

9. Conformity with Applicable Design Standards

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

9.1 OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located on the corner of Anderson and East Lancaster Street. Both are low volume, residential public roads with some additional cut-through traffic on Anderson Street during typical rush hour times. The proposed driveway is situated on the lower volume street access, East Lancaster, at a point furthest from the intersection with Anderson Street. It is predicted that the incremental increase in traffic volume will not create or aggravate any hazards and thus not impact overall safety.

2. Access and Circulation:

a. Site Access and Circulation.

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

(ii) Points of access and egress are located to the greatest extent practical from the both intersections on East Lancaster Street. It is expected that the proposed driveway will serve at most seven vehicles and thus will not create a conflict with existing turning movements or traffic flows. As commonly found within urban environment and more specifically within the East Lancaster and Anderson St. neighborhood, some of the parking spaces will require backing out of the driveway to exit the property. The overall width of the driveway is generous and will thereby aid in the ability for vehicle drivers to safely observe oncoming pedestrian traffic within the nine-foot-wide sidewalk. Refer to the Auto-Turn Exhibit for a visual representation of the site mobility.

(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 both street frontages are made of concrete, bituminous, or brick and are proposed to be reconstructed to City Standards as part of the project.
- (ii) Due to the substandard condition of the existing sidewalks and likelihood that the proposed construction will impact the sidewalk integrity, the sidewalks will be replaced, with curb added in or reclaimed to areas, as noted on the Civil Site Plan, C-10.
- (iii) Internal sidewalks will be provided to facilitate the movement of pedestrians to the City ROW and to and from parking spaces.

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) The proposed parking lot meets the one space per unit after three units parking requirement. With the proposed ten units, seven parking spaces maximizes available space on-site and fulfills the requirement.
- (ii) A parking study is not required.
- (iii) The amount of parking is does not exceed the requirements.
- (iv) The applicant is requesting a waiver for the proposed parking lot design; some spaces are currently compact with six spaces at 8.25' X 18' and one space at the standard 9' X 18' with a drive aisle at 20'. This design was proven to be accessible and maneuverable by completing an Auto-Turn analysis, a vehicle circulation CAD accessory. The produced simulations (refer to the Auto-Turn Exhibits, SK-20 and SK-21) show circulation to be possible.
- (v) The parking lot will be constructed of a permanent and durable bituminous surface that is not subject to ponding or erosion.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) There are ten proposed secure, outdoor bicycle parking spaces provided in the rear of the site; refer to C-10 for additional information. These spaces will be accessed

by the parking lot and screened with a four-foot fence.

c. Motorcycles and Scooter Parking:

- (i) The project does not provide designated motorcycle/scooter parking but on-street opportunities exist within Anderson Street.

d. Snow Storage:

- (i) Snow storage space will be provided in two landscaped areas bordering the parking lot. All excess snow not able to be contained in these designated areas will be removed and transferred offsite by the snow contractor in accordance with Maine DEP and City of Portland snow removal and dumping regulations.
- (ii) Snow storage shall not be located where it will adversely impact the functionality of the stormwater management system.

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 only one existing, mature tree on site as identified in the Existing Conditions Plan; it is proposed that it be replaced with landscaping elements as noted in the Landscape Plan.
- (ii) There are no existing trees within the property setback.
- (iii) Due to the existing, sparse landscaping on site, no protection during construction will be necessary.
- (iv) The applicant does not require a waiver as described previously.
- (v) Not applicable.



b. Site Landscaping.

(i) Landscaped Buffers:

- (a) The outdoor solid waste storage located within the parking area is to be screened with a four-foot fence (refer to L-1, Landscape Plan) and not visible from the public sidewalks, street, and adjacent properties.
- (b) The project has eighty-three linear feet of frontage along Anderson Street and 105 feet along East Lancaster; per requirement, it is proposed that a minimum of six shrubs or shrub alternatives are planted within this setback as noted in greater detail in the Landscape Plan.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- a) Landscaping is to be provided in select areas bordering the parking lot including the space between the retaining wall and asphalt border, a trellis wall to support vine growth along the rain garden, and a space along the East Lancaster Street frontage. Refer to the Landscape Plan for species details.
- b) Not applicable.
- c) Not applicable.
- d) Not applicable.
- e) Not applicable.
- f) Not applicable.

(iii) Street Trees:

- (a) Six new street trees are proposed to be planted within the City ROW: two along Anderson Street and four on East Lancaster Street. The remaining street tree requirement will be fulfilled by the trees populating the abutting Portland Housing Authority properties subject to a formal agreement. If no such agreement is reached, then a contribution to the Portland Tree Fund will be made per City requirement. Refer to the Site Plan for additional details.
- (b) Due to site constraints within the property, it is not feasible to plant the remaining street trees within ten feet of the property lines per waiver requirement. Therefore, the applicant is requesting that the trees planted on the abutting Portland Housing Authority properties count towards the total

tree requirement count.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site is proposed to be graded as such to direct the majority of runoff into a roof dripline filter or rain garden BMP as listed within and designed to the standards of the State of Maine BMP Manual; all remaining stormwater will be directed offsite into East Lancaster and the existing municipal systems within Anderson Street. There is no anticipated ponding or flooding using this design.
- (ii) The majority of stormwater runoff from the site is proposed to be treated using infiltration via a roof dripline or rain garden BMP. All remaining runoff will be redirected into the stormwater line within Anderson Street. The redirected runoff is less than what is currently produced within the site. Therefore, the project will not increase the net rate of runoff nor adversely impact adjacent lots or the City street system.
- (iii) The project will increase the stormwater flows directly within the Anderson Street separated sewer system but will not increase the overall flows within nor create adverse impacts to the East Bayside neighborhood or wastewater treatment plant when compared to existing conditions.
- (iv) The City's separated storm sewer system is anticipated to accommodate the increase in stormwater flow; any increase will not exceed the capacity of the existing system within Anderson Street.

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, general, and flooding standards 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 MaineDEP.

d. Not applicable.

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

f. The development will provide for adequate and sanitary disposal or 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 project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
2. Public Safety and Fire Prevention:
- a. The site has been designed to promote safe and inviting public and residential access.
 - b. No changes to emergency access conditions within the surrounding streets is proposed.
 - c. Fire hydrants are located within the adjacent street system. The new building will have fire suppression.
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 from the respective utility companies.
 - 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 connection to the public sewer system within Anderson 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 existing building does not result in adverse impacts to abutting properties.
 - b. The proposed building is designed to minimize bulk and height and is positioned as such to affect abutting buildings as little as possible.
 - c. Proposed HVAC venting per unit is to be a de minimis change from existing conditions.

2. Shadows:
 - a. Not applicable.
3. Snow and Ice Loading:
 - a. The proposed building will have a pitched roof with overhangs above every entryway. All accumulated snow and ice will not impede or block such entrances nor fall into public way or adjacent properties.
4. View Corridors:
 - a. The project site is located outside the Downtown Vision View Corridor Protection Plan.
5. Historic Resources:
 - a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is not located adjacent to designated landmark, historic district, or historic landscape district.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. Refer to the submitted lighting cut sheets for additional information on the parking lot and residential door lights.
 - (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 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 will be designed to meet the design standards within the R6 Zone.

