

14 CONFORMITY WITH APPLICABLE DESIGN STANDARDS

14.1 OVERVIEW

This project conforms to all applicable Site Plan Standards of Section 14-526 of the city's Land Use Ordinance as described in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The project will not have a significant impact on the surrounding street system. Vehicles will access the site and parking areas from existing access points and the estimated number of new vehicle trips generated by the project is insignificant compared to existing trips on surrounding streets.

2. Access and Circulation:

a. Site Access and Circulation

(i) Pedestrian access to the site will be provided via the proposed brick sidewalks along the Kennebec, Brattle and Parris Street frontages. There will also be an on-site concrete sidewalk along the southern side of the building between the building and the proposed parking lot. Door controlled access will be provided at each of the building entry locations.

(ii) The project will use existing points of access.

(iii) Drive up features are not proposed

(iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

b. Loading and Servicing

(i) Delivery or service vehicles are expected to be infrequent and may temporarily use spaces in the proposed parking lot.

c. Sidewalks.

(i) Brick sidewalks will be constructed along the site's Kennebec, Brattle and Parris Street frontages. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project drawings.

(ii) The short section of sidewalk along Kennebec Street at the corner of Brattle and Kennebec Streets will be re-constructed as part of this project, and the sidewalk ramp will be constructed in accordance with City of Portland

Technical Design Standards. The apparent flush bituminous sidewalk along Brattle Street will be re-constructed with a brick sidewalk that conforms to the City of Portland Technical Design Standards.

- (iii) The proposed on-site sidewalk will connect from the proposed sidewalk along Brattle Street to the proposed sidewalk along Parris Street and provide access to the southern side of the building and the parking lot. The primary building entrance for the residences is from the Parris Street sidewalk, and the primary building entrance for the first floor artist space is from Kennebec Street. Additional building entrances will exit onto the Brattle Street sidewalk and the on-site sidewalk along the southern side of the building.

3. Public Transit Access:

Metro Bus Route 2 runs north and south on Forest Avenue in the proximity of the project site. The nearest bus stop to the project is along Forest Avenue at the post office, approximately 1,000' southwest of the site. The project does not meet the minimum threshold to require a new transit facility.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

- (i) The proposed project is an affordable housing project located in the B7 zone with less than 50,000 sf of floor area, therefore the planning board shall establish the parking requirement for the structure. The proposed number of units is 46, and at least 28 of the units will be affordable housing. The artist space on the first floor is approximately 5,429 sf, which requires 6 parking spaces (1 space/1,000sf). The proposed parking lot is located south of the building and is accessed from Brattle and Parris Streets. The parking lot will include 19 parking spaces, 3 of which are ADA accessible and one of which is a dedicated drop off/pick up space. It is expected that many residents will utilize drop off/pick up services for transportation so including this space further reduces the requirement for parking spaces. This amount of parking is sufficient for the project because it is a 55+ affordable housing development where a small percentage of the residents are expected to own vehicles. At least 11 of the units will be ADA units, which will further decrease the number of residents who own vehicles. A ramp is proposed from the parking lot at the ADA spaces to the building lobby entrance.
- (ii) A parking study is not required for this project.
- (iii) Not Applicable

- (iv) The dimensions of the parking spaces meet dimensional standards as detailed in the City of Portland Technical Manual. The three ADA spaces comply with ADA requirements.
- (v) The proposed parking lot will be constructed of bituminous pavement, and one row will be pervious pavers for stormwater management purposes.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 18 spaces. Bicycle parking spaces will be provided at bicycle racks throughout the project site frontage along Kennebec, Brattle and Parris Streets.

c. Motorcycles and Scooter Parking:

- (i) Dedicated motorcycle/scooter parking is not provided.

d. Snow Storage:

- (i) Snow storage will be provided on lawn areas adjacent to the proposed parking lot, and south of the proposed parking lot on land owned by Ross Furman that is gravel today.
- (ii) Snow will not be stored in parking areas, and no bio-retention is proposed.

5. Transportation Demand Management (TDM):

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

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The development site has been entirely developed and does not contain any significant natural features including wetlands, vernal pools or other protected resources or wildlife habitats.
- b. Not applicable
- c. Not applicable

2. Landscaping and Landscaping Preservation:

- a. Landscape Preservation.

- (i) There are no existing trees on site, and the site is nearly entirely developed with impervious surface.
- (ii) Not applicable.
- (iii) Not applicable.
- (iv) Waiver: Not applicable.
- (v) The project is not in the Shoreland Zone

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) Not applicable.
- (b) Plantings are proposed in a side yard setback area along Parris Street, as specified on the Landscape Plan.
- (c) Not applicable.
- (d) Not applicable.

(ii) Parking Lot Landscaping:

- (a) Landscaping is proposed within the parking lot islands, as specified on the Landscape Plan. Trees are proposed in both islands.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.
- (e) Not applicable.

(iii) Street Trees

- (a) There are no existing street trees along the site's frontages. The proposed project includes three street trees along Kennebec Street, one along Brattle Street, and two within the side-yard setback area adjacent to the building lobby entrance along Parris Street. Additionally, two trees are proposed in parking lot landscape islands adjacent to and visible from

the public right of way. The Landscape Plan provides a total of 8 trees within or visible from the public right of way.

- (b) There is no space for additional street trees along the project site's frontage. Additional plantings surround the street trees and on-site trees to provide additional green space on-site. These plantings are specified on the Landscape Plan.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The existing project site contains approximately 14,842 square feet of impervious surface. Redevelopment of the project site will result in a decrease of approximately 85 square feet of impervious area and a total impervious surface of 14,757 square feet. Therefore, the project is not required to meet the General or Flooding Standards.

Redevelopment of non-roof impervious area is approximately 8,096 square feet, which is greater than 5,000 square feet, so the project is required to meet the City's redevelopment standards and treat 50% of stormwater runoff from the total proposed impervious areas.

The proposed treatment plan includes capturing runoff from 68% of the roof area (4,520 sf) and treating it in a storm basin filter system that utilizes cartridge filters in a tank within the building. Runoff will be captured in a roof drain system and will filter through the cartridges prior to discharging to the existing storm drain network in Parris Street. The remaining roof runoff will be untreated but captured in a separate roof drain system and discharged to the existing storm drain network in Brattle Street. The treatment plan also includes treating runoff from 2,859 sf of parking and sidewalk surfaces in an underdrained pervious paver system. The row of parking closest to the building will be constructed with pervious pavers that will capture and filter the stormwater before collecting it in an underdrain and discharging the runoff to the existing storm drain network in Parris Street. The runoff from the remaining parking lot and sidewalk areas not tributary to the pervious pavers will continue to flow overland towards the surrounding streets and existing storm drain networks as it does today.

- (i) The project will not result in flooding of adjacent lots.
- (ii) Runoff volumes and rates will not increase onto adjacent lots.
- (iii) Volumes and rates of stormwater runoff into the Kennebec, Brattle, and Parris Street rights of way are expected to decrease. The project will not

create ponding, flooding, or other drainage problems within the surrounding streets.

(iv) Volumes and rates of stormwater runoff into the city's storm drain network are expected to be similar to existing volumes and rates. The project will not create problems downstream or exceed the capacity of the system.

- b. The project will result in a decrease in impervious surface and is not required to meet the General or Flooding Standards. The project is required to meet the Redevelopment standards, as described above.
- c. Not Applicable. The project is not located in a watershed of an urban impaired stream.
- d. Not applicable.
- e. The project will be served by both a public wastewater system and public drainage system. The project will not pose a risk of groundwater contamination.
- f. Wastewater will flow to the public sewer system, which is adequately sized for the project flows.

(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 of Portland Land Use Ordinance and off-premises infrastructure.
- b. Not applicable.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safety and security for residents and their guests. Access to the residential lobby will utilize keyed entry. Site lighting will provide added security.
- b. Emergency vehicle access will be via Kennebec, Brattle and Parris Streets.
- c. An existing fire hydrant is located on the north side of Kennebec Street directly across from the site. The proposed building will also feature sprinklers for fire suppression.

3. Availability and Adequate Capacity of Public Utilities:

- a. The project will be served by new water and sewer utilities. An ability to serve request was sent to the Portland Water District on 3/28/18, and a Wastewater Capacity Application has been completed and will be forwarded to Brad Roland at the City of Portland.
- b. Overhead electrical and telecommunications utilities exist along Kennebec, Brattle, and Parris Streets. The project site will be served by underground utilities from a relocated pole along the Parris Street frontage, east of the site. The pole will have pole mounted transformers.
- c. All new utility infrastructure will meet the provisions of the Technical Manual.
- d. The project will be connected to the public sewer system within Kennebec Street.
- e. The sanitary sewer and stormwater collection systems were designed to comply with City standards.
- f. A solid waste storage areas will be provided adjacent to the residential lobby in the first floor of the building. A private trash collection company will be selected for trash hauling from the site.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

- a. The bulk, location and height of the proposed building will not result in adverse impacts to abutting properties.
- b. The bulk, location and height of the proposed building will not substantially reduce the value or utility of adjacent structures.
- c. HVAC systems will be located on the roof of the building, and will not be visible from the street. Venting is proposed to be directed away from public spaces and adjacent residential sites.

2. Shadows:

- a. The project is not expected to cause shadows on publically available open space, or have an adverse effect on vegetation as a result of shadows cast from the proposed building.

3. Snow and Ice Loading:

- a. The proposed building will have a flat roof. Accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside of any protected view corridors.

5. Historic Resources:

- a. The development is not within a designated historic district and does not affect designated landmarks.
- b. Not Applicable
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting

- (i) Exterior site lighting will be provided by building mounted lights along sidewalks and in parking areas. All fixtures will feature full cut-off optics to prevent unintended light pollution. Proposed lighting is shown on the Lighting Photometric Plan (Sheet P-1).

b. Architectural and Specialty Lighting:

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

c. Street Lighting

- (i) Two street lights are proposed along Kennebec Street that meet the new requirements of the City of Portland Technical Manual.

7. Noise and Vibration:

Noise levels are expected to meet the permitted levels for the R6 Zone.

b. HVAC and Mechanical Equipment

- (i) HVAC equipment will be located on the roof and will meet all applicable state and federal emissions requirements. The units will not be visible from the surrounding streets or adjacent sites.
- (ii) An emergency generator will be provided for this project and will be operated in accordance with the City of Portland Code of Ordinances Section 14-526.

8. Signage and Wayfinding:

a. All 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 subject to a Certificate of Appropriateness.
- (ii) Not applicable. No commercial or directional traffic signage is proposed as part of the project.
- (iii) On site stop signs will be provided at driveway locations.
- (iv) Not applicable. No waiver is required.

9. Zoning Related Design Standards:

a. The project is designed to meet the Design Principles and Standards for the B-7 Mixed Use Urban District Zone as specified in the City of Portland Design Manual.