

Department of Public Works Campus
Subdivision Application Narrative
City of Portland, Applicant
January 3, 2018

Written description of project

The City of Portland proposes to subdivide approximately 141,600 square feet of land, formally the Bayside Public Works complex, into three lots for private development.

The redevelopment of the Bayside Department of Public Works (DPW) complex has been a City goal for over 15 years. With the acquisition of holdings and the relocation of DPW off-peninsula, the City sought and received proposals for the sale of parcels organized around existing structures located between Portland Street, Hanover Street, Parris Street, and Kennebec Street. The sale and redevelopment of these parcels represents a significant opportunity for the City to generate revenue and spur needed development in an emerging part of the Portland peninsula.

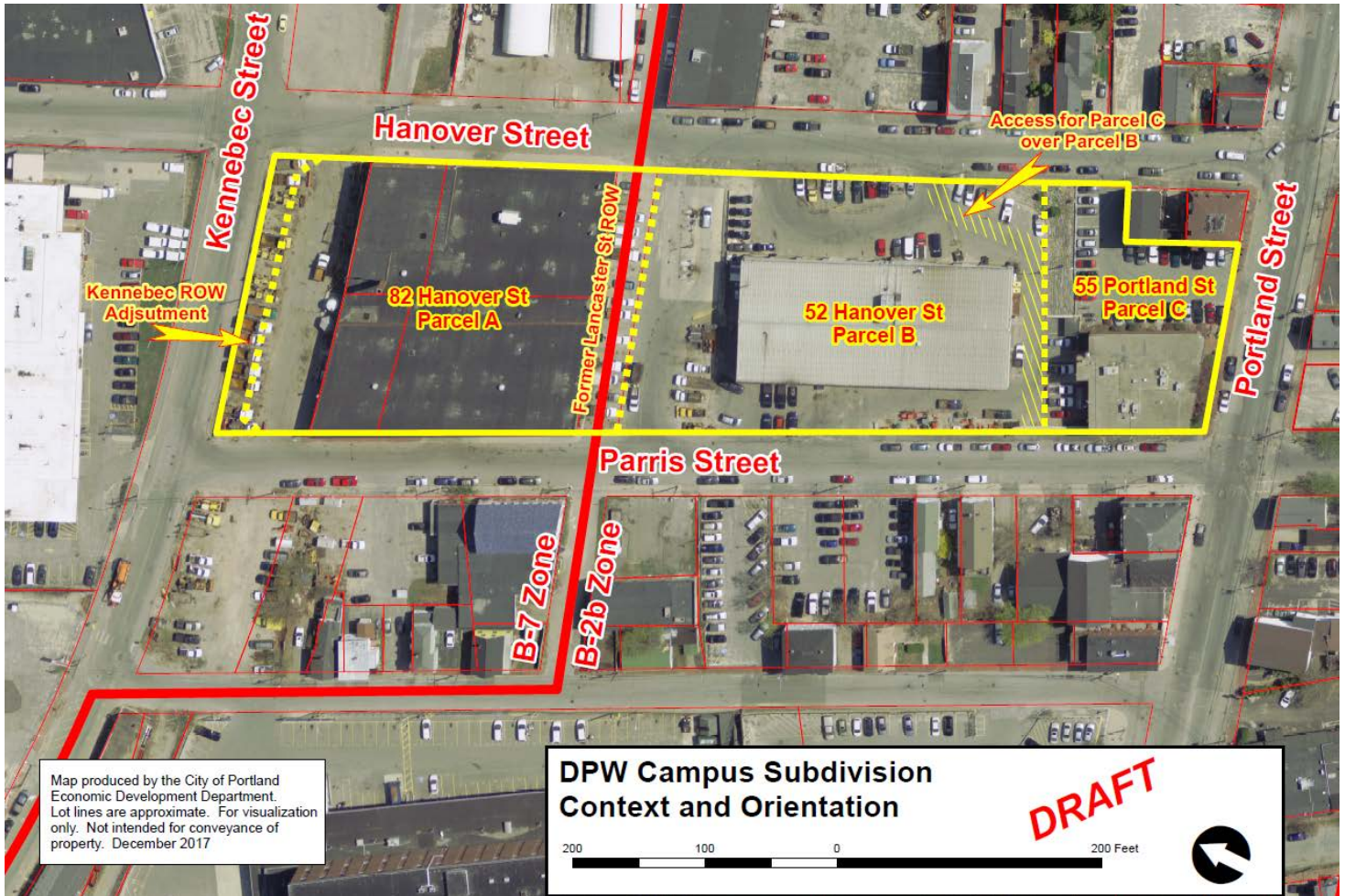
The proposed subdivision is limited to the creation of 3 parcels, with the expectation that future owners will assume responsibility for improvements needed for their developments and proposed uses. All three parcels are currently under contract for sale.

Site Description

The DPW site has been used for City of Portland operations for decades. The campus is comprised of aggregated parcels totaling +/-3.25 acres of urban land. Other smaller and isolated properties, located across Hanover and Parris Street and west of the DPW site on Kennebec Street, have been recently sold as separate legal lots and are not subject to subdivision review.

The subdivided parcel is occupied by two significant industrial buildings and a two+ story office structure. The proposed lot divisions intend to provide sufficient supporting property within each lot to facilitate the redevelopment and potential adaptive re-use of existing structures consistent with current zoning.

The site slopes to the north from a highest elevation of +/-38 feet at Portland Street and a lowest elevation of +/-10.5 feet at Kennebec Street with the steepest change in grade occurring behind the DPW administrative building at 55 Portland Street. Nearly all of the subject property not covered by structure is either paved in asphalt or compacted gravel resulting in an entirely impervious surface.

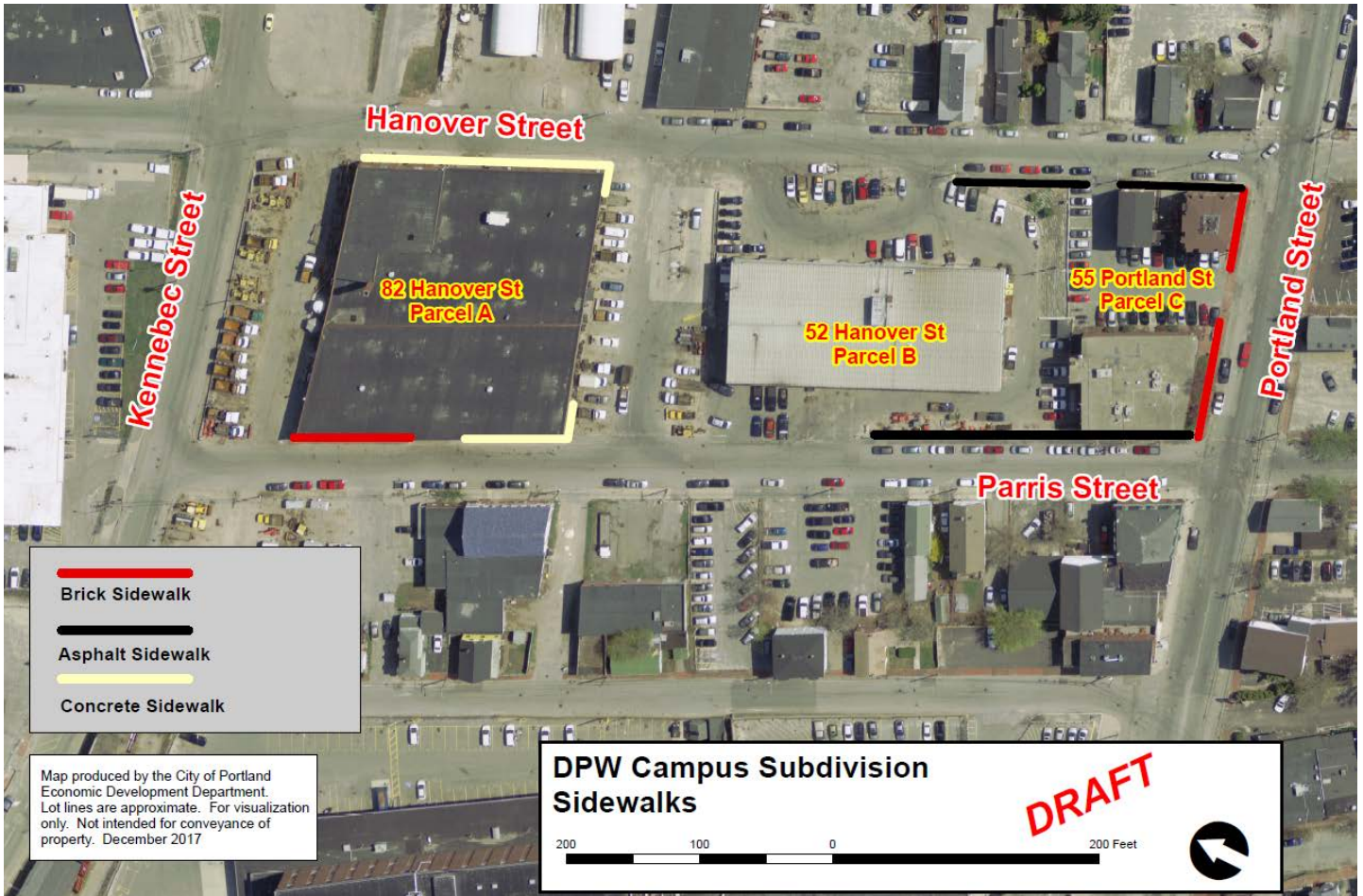


Zoning

The southerly end of the subdivided property (Parcels B and C) is zoned B-2b with the northerly end (Parcel A) zoned B-7.

Streets and Sidewalks

Portland Street is served by intact brick sidewalks while Parris and Hanover Streets have incomplete sidewalks of various materials extending north from Portland Street, interrupted by wide curb cuts consistent with the vehicle maintenance and winter operations use of the site. Kennebec Street has no sidewalks and retains rails from the historic Union Branch rail line. Somerset Street and the Bayside Trail, located to the east, are anticipated in the near future to extend westerly from its current terminus at Elm Street, joining the Kennebec Street right of way at the northerly extent of the subject site.



Utilities

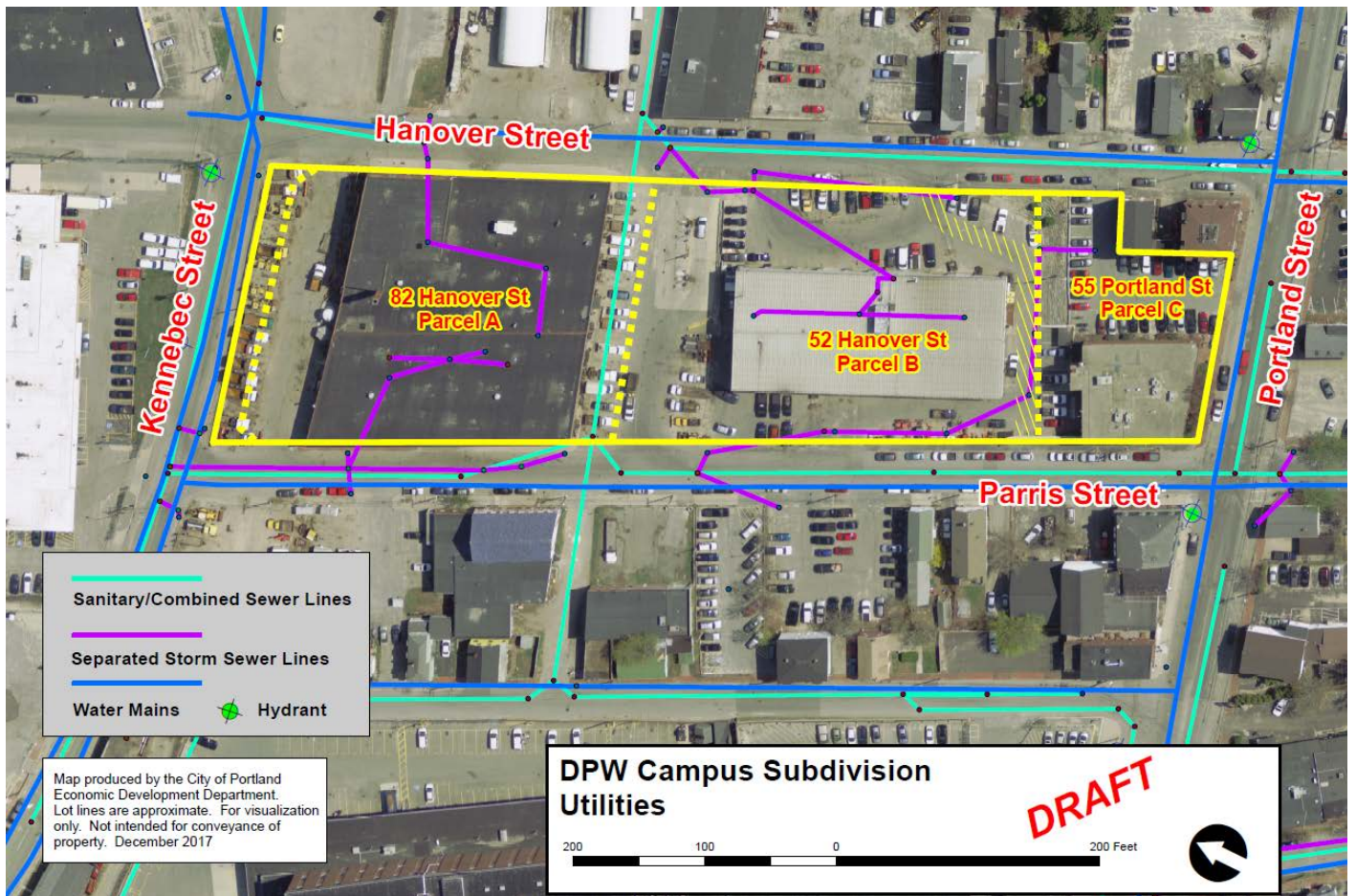
The site is served by full public utilities from the surrounding streets.

Sanitary sewers in the streets are largely combined with storm drains, as is typical for older portions of the Portland peninsula. Separated storm laterals and roof drains connect to the combined system in the streets. Stormwater improvements are not proposed with the division of land, but individual developments would be subject to storm water review under site plan as adaptive reuse applications of the parcels move forward.

Water mains are also located in the surrounding streets.

Electricity and telecom is distributed from existing overhead poles.

Natural Gas is available to the site (Confirm)



Proposed Lots

Parcel A: 82 Hanover Street

Located at the north end of the site and bound between Kennebec, Hanover, Parris, and the former Lancaster Street rights of way, Parcel A currently holds the City plow shed and City garage. The lot is proposed at 56,964 sq ft, with an additional 3568 sq ft strip of DPW land to be added to the Kennebec St right of way to facilitate road and trail extensions of Somerset Street and the Bayside Trail. The City garage contains more than 38,000 sq ft of industrial space. The southerly end of the parcel includes the former Lancaster Street right of way, which has been vacated by previous action of the City.

Parcel B: 52 Hanover Street

Located south of the former Lancaster Street right of way, Parcel B is proposed to include 59,625 sq ft and is home to the City's former maintenance facility. The maintenance building occupies the center of the site with paved drives providing vehicle circulation around the perimeter of the parcel. The site includes underground fuel tanks and pump infrastructure and an 18,500 sq ft industrial building. Positioned in the center of the block, the parcel extends full width between the Hanover and Parris Street rights of way. Access to the rear (and lower) portions of abutting Parcel C will be maintained across Parcel B.

Parcel C: 55 Portland Street

Occupying the Portland Street frontage at the corner of Parris Street, Parcel C contains 21,440 sq ft. Two private parcels at the corner of Portland and Hanover Streets are not included with this subdivision. The site is home to the former DPW administrative offices and engineering departments in a two story building that also includes a finished basement area with parking and egress at the rear of the structure. The primary entrance and parking areas for the build orient to Portland Street. Basement access and a single row of parking are located at the northerly sideline of the site, to be accessed across Parcel B. Secure rights of access benefitting Parcel C across Parcel B will be documented in the final subdivision plat.

Submission Requirements

Evidence of right, title and interest

See the proposed subdivision plat

Evidence of state and/or federal approvals, if applicable

NA

Written assessment of proposed project's compliance with applicable zoning requirements

The proposed lots are consistent with the dimensional requirements of the B-2b and B-7 zones. Future development and reuse of the facilities is the responsibility of the pending or future owners.

Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site

The subdivision is served by public streets at all perimeter boundaries.

A portion of the subject site to the north of Parcel A will be added to the Kennebec Street right of way, as described above, and shown on the proposed subdivision plat.

The rear/lower/northerly portions of Parcel C will access parking and building entrances from Hanover Street across Parcel B. The final subdivision plat will document these reserved rights.

Written requests for waivers from site plan or technical standards, if applicable.

The Planning Board is asked to waive the requirement for buried utilities and allow the future users of the site to access overhead utilities from existing infrastructure.

Sidewalks are intended to be the responsibility of the future lot owners. Where sidewalks are absent or not in compliance with current materials standards, the Board is requested to condition approval of subdivision such that sidewalk construction, where and if needed, shall be reviewed and implemented with future development of the proposed parcels.

Evidence of financial and technical capacity

The City of Portland has the financial and technical capacity to complete the proposed subdivision of property.

Traffic Analysis

Future traffic impacts, as compared to current and recent activity on the site, cannot be assessed until the proposed uses for the lots conduct analyses as part of future site plan review.

Site Plan Requirements and Standards Review

Sec. 14-497(a). General requirements.

1. Water or Air pollution

Future development of the subdivided property, as consistent with zoning and subject to site plan review should improve or have no impact on external

pollution impacts from the site

2. 3. Water Capacity

Water mains are available to the site and current uses are adequately served by existing infrastructure. Individual future owner will be responsible for demonstrating capacity for their specific proposed uses.

4. Soil erosion and capacity of the land to hold water

As a highly developed site, future erosion and hydrological conditions should be favorable or comparable to the existing condition.

5. Traffic congestion and safety

The site is currently a significant generator of truck and vehicle traffic. Future traffic impacts will be assessed on a project by project basis during site plan.

6. Sewer and Stormwater Capacity

The site is served by the existing City system. Future traffic impacts will be assessed on a project by project basis during site plan.

7. Solid waste and sewage

Future solid waste and sewer impacts will be assessed on a project by project basis during site plan.

8. Scenic or natural beauty, wild life, historic resources

No designated historic resources will be impacted. Otherwise, NA.

9. Conformance with the land development plan

Redevelopment of the DPW campus has been City policy for over 15 years.

10. Financial and technical capacity

See above

11. Shoreland

NA

12. Groundwater

See above

13. Flood Plane

The area is currently not mapped in a flood hazard area. Recent preliminary FIRM drafts show the northerly portions of the site in a 500 year (0.2%) flood hazard area. No City regulations are currently in effect for the 500 year flood hazard areas of the City. Future users of the lower portions of the site are encouraged to explore flood proofing and flood insurance options, but such efforts are not required at this time.

14. Wetlands

NA

15. Stream Protection

NA

Sec. 14-500. Additional requirements for nonresidential subdivisions.

- (a) Proposed industrial parcels shall be suitable in area and dimensions to the commercial or industrial development anticipated.**

All future uses will be subject to zoning review for suitability for development in the B-7 and dB-2b zones.

- (b) Street rights-of-way and pavement shall be adequate to accommodate the type, weight and volume of traffic anticipated to be generated.**

No new public streets are proposed. As noted above, Kennebec Street is proposed for improvement with the Somerset Street extension. While right of way land is being allocated for this improvement, proposed street and trail extensions are not tied directly to the proposed subdivision. Nonetheless, Somerset Street will be constructed to City standards.

- (c) The design and installation of public utilities including water, sewers and storm water drainage, shall be adequate to accommodate the anticipated usage.;**

See above.

- (d) Streets carrying truck traffic shall not normally be extended to**

the boundaries of adjacent existing or potential residential areas.

Given the volume of truck traffic currently using the site, the neighborhood will likely see a reduction in truck volumes with the replacement of DPW with future uses that are consistent with B-7 and B-2b zones.