans shall only be subject to the following site plan standards, as applicable:

### 7.1 TRANSPORTATION STANDARDS

The project involves extension of Thames Street, which is currently classified as a local street on the City of Portland Federal Classification of Highways Map dated September 2016. Per discussion with the City DPW during the Kickoff Meeting on January 30, 2018, the proposed roadway will be built to Urban Access and density standards to facilitate potential future development in the area.

The Construction access to the site will be managed to minimize impact to local streets and parking. Construction vehicle traffic and travel routes will be addressed further in the Construction Management Plan.

#### 7.1.1 Impact on Surrounding Street Systems

Traffic is not anticipated to increase as a direct result of the proposed roadway extension. No permanent impacts to surrounding street systems or intersections are anticipated.

#### 7.1.2 Access and Circulation

Per the City of Portland Sidewalks and Driveway Apron Materials Policy, public brick sidewalk is proposed along the south side of the Thames Street extension. Temporary bituminous sidewalk is proposed along the northern edge of the street. We anticipate this sidewalk surface will be replaced with brick during future redevelopment. No other changes to site access and circulation are proposed as part of this project.

#### 7.1.3 Parking

The proposed project will provide approximately twenty-four new on-street parking spaces. No alterations to existing on- or off-street parking areas are proposed. A formal parking study is not required for this project.

### 7.2 ENVIRONMENTAL QUALITY STANDARDS

#### 7.2.1 Preservation of Significant Natural Features

Thames Street will be extended into a previously developed and impervious area. There will be no negative impacts to existing natural features. Construction of the storm drain outfall will minimize impact to the natural resource.

#### 7.2.2 Landscaping and Landscaping Preservation

The project area is primarily impervious, but there are four existing street trees within the proposed limit of work. These trees will be protected or preserved and relocated as specified on the Plans. Street trees will be provided along the extended roadway as specified in Section 4 of the Technical Manual, with nominal spacing of 30-45 feet. Fifteen street trees are anticipated for the proposed development.

#### 7.2.3 Water Quality, Stormwater Management, and Erosion Control

The proposed roadway extension is graded to drain towards proposed catch basins and stormwater BMPs located near Thames Street Sta. -00+60. Stormwater runoff is not anticipated to flow to or pond on adjacent lots. The project will result in a net decrease in impervious area; therefore, post-development peak flows will not exceed pre-development peak flows. The project will comply with the standards of Section 5 of the City of Portland Technical Manual, as discussed in Section 10 of this Report. Groundwater contamination will not occur as a result of this project.

## **7.3 PUBLIC INFRASTRUCTURE & COMMUNITY SAFETY STANDARDS**

### **7.3.1 Consistency with City Master Plans**

The proposed roadway and utility extension project remains a high priority for the City of Portland. The project will facilitate planned and future development in the Eastern Waterfront Area, which is consistent with the Eastern Waterfront Master Plan (EWMP) developed in 2002 and the City of Portland Comprehensive Plan, Portland's Plan 2030, developed in 2017. The proposed project will help achieve the following EWMP objectives:

- Establish a new street and pedestrian network that integrates with the surrounding street and trail network;
- Manage traffic, noise and water emissions to minimize impacts on the surrounding community and users;
- Provide opportunity for mixed-use non-marine development and activities in locations and in ways that are compatible with the use of maritime resources; and
- Increase public use of the water, waterfront and shore through public access and green space development.

The proposed project is in alignment with the design guidelines specified in the Master Plan. The Master Plan recommends the establishment of a “foundation of public infrastructure... that contributes to the broader public realm and lays the groundwork for future development” (EWMP page 14). The project meets the intent of the EWMP and will promote future development of the Eastern Waterfront Area.

### **7.3.2 Public Safety and Fire Prevention**

The project is designed to promote public safety and access through overhead lighting. Additionally, access to existing and planned structures for emergency vehicles will be improved through extension of the public way. There is an existing fire hydrant in the project area that will be preserved. A turnaround for fire department vehicles is provided at the termination of the proposed roadway extension.

### **7.3.3 Availability and Adequate Capacity of Public Utilities**

The proposed project involves extension of public water, sanitary sewer, underground electric and gas utilities, and installation of stormwater drainage pipe, stormwater Best Management Practices, and a storm water outfall. The new sanitary sewer and storm drain utilities will meet the provisions of Section 2 of the Technical Manual. No ability to serve letters were requested; however, utilities have been contacted and involved during the design process. The proposed development does not involve use of public utilities. Existing utilities that are located on the project site will be protected. Water, sewer, and storm drain service laterals are proposed as part of this project to facilitate future development. Laterals will be capped in place. Future developers will be responsible for obtaining ability to serve letters. Sizing of proposed water and sanitary sewer utility extensions is consistent with existing infrastructure.

## **7.4 SITE DESIGN STANDARDS**

#### **7.4.1 Historic Resources**

The proposed development is not located in or adjacent to a historic district, historic landscape, historic cemetery or historic landmark.

#### **7.4.2 Exterior Lighting**

Overhead street lighting is proposed along Thames Street Extension per Section 10 of the Technical Manual.

#### **7.4.3 Signage and Wayfinding**

Existing signage will be maintained, and additional signage regarding parking and trail access will be incorporated in this project.

#### **7.4.4 Zoning Related Design Standards**

A narrative regarding how the proposed project will comply with zoning related design standards has been provided in Section 6 of this Report.