

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 re-constructed existing sidewalk along Hill Street. There will also be a pedestrian entrance into the building from the patio behind the garage that can be accessed from Russell Street. 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 on-street parking on Hill Street.

c. Sidewalks.

- (i) The existing sidewalk along the Hill Street frontage will be reconstructed if disturbed as part of this project. All sidewalk improvements shall conform to the City of Portland Technical Manual as shown on the project drawings. There is currently no sidewalk on the Russell Street frontage, and there is no available space within the right-of-way to construct one.

- (ii) The sidewalk ramp at the corner of Hill and Russell Streets will be constructed in accordance with City of Portland Technical Design Standards.
- (iii) There are no proposed on-site walkways. The primary building entrance is on the Hill Street sidewalk. The second building entrance at the back of the building exits onto the proposed patio area that connects to Russell Street.

3. Public Transit Access:

Metro Bus Route 8 runs west on Congress Street in the proximity of the project site. The nearest bus stop to the project is along Bramhall Street at Maine Medical Center, approximately 470' 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 project requires zero parking spaces because the first three units are exempt from parking requirements. However, three parking spaces are provided in the enclosed garage on the first floor of the building. The garage will be accessed from Russell Street. Additionally, the patio behind the building will be designed as an overflow parking space accessed from Russell Street.
- (ii) A parking study is not required for this project.
- (iii) The proposed parking spaces are enclosed within the building to provide parking for residents in the building. Although no parking spaces are required per ordinance, one space per unit is provided in an enclosed garage so the parking will not take up site area beyond that of the building, and it will not be visible from the street or abutting sites.
- (iv) The dimensions of the 3 parking spaces in the enclosed garage meet the City of Portland compact space parking requirements of 8' wide and 15' long. No ADA spaces are provided.
- (v) Three proposed on-site parking spaces are located in an enclosed garage. The patio that can function as overflow parking will be constructed of pavers.

b. Location and Required Number of Bicycle Parking Spaces:

- (i) The project requires 2 bicycle parking spaces for every 5 dwelling units, or 2 spaces. Bicycle parking spaces will be provided in the garage.

c. Motorcycles and Scooter Parking:

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

d. Snow Storage:

- (i) In the event that the patio / fourth parking space is plowed during the winter months there will be an adequate area for snow storage behind the building next to the patio. There is no other surface parking area or need for snow storage on the site.
- (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) One street tree is located along the site's Hill Street frontage that will be preserved. Approximately 5 trees are located along the southeastern property line adjacent to the abutting property. These trees are of poor quality and overgrown and will be removed. Vegetative plantings of an appropriate size will replace these trees on the project site. New plantings will be provided as shown on the Landscape Plan.

- (ii) The existing trees are not salvageable due to their location proximity to the proposed building.
- (iii) The existing street tree on Hill Street will be protected during construction.
- (iv) Waiver: 5 of the trees to be removed along the property line with the southeastern abutter are overgrown trees that would have a negative impact on the proposed structures and are encroaching upon the existing abutting building. These trees will be replaced with appropriate plantings at a scale that is appropriate for the site, as specified by the landscape architect.
- (v) The project is not in the Shoreland Zone

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) Not applicable.
- (b) Plantings are proposed in the front, side, and rear zoning setback areas, as specified on the Landscape Plan.
- (c) Not applicable.
- (d) Vegetated buffers between the proposed building and surrounding residential development is specified on the Landscape Plan.

(ii) Parking Lot Landscaping:

- (a) Not applicable. The onsite parking area is below the proposed building.
- (b) Not applicable.
- (c) Not applicable.
- (d) Not applicable.
- (e) Not applicable.

(iii) Street Trees

- (a) The existing street tree along Hill Street will be protected. The proposed project is 3 units, so 3 street trees are required per the Technical Manual. One of these 3 trees will be satisfied by protecting the existing street tree.
- (b) There is no space for the 2 additional street trees along the project site's frontage. Russell Street is a narrow street with no space in the right-of-way for additional plantings. Hill Street already has street trees in the sidewalk in front of the project site. Additional plantings along the project site's frontage are proposed to provide landscaping visible from the right-of-way. These plantings are specified on the Landscape Plan.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

The existing project site contains approximately 1,599 square feet of impervious surface. Redevelopment of the project site will result in a decrease of approximately 160 square feet of impervious area and a total impervious surface of 1,439 square feet. Therefore, the project is not required to meet the General or Flooding Standards. The non-roof redeveloped impervious area is approximately 240 square feet, so the project does not meet the threshold for redevelopment standards.

Post development stormwater runoff will follow existing patterns. Runoff from the proposed roof will be captured in a gutter system and outlet on site onto a stone apron to provide stormwater dissipation and prevent erosion control.

- (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 Russell Street and Hill Street rights of way are expected to decrease. The project will not create ponding, flooding, or other drainage problems within Russell Street or Hill Street.
- (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.
- 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 and parking area will utilize keyed entry. Site lighting will provide added security.
- b. Emergency vehicle access will be via Russell Street (13' wide paved surface) and Hill Street (40' wide paved surface).
- c. An existing fire hydrant is located on the southwest side of Hill Street at the Hill and Ellsworth Street intersection. 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 letter was received from the Portland Water District, and a Wastewater Capacity Application has been forwarded to Brad Roland at the City of Portland.

- b. Overhead electrical and telecommunications utilities exist along Russell and Hill Streets. The project site will be served by underground utilities from Pole #2 located southwest of the site on Russell Street.
- 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 Russell 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 in the enclosed garage at the first floor of the building.

(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 rear wall of the building, on the southeast side, 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) No street lighting is proposed

7. Noise and Vibration:

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

a. HVAC and Mechanical Equipment

- (i) HVAC equipment will be located on southeastern wall of the building and will meet all applicable state and federal emissions requirements. The units will not be visible from Hill or Russell Streets, or adjacent sites.
- (ii) No emergency generator is proposed for this project.

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) Not applicable. No on-site directional traffic signage is proposed as part of the project.
- (iv) Not applicable. No waiver is required.

9. Zoning Related Design Standards:

- a. The project is not located within a historic zone.