

# R ASSESSMENT OF THE DEVELOPMENT'S CONSISTENCY WITH APPLICABLE DESIGN STANDARDS IN THE PORTLAND DESIGN MANUAL

## Design Manual Standards & Guidelines

### Written Introduction + Shared Infrastructure, Public Park & Mixed Transportation + Village Context

### Design Illustrations

(Please also see **C Description of Project – Visual Introduction**)

## A1.0 thru A2.5 Drawings

## A3 Keyed Notes, Features & Descriptions for Drawings

**Design Goal: Fit in Gracefully** - Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”) , rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now.

### Design Manual (d) B1 & B1-b Neighborhood Business Zones

**STANDARDS.** Development located in the B-1, B-1b, B-2, and B-2b zones shall meet the following additional Standards

**GUIDELINES.** Please refer to Appendix 2. Development located in the B-1, B-1b, B-2, and B-2b zones shall meet the following additional Guidelines. In the B-1b and B-2 zones, buildings are specifically encouraged to adhere to the guidelines contained in the B-1, B-1b, B-2, B-2b Design Guidelines of this section concerning the creation and preservation of an urban street wall of this section concerning building entrances.

**Standard a. Urban Street Wall:** *In the B-1, B-1b, and B-2b zone it shall be required that buildings shall be located to create and preserve an urban street wall.*

Meets

**Guideline 1. Building Location and Form:** *Buildings shall be located near the street so as to create an urban street wall. An urban street wall is created by a pattern of buildings which line the street in a consistent manner, thereby establishing a desirable spatial relationship between the building*

Meets

<p><i>in the commercial district and the major object. Location is one of several related factors defining the street environment. Building Form, including height, bulk, and massing, contribute to the development of a street wall. The desired condition is to have the building frame and enclose the street, which is achieved by providing building height that is proportionate to the width of the adjoining major street. A ratio of building height to street width of one-to-two creates a strong "room-like" street, while a one-to- three ratio provides good street definition and proportion. Shorter buildings of one story facing broad streets will not achieve the desired relationship.</i></p>	<p>Please see following <b>Written Introduction + Visual Introduction + Drawings + Keyed Notes + Design Illustrations</b></p>	
<p><b>Guideline 7. Development Relationship to Street:</b> Building facades and site amenities shall form a cohesive wall of enclosure along a street. Where buildings are not located at the street line, site amenities, including masonry walls, fences, and landscaping, shall be placed along the street to provide a sense of enclosure or definition.</p>		Meets
<p><b>Standard b. Mixed Uses:</b> In B-1b zone buildings shall be multi-storied with mixed uses.</p>		Meets
<p><b>Guideline 2. Building Function:</b> An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both scale of building height desired, as well as economic vitality of the business district.</p>		
<p><b>Standard c. Building Entrances:</b> In the B-1 and B-2b zone building entrances shall be oriented toward, located adjacent to, and directly accessible from, a sidewalk in a public right-of-way.</p>		Meets
<p><b>Guideline 3. Orientation of Buildings and their Entrances to the Street:</b> Major building entries shall be designed and located to provide the primary building access oriented to the public street and sidewalk. Doorways should be prominent and obvious in appearance, so as to attract the users toward the entry. Major entry features should primarily address the street, with entry courts, display windows, signage, lights, walkways, and vestibules, as appropriate. Major entries should be adjacent to, or very close to, the street and public sidewalk.</p>		Meets
<p><b>Standard d. Windows:</b> In the B-1, B-1b, B-2, and B-2b zones windows shall be required along the street frontage of a building. Windows shall be transparent (with a visible transmittance (VT) of .7 or greater) and installed at a height to allow views into the building by passersby.</p>		Meets
<p><b>Guideline 4. Windows:</b> Windows shall be located in all building facades visible from the public way, especially on building facades along the major public street. Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value. Limitations on transparency, such as dark or reflective glass, or interior coverings, should be avoided. Where uses (such as office) are not conducive to transparent viewing from the public way, windows can still convey a sense of activity and presence along the street. Even these more private windows can convey occupancy and habitation when lighted from within, as during evening hours, even if the interior is screened from view.</p>		Meets
<p><b>Standard e. Facade Character:</b> In the B-1, B-1b, B-2, B-2b zones, active and public portions of buildings (e.g. doors, windows, entries, retail displays) shall be oriented to and, where possible, be located adjacent to the public sidewalk to create an active presence along the sidewalk. 1. Where building facades situated along a public way have no interactive use or function, such facades shall be designed to provide sufficient architectural and graphic amenities to provide visual interest along the street and relate the building, and its use, to passersby.</p>	Meets	
<p><b>Guideline 5. Building Character, Detail, Scale, and Graphic Qualities:</b> Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Facade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank façade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings.</p>	Meets	

<p><b>Guideline 6. Signage and Building Entrances:</b> Building entrances and building signage in the B-1, B-1b, and B-2b zones will be designed and constructed at the pedestrian scale.</p>		Meets
<p><b>Standard f. Building Design:</b> B-1, B-1b, B-2, and B-2b commercial buildings shall be designed to be compatible with their residential and commercial neighbors. In the B-1 and B-1b zones building scale, roof pitch, and fenestration shall be designed to complement surrounding residential structures.</p>		Meets
<p><b>Standard g. Building Materials:</b> Facade materials of buildings located in the B-1, B-1b, B-2, and B-2b zones shall be compatible with those materials of surrounding residential and commercial uses.</p>		Meets.
<p><b>Standard h. Building Scale:</b> In the B-1 and B-1b zones building scale must relate and be compatible with surrounding residential structures.</p>		Meets
<p><b>Standard i. Landscaping and Buffers:</b> In the B-1, B- 1b, B-2 and B-2b zones buildings and associated parking areas must be screened to buffer abutting properties. A densely planted landscape buffer and/or fencing will be required to protect neighboring properties from the impacts associated with the development, including lighting, parking, traffic, noise, odor, smoke, or other incompatible uses. Where buildings are setback from the street, a landscaped area must be planted along the front yard street line.</p>	<p>Please see following <b>Written Introduction + Visual Introduction + Drawings + Keyed Notes + Design Illustrations</b></p>	Meets
<p><b>Guideline 8. Parking Lots:</b> Parking Lots shall be screened from view of the public way. Landscaping or fencing shall be used to screen parking lots from public ways and residential neighbors. Where parking is located within the front yard (or side yard of a corner lot), a landscaped buffer or fence shall be placed along the street line to distinguish the private space from the public space and to help define the street wall. Parking lots shall be screened from neighboring properties. A densely planted landscape buffer or fencing shall be installed to protect neighboring properties from the impacts associated with the parking lot and the use it serves. Crosswalks shall be provided within parking lots and across entrance driveways, directing pedestrians to building entrances. Street trees shall be planted along property street frontage 25ft. on center.</p>		Meets
<p><b>Guideline 9. Transit Connections:</b> Development proposed along established transit corridors must design uninterrupted access from the proposed development to the transit stop. An easement to place a transit shelter may be requested for development located along a transit corridor.</p>		Meets

## Written Introduction & Project Goals

**Growing Portland:** *The question is not whether Portland will grow, but how well it will manage the growth that is now certain to come. As the City looks to the future, it faces twin challenges: workforce development and housing. Careful urban design can address both issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions....*

*To be successful, Portland must grow its workforce, broaden its property tax base and create greater housing opportunities for all social classes along its connecting thoroughfares and in select neighborhood centers on and off the peninsula. Portland must pay careful attention throughout to good urban design, learning from other successful cities.*

*Successful cities today ..... build mixed-use and mixed-income neighborhoods that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit.*

*Over the next decade, Portland can and should aim to have half its population live and work in the city. Portland today teems with possibilities. .... we can make this city even more attractive to new residents, especially those needed to replace retiring workers; to new businesses that will come where talent resides; and to current and future residents who will enjoy a livable city of vibrant, connected neighborhoods. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

### Location, Location, Location at the Heart of this Vibrant Mixed-use Neighborhood Center

Portland's recent success is fueling on-peninsula commercial and residential real estate to soar, causing spill over and increased interest off-peninsula. One of Portland's most desirable off-peninsula neighborhoods is Deering Center, well known for its schools, walkability, village center, University of New England and many other features. In fact, Deering Center already is, and has been for generations, a classic *mixed-use and mixed-income neighborhood that bring together housing, businesses, shops, cultural venues, green space and pocket parks, creating settings where residents can walk to shop, work, play, rest, engage and visit.* "Perhaps more than any other neighborhood in Portland, Deering Center has the feel of a typical late-nineteenth century small town downtown (Maine Historic Preservation, Forest Avenue and Stevens Avenue, August 2015). The hub of the neighborhood is its commercial village center, and at the heart of the village is this project - **502 Deering Center.**

**Right Project, Right Time, Right Location, Right Goals**

As Portland's development spills off the peninsula, and there is significant nearby development around the village center, such as UNE and the Mother House Project, there is increasing interest in Deering Center as an inviting and walkable village center and destination. Unlike other neighborhood centers that were formerly vibrant but have been eroded by ever encroaching roadways and traffic (such as Morrill's Corner, Rosemont, Woodford's), Deering Center Village has remains fundamentally intact as a village center, so it needs no major investment rebuilding its "bones". A convergence of the right project, at the right time, at the right location with the right goals makes 502 Deering Center an ideal project for Growing Portland.

**Overarching Goal: Building Community with Community Buildings**

In the village there has been little renovation and no new commercial spaces for decades. 502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses, such as commercial on the ground floor with residential units on upper floors. This mixed use building type is a perfect match with the current neighborhood business zone, so no zone change is required. Traditional Mixed Uses also encourage neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. In other words - building Maine communities with community buildings.

**Goal: Make Property Compliant with its Zoning**

The property is zoned Neighborhood Business (B1-b), to *"provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor..... Suitable locations for this zone may include (Main Streets) ..... and sites with existing or traditional neighborhood retail and service uses."* No zone change is required. However the property is currently non-conforming with its B1-b zone because the existing house is set back from the street, and consequently does not meet the "Urban Street Wall" requirement. The new addition is purposefully designed to correct the Urban Street Wall and meet all other all B1-b requirements.

**Goal: Build Traditional Mixed Uses**

502 Deering Center's goal is to catalyze village and community vitality with Traditional Mixed Uses. **Commercial** on the ground floor with **Residential Units** on 2 upper floors will generate a beehive of activity, enlivening the village's already-healthy mix of traditional uses. The mixed use building type is a perfect match with the its neighborhood business zone, so no zone change is required.

**Goal: Improve Pedestrian Safety**

Joint utilization of a single driveway reduces existing curb cuts from 3 to 1, which improves safety by eliminating existing dangerous back-outs across the sidewalk, especially with so many children in the area.

**Goal: Build New Housing for Middle Income Portlanders**

Portland has a serious housing shortage and 502 Deering Center responds by transforming the existing single family house with 1 dwelling unit into a mixed use project with 4 dwelling units. This housing shortage is especially critical for middle income residents and 502 Deering Center provides desperately needed and rare housing opportunities for average earners who have or seek to set long term roots here to live, work and play. This dynamic - existing limited supply and high demand - makes housing a premium.

**Goal: Create a Village Pocket Park**

A key building block for a thriving community is a public space - a welcoming, sunny, pause-and-meet spot. The new Village Pocket Park is a extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as a public amenity for public use. The Village Pocket Park is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could cross the existing Portland Tails recreational trail to create a complementary recreational/urban trail intersection.

**Goal: Demonstrate Smart Neighborhood Infill Example**

Portland has many infill opportunities that need to be developed for smart and sustainable growth. These infill sites are typically small and restricted in size, which creates many steep design and financial challenges. Limited sites underperform for large developers, so it is smaller developers who must overcome with their many challenges. Because their surroundings are tight, expectations are high for them to fit well into their context. This project seeks to demonstrate how smart site and building design on a limited budget can fit while accomplishing multiple goals. Examples include a new urban street wall, new activity-infusing commercial space, new middle income housing, a jointly shared driveway, reduced impervious area and associated stormwater runoff, improved pedestrian safety by reducing curb cuts and eliminating back-outs across sidewalk, a new Village Pocket Park and mixed transportation use opportunities, such as enhanced bus, bike and walking amenities.

**Goal: Demonstrate How Village Scale Mixed Transportation Use Can Reduce Car Use & Parking**

Mixed Transportation is an approach that encourages a variety of transportation modes – walking, busing and biking - in addition to cars. The project seeks to demonstrate how making it easy and convenient encourages people to choose mixed forms of transportation. 502 Deering Center is perfectly situated to .... *create greater housing opportunities ..... along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.*

**Goal: Meet Market Demand for “Live Small”**

Some residents, including both downsizing boomers and upcoming millennials are committed to the concept of “living small” to reduce their cost and our carbon footprint. For many who cannot afford to live on peninsula, 502 Deering Center is an ideal opportunity - walkable, mixed transportation friendly in highly desirable close-in neighborhood.

**Goal: Demonstrate Neighborhood-Friendly Development Process**

We live in the neighborhood, so this project is **of the hood, by the hood and for hood**. As residents ourselves, we are committed to a neighborhood-friendly development process that keeps everyone informed. Frequent communication and clear graphic information helps gets everyone on the same page by fostering common understanding. For many, seeing is a step towards understanding, which in turn is a step towards shared support. In the spring of 2016, in advance of the City-required neighborhood meetings, we met with business owners up and down Stevens Ave, and received support and encouragement. In November 2016, we presented to the Deering Center Neighborhood Association, and again received support and encouragement. Building on this early support will be typical City required neighborhood meetings.

**Goal: Demonstrate Collaborative Site Planning & Shared Infrastructure**

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed-use infill projects. The two projects are collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing a single driveway, utilities and stormwater management is a high priority for both projects, and sharing infrastructure is also a high priority City-wide for land and resource efficiency.

**Goal: Design to Fit into Context Gracefully**

Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”), rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now.

## Shared Infrastructure, Public Park & Mixed Transportation Use

*Careful urban design can address ... issues by creating vibrant mixed-use neighborhood centers and reducing traffic congestions.... To be successful, .... Portland must pay careful attention throughout to **good urban design**, learning from other successful cities.... Successful cities today ..... build .... neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

### Abutting Projects Share Driveway & Utilities for Land & Resource Efficiency and Good Urban Design

502 Stevens Ave and 510 Stevens Ave are abutting properties both developing mixed use infill projects. The two projects are purposefully collaborating to achieve better land and resource efficiency and good urban design than each could individually. Sharing infrastructure is a high priority for both projects and is also a high priority City-wide for land and resource efficiency. This goal is stated explicitly in Portland Design Manual's standards for B-5 Urban Commercial Business zones (a more intense zone with higher expectations than this B1-b Neighborhood Commercial):

*a. Shared infrastructure: Shared **circulation, parking, and transportation** infrastructure shall be provided to the extent practicable, with utilization of **joint curb cuts, walkways, service alleys, bus pull-out areas, and related infrastructure shared with abutting lots and roadways. Easements for access for abutting properties and shared internal access points at property lines shall be provided where possible to facilitate present or future sharing of access and infrastructure.***

*d. Parking lots shall be located to the maximum extent practicable toward the **rear of the property and shall be located along property lines where joint use or combined parking areas with abutting properties are proposed or anticipated.***

**Shared Driveway Provides Multiple Benefits** - In the village, land and resources are very limited and sharing a driveway is an efficient use of both. Impervious area and associated storm runoff are reduced. Joint utilization by 502 and 510 reduces curb cuts from 3 to 1 and removing existing curb cuts eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. See below for a more complete description. Sharing a driveway is also an example of how collaboration by neighbors can create opportunities with multiple benefits, beyond what is individually possible. In addition to the benefits of joint driveway utilization, utility infrastructure is also shared. Power, water and sewer all must be brought underground by deep trenching across Stevens Ave. Shared utility infrastructure by 502 and 510 to a common vault allows a single less invasive trench (rather



than multiple) with a single street closure. In addition, a common vault allows an unsightly power pole in front of the property to be removed, thereby improving the Stevens Ave streetscape

### **Public Space on Private Property: New Village Pocket Park & Patio**

*Successful cities today ..... build .... neighborhoods that bring together housing, businesses, shops, cultural venues, green space and **pocket parks**, creating settings where residents can walk to shop, work, play, rest, engage and visit. (Maine Sunday Telegram, Growing Portland: Commentary by Richard Barringer, Joseph McDonnell, John Dorrer, Ryan Wallace, 10/16/2016)*

The overarching goal is a new project that catalyzes increased economic and social activity in the village center, specifically by encouraging neighbors and Portlanders to walk, shop local and socialize - which are essential features for thriving community. A key building block for a thriving community is a public space - a welcoming, sunny pause-and-meet spot. *"It takes a space to make a community, and a community to make a space"*. The new Village Pocket Park is an extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as an amenity for public use. A sign might say *"Welcome to Deering Center Pocket Park. Please sit, enjoy and respect our park"*.

**Designed for Both Park and Patio** – Land and resources are limited in the village, so the public pocket park is designed to flexibly accommodate multiple uses (like countless other public spaces around the globe where land and resources are also limited). For example, tables and chairs can be brought out each afternoon and evening to transform from public Park to a restaurant's private seating/eating Patio. Even a small park/patio provides ideal opportunities for mini performances, (such as the neighborhood's annual Porch Fest), arts and youth activities. The Patio is an outstanding amenity for a restaurant.

**Access, Visibility & Features Set the Stage for Activity** – The Park/Patio is accessed directly from the Stevens Ave public sidewalk, or from within the restaurant (when it's a Patio). The Park/Patio is easily visible from the street, making it inviting. It is physically near street activity, but separated enough to be experienced quietly. The Park/Patio has specialty paving that makes it level, safe, attractive and universally accessible. Southeast orientation provides morning sun, while the building protects from the north wind. Pervious paving minimizes stormwater runoff. Plantings (native drought tolerant) soften edges. Reused granite foundation facing slabs provide bench seating + sculptural interest and a Neighborhood Kiosk provides neighbors with happenings. This pocket park sets the stage for many uses, from quiet one-to-one pause-n-meet, to active events such as performances by local school groups, sidewalk fairs, Porchfest (existing neighborhood music event) and many others. Though small in size, this pocket park is poised to make a potentially large contribution to the village identity and pride of the neighborhood and village.

### **Mixed Transportation Use Reduces Car Use & Parking**

Deering Center Village is a concentration of commercial and social activity, and its compactness means land is very limited for sites, buildings and parking. This project, and its neighbor 510 Stevens Ave, are in the heart of the village. Mixed Transportation is a fresh and smarter approach that offsets parking by encouraging use of other transportation modes, primarily Walking, Public Transit (bus) and Biking. This project seeks to be an example how small infill development on limited sites can purposefully dedicate features to support a mix of transportation options, in addition to cars.

**Shared Driveway Specifically Creates Mixed Transportation Opportunities** – Sharing a driveway allows precious resources and land otherwise devoted to cars and parking to instead be reallocated to mixed transportation opportunities, as described below:

**Features That Encourage Walking** – The neighborhood is renowned for its walkability, and this project offers features to encourage even more. Public seating, safe connections, lighting, signs, benches for resting or pausing to watch or visit are all incentives that encourage walking. Removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. In addition, the Village Pocket Park encourages walking because it is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could connect UNE with Deering High School/ Burbank Public Library. The existing Portland Tails recreational trail crosses from Evergreen Cemetery into Baxter Woods diagonally across from the site, creating an exciting opportunity for a complementary recreational /urban trail intersection. Possible sign “Deering Center Village welcomes you to sit here and walk to many local destinations. UNE 500 steps, DHS 500 steps, Burbank Library 400 steps etc”.

**Features That Encourage Public Transit** – 502 Deering Center is perfectly situated to .... *create greater housing opportunities ..... along its connecting thoroughfares and in select neighborhood centers on and off the peninsula.* There is an existing bus stop in front of the property, and this project purposefully enhances it for use by residents of 502 who live above, for residents of 510 who live next door, and neighborhood users. A granite bench (reused foundation block) provides permanent seating sheltered from the weather by the upper floor bay above. The SE facing bench captures morning sun, while the building protects from north wind. The overhang’s down light provides safe illumination and safety. The corner bench is purposefully located for excellent sight lines to both inbound and outbound buses. From the protected bench, out-bound riders can see their bus approaching from several block away, then cross the street to catch it. With real-time bus route status, residents who live above can drop (downstairs)-n-ride.

**Features That Encourage Biking** – Ample, safe and covered bike parking encourages neighborhood residents who may not wish to bike all the way into downtown a convenient alternative - leave their car at home and instead bike to the village. Coordinated with real-time bus route status for efficiency, they can park their bikes and hop n ride the bus. Note: this is a 21<sup>st</sup> century update of Deering Center’s historic 19<sup>th</sup> and early 20<sup>th</sup> century transportation pattern,

when residents commuted to downtown by streetcar. Bike parking also encourages neighbors to bike into the village to patronize businesses.

**Features That Encourage Electric Cars** - Electric cars reduce emissions, and to encourage their hassle-free convenient use, a charging station may be provided. The charging station may be part of a larger network or corridor that serves both patrons and neighbors with electric vehicles, and even encourages others to buy these environmentally friendly vehicles.

**Cars Share** – Car shares (Uhaul CarShare or Zipcar) may be an option to allow some urban dwellers to reduce their car ownership and vehicle trips.

## Village Context

### The Neighborhood

*“Geographic center of city with lovely homes and a feeling of togetherness. The longtime bedroom community features tree-lined streets, a high school and time-saving businesses..... All within a short walk .... are staples of the neighborhood ... schools, the Burbank branch of the Portland Public Library, and businesses.....”*. (Press Herald, Welcome to Portland: Deering Center, 12/2015)

Deering Center is the quintessential traditional American neighborhood. It is much loved as a family-friendly, walkable residential neighborhood close to downtown today, as it was in the 19<sup>th</sup> century, when it was still an independent town. With about 4000 residents, a median household income of \$66,830, median age of 43 (2015), 51% of households are owner-occupied and over 80% have a college degree, plus abundant schools, recreation and amenities, Deering Center is one of Portland’s most active, affluent and desirable neighborhoods.

### Walkable Village

*Today, Deering Center’s most notable characteristic – besides the handsome, treelined residential blocks – is the strip of local businesses and public institutions along Stevens Avenue, a miniature town center.* (Press Herald, Welcome to Portland: Deering Center, 12/2015)

The neighborhood’s heart has always been, and continues to be, its village center, a collection of local businesses, services and civic and education institutions. At the heart of this village center will be 502 Deering Center, this a new mixed-use building.

Walkability was the underlying pattern when Deering Center was first settled as an independent town. Today, there is renewed interest in car-independence and active living. Walkability is a function of safety and convenience. Deering Center has an abundance of opportunities - local

businesses, professional services, civic institutions, schools and recreation - all within a **3 Minute Village**, **5 Minute Village** and **10 Minute Village**. Superb walkability remains one of the outstanding features that makes Deering Center one of Portland's premier neighborhoods, especially for families and boomers.

### **Deering Center Micro-Community**

*The geographic heart of Portland, Deering Center, is sometimes regarded as one of the "best kept secrets," in terms of living situations. With the average rent hovering around \$1,461, below the city-wide average, and wide, tree-lined streets close to time saving businesses, Deering Center is a desirable neighborhood.... Deering Center is an example of the kind of up and coming, micro-community that Portland could leverage to house the people that can't find a liveable space on the peninsula.*

*Urban infill spilling into the Deering community would be good news. The redevelopment of vacated schools and institutional buildings, could also create new housing options in this working-class neighborhood. But in order to assure that Deering continues to grow more attractive to potential individuals and families, they need to have reliable transportation to Portland's cultural core..... An increased variety in public transport options and routes, would discourage car usage (and the subsequent space needed for parking), while also addressing the "psychological demand to live on the peninsula." Most people that are itching to live downtown, would probably settle for Deering Center, if they knew they could zip into the Old Port, quickly, easily and affordably.*

*The city of Portland needs to encourage building projects within our fringe neighborhoods, expand the transit services and gently nudge people off the peninsula so they'll find neighborhoods with enough shops, space and charms to make their lives as enjoyable as it might be downtown. (Neighborhood By Neighborhood: Solutions To Portland's Housing Crisis, Portland Phoenix, May 13, 2016)*

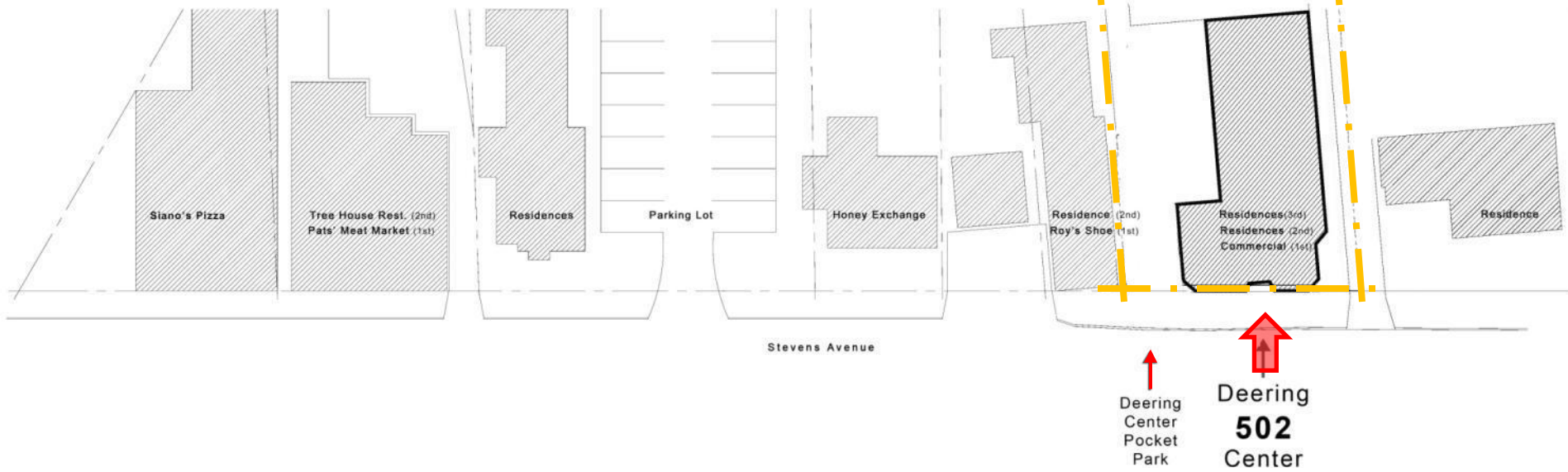


# Design Illustrations

please also see  
**C Description  
of Project -  
Visual  
Introduction**



# Stevens Ave Context & 502 Deering Center Project





# 502 Deering Center Site - Existing



# 502 Deering Center Site Concepts

**H Carport (Phase 2)** features 4 parking stalls, each with a private secure utility shed.

**G Rain Garden Stormwater Treatment & Private Area for Residents**

**E Existing Featured Tree** embraces Pocket Park.

**F Covered Bike Parking** provides convenient, secure and weather protected for residents and neighbors as incentive to bike-park-n-ride (bus).

**D Village Pocket Park** features seating, landscaping, paving and provides neighborhood use for pause-n-meet, performances, sidewalk fairs etc.

**C Roy's Shoe Shop**

**B Existing Bus Stop** is sheltered by angled corner under projecting bay provides public seating, ideally positioned to visually track approaching inbound and outbound buses.

**A Pedestrian Circulation System** shown dashed

**O Parking** at rear of site includes a handicap space. **Mixed Transportation** encourages a variety of transportation modes – walking, busing and biking - in addition to cars.

**N Residential Entry & Secondary Commercial Entry**

**M Pedestrian Walkway and Shared Driveway** efficiently allows precious resources and land otherwise devoted to cars, to instead be reallocated to the Village Pocket Park. Curb cuts are reduced which improves safety by eliminating dangerous back-outs across sidewalk and impervious area is reduced reducing stormwater runoff.

**L Abutting Property**, future new mixed use building.

**K New Building**, approx 2500 sf footprint.

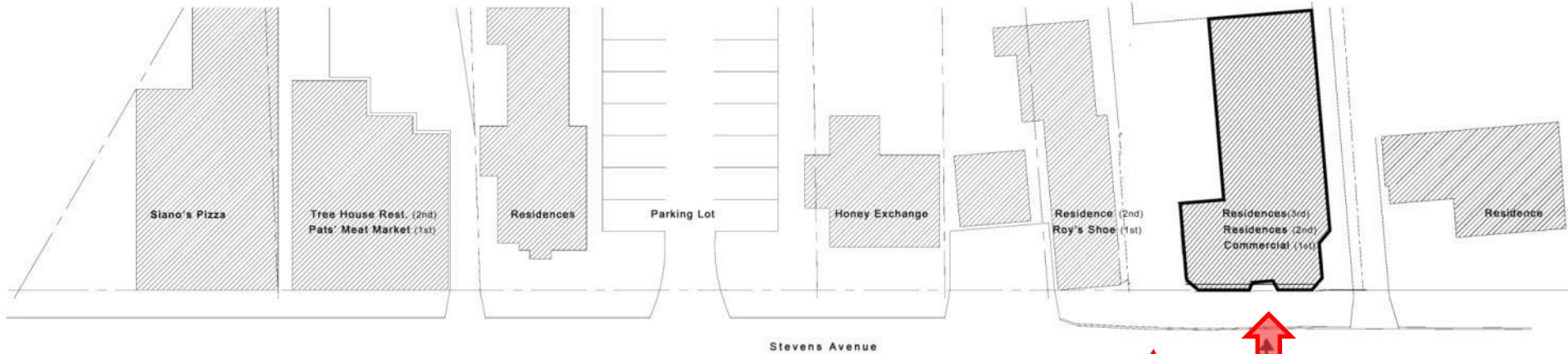
**J Entry to Lower Level Studio** designed for flexibility, so it can be independently accessed from the sidewalk, or internally accessory from the 1st floor commercial space, or both.

**I Primary Commercial Entry** directly fronts Stevens Ave with high visibility.





# Stevens Streetscape – Bldg Height & Mass

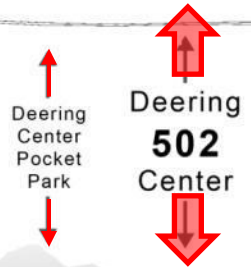


Stevens Avenue



### Portland Lyric Theatre

Except for a tragic fire in the 1960s, the Portland Lyric Theatre would continue as the cornerstone of Deering Center Village. This traditional 3-story mixed use building provided the neighborhood with **Retail** on the ground floor, **Offices** and **Residences** on (2) upper floors, plus a large popular Cultural venue. Its mix of uses and physical presence at the corner "anchored" the village.



35' B1-b Height Limit



Portland Lyric Theatre Building      Tree House Restaurant (2nd)      Residences      Parking Lot      The Honey Exchange      Residence (2nd)      Residences (2 & 3)      Lincoln Middle School (behind)  
 Siano's Pizza (dashed)      Pats' Meat Market (1st)      Roy's Shoe Shop (1st)      Commercial (1st)      Residence

Stevens Avenue



### Siano's Pizza

After the fire, a new single story building was constructed, now Siano's Pizza.



### Portland Lyric Theatre

Except for a tragic fire in the 1960s, the Portland Lyric Theatre would continue as the cornerstone of Deering Center Village. This traditional 3-story mixed use building provided the neighborhood with **Retail** on the ground floor, **Offices** and **Residences** on (2) upper floors, plus a large popular Cultural venue. Its mix of uses and physical presence at the corner “anchored” the village.

35' B1-b Height Limit



Portland Lyric Theatre Building

Siano's Pizza (dashed)

Tree House Restaurant (2nd)

Pats' Meat Market (1st)

Residences



### Siano's Pizza

After the fire, a new single story building was constructed, now Siano's Pizza.

# Portland Lyric Theatre, now Siano's



# Existing

35' B1-b Height Limit





# Proposed

Concept Sketch

35' B1-b Height Limit



Pocket Park

Sheltered Bus Stop

Commercial Entry

Residential Entry, Shared Driveway & Walkway



# Pocket Park Area – Existing



Bus  
Stop



# Pocket Park Area – Proposed

*Imagine all the people, enjoying the pocket park, maybe at a concert or poetry slam. We hope you will join us...*



Feature Tree  
Covered Bikes

Performance Space

Sit-n-Meet

Sheltered  
Bus Stop

Sidewalk

Stevens  
Ave

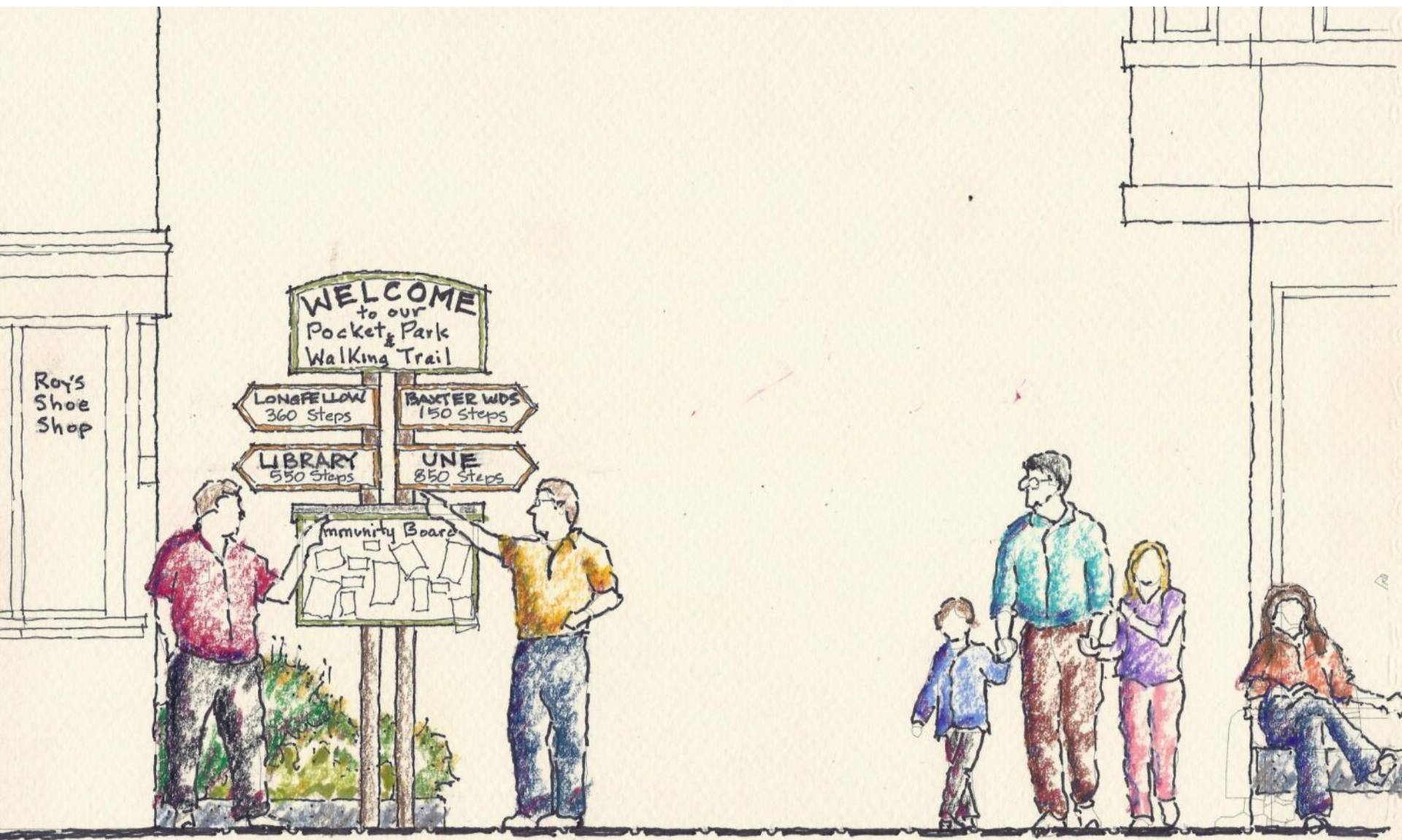


# Sheltered Bus Stop





# Neighborhood Kiosk & Sheltered Bus Stop *along the Trail & at the Park*





502 DEERING CENTER

# A1.0

## LOWER FLOOR PLAN with SITE PLAN

Total Footprint 2505 sf gross

Space C 1132 sf

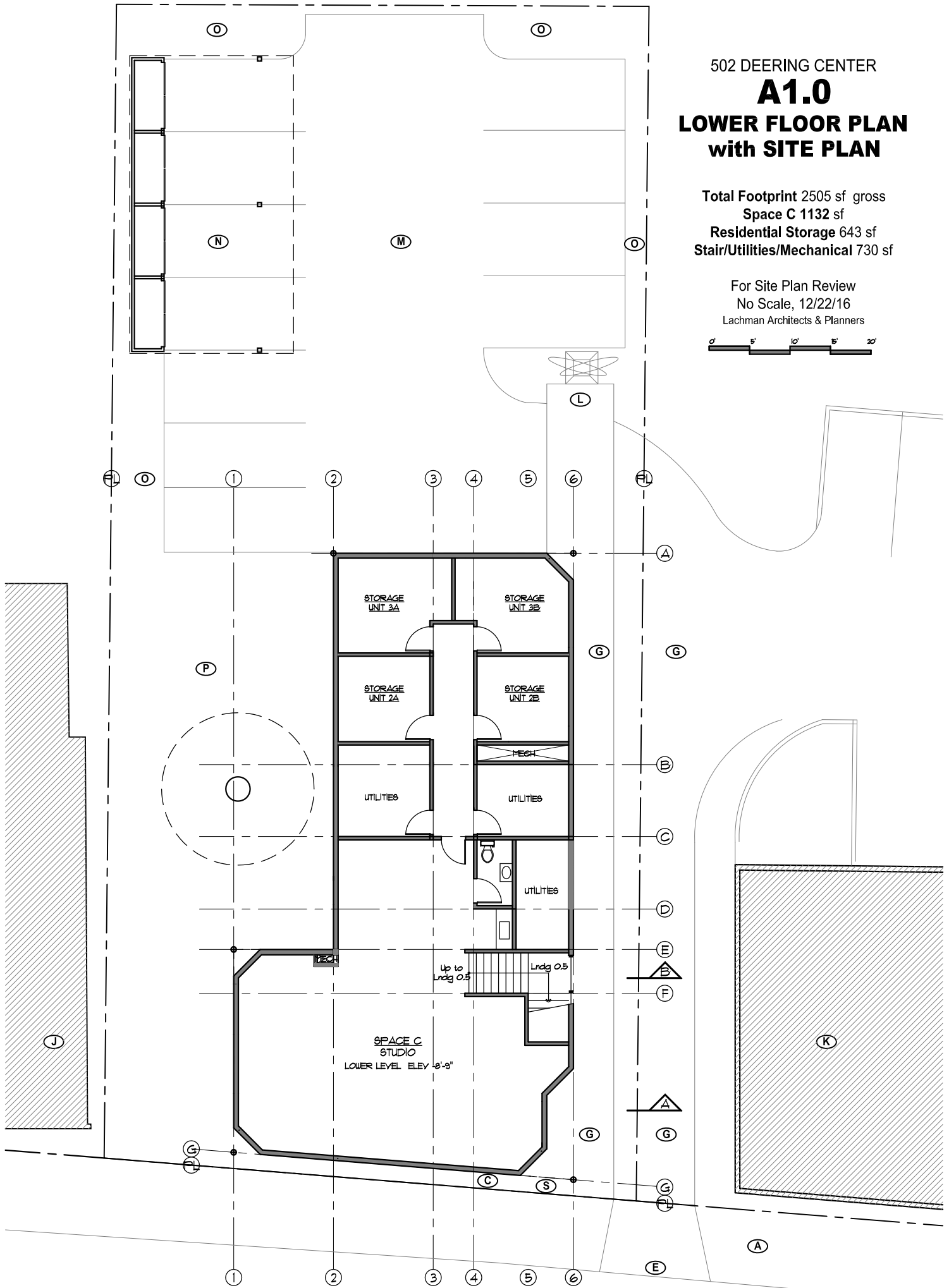
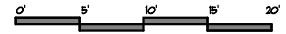
Residential Storage 643 sf

Stair/Utilities/Mechanical 730 sf

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners



502 DEERING CENTER

# A1.1

## 1st FLOOR PLAN with SITE PLAN

Total Footprint 2505 sf gross

Space A 872 sf

Space B 800 sf

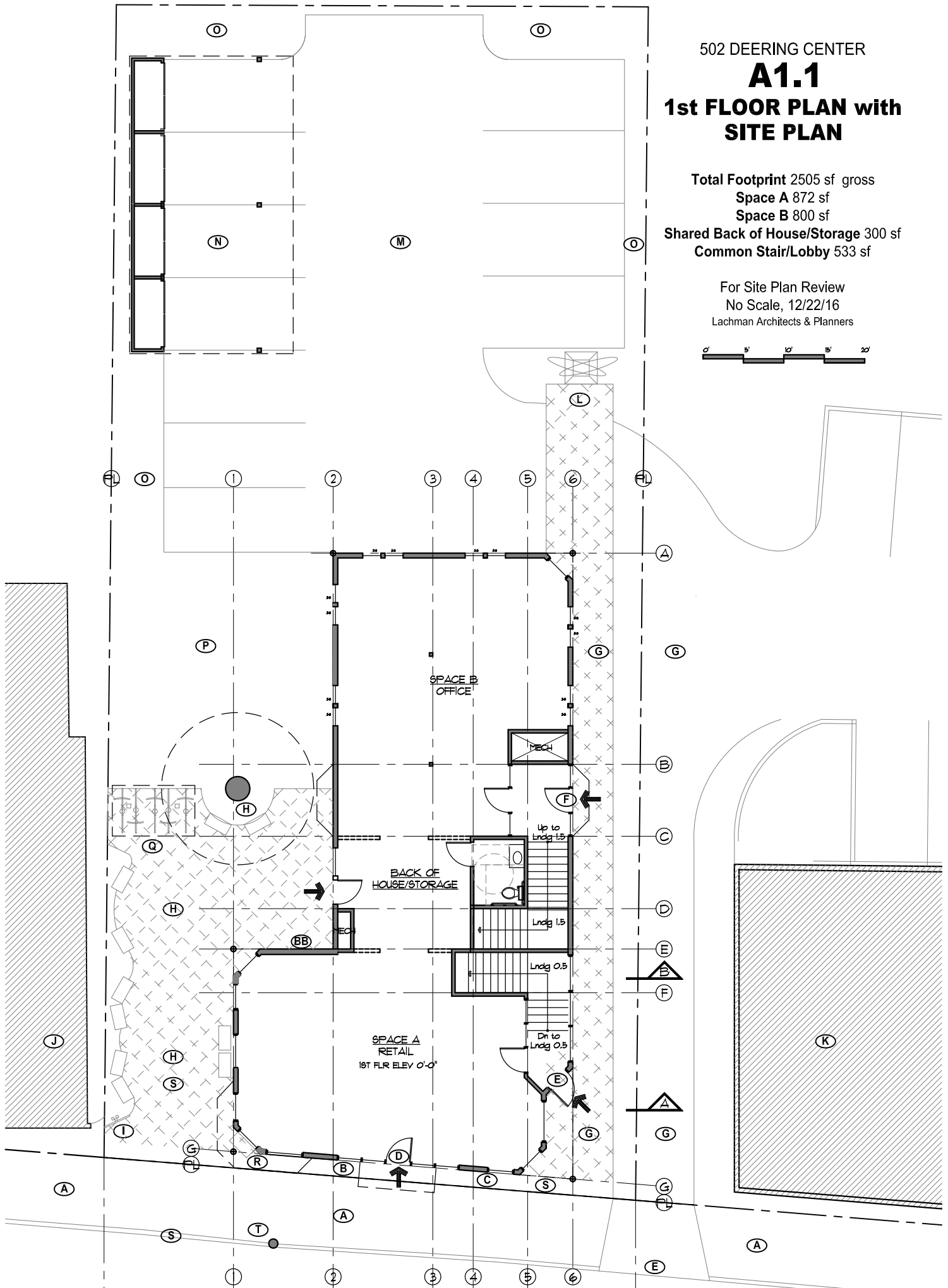
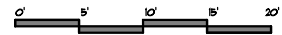
Shared Back of House/Storage 300 sf

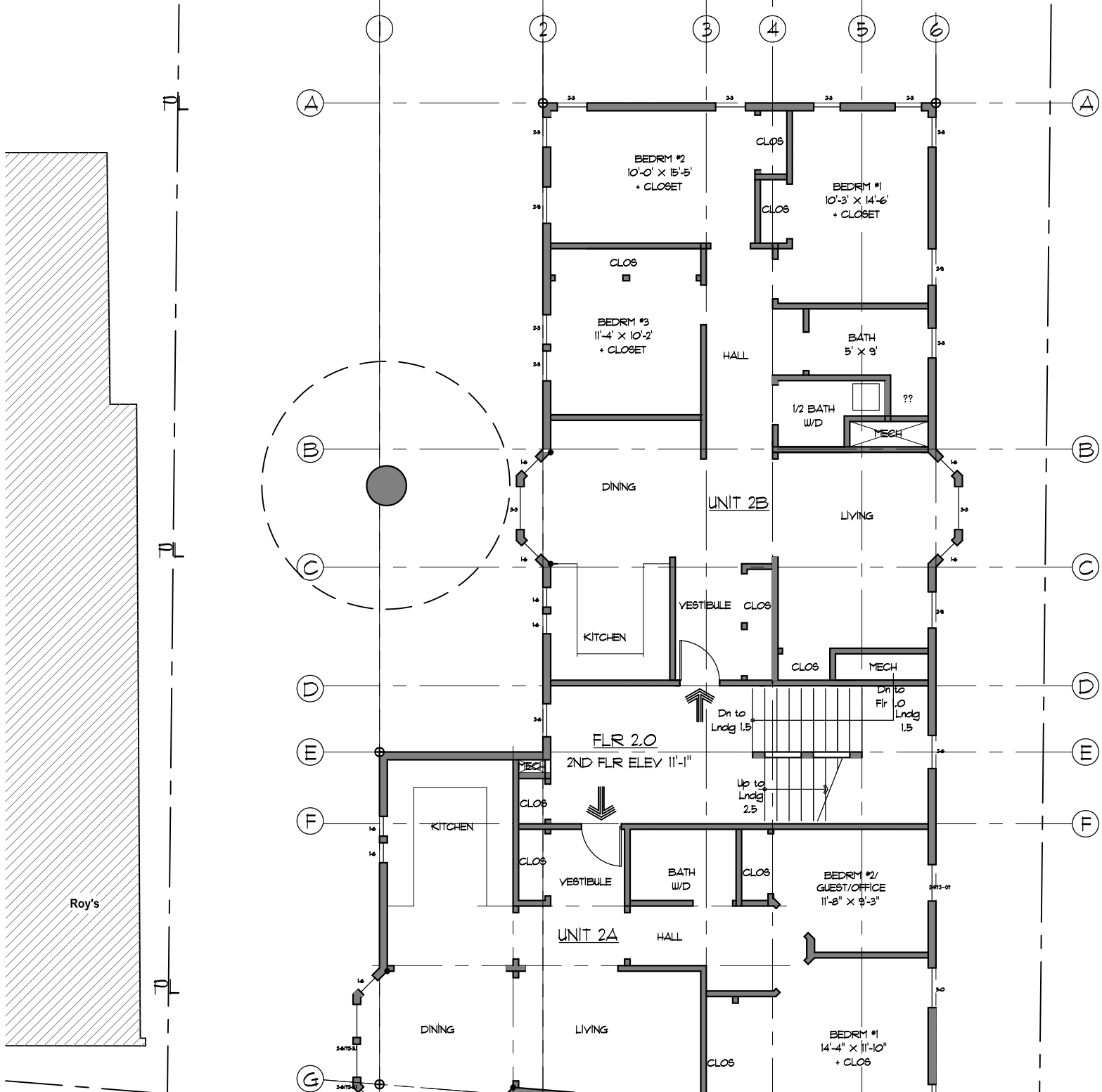
Common Stair/Lobby 533 sf

For Site Plan Review

No Scale, 12/22/16

Lachman Architects & Planners

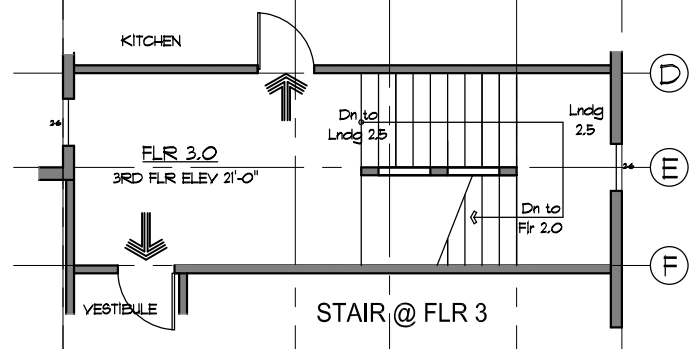




502 DEERING CENTER  
**A1.2**  
**2ND & 3RD FLR PLAN**  
**Residential Units**

**Total 2nd & 3rd Flr Each** 2639 gross (stair/hall inc)  
**Unit 2A 2BR** 1010 sf gross (stair/hall not inc)  
**Unit 2B 3BR** 1339 sf gross (stair/hall not inc)

For Site Plan Review, No Scale, 12/22/16  
 Lachman Architects & Planners

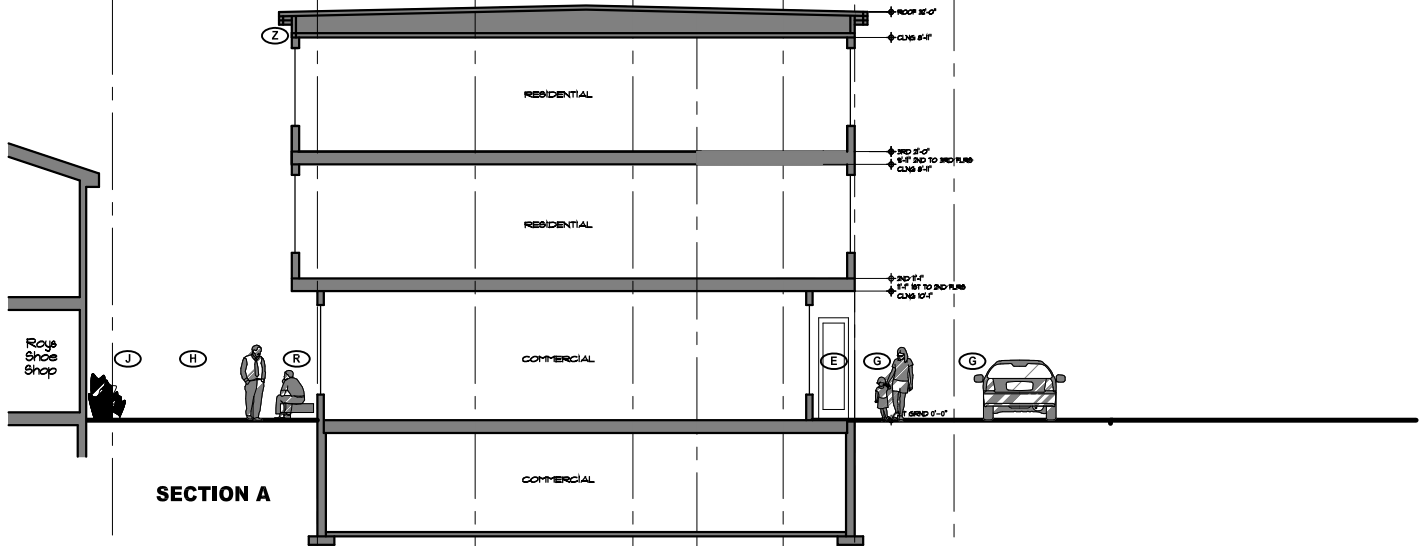


STAIR @ FLR 3



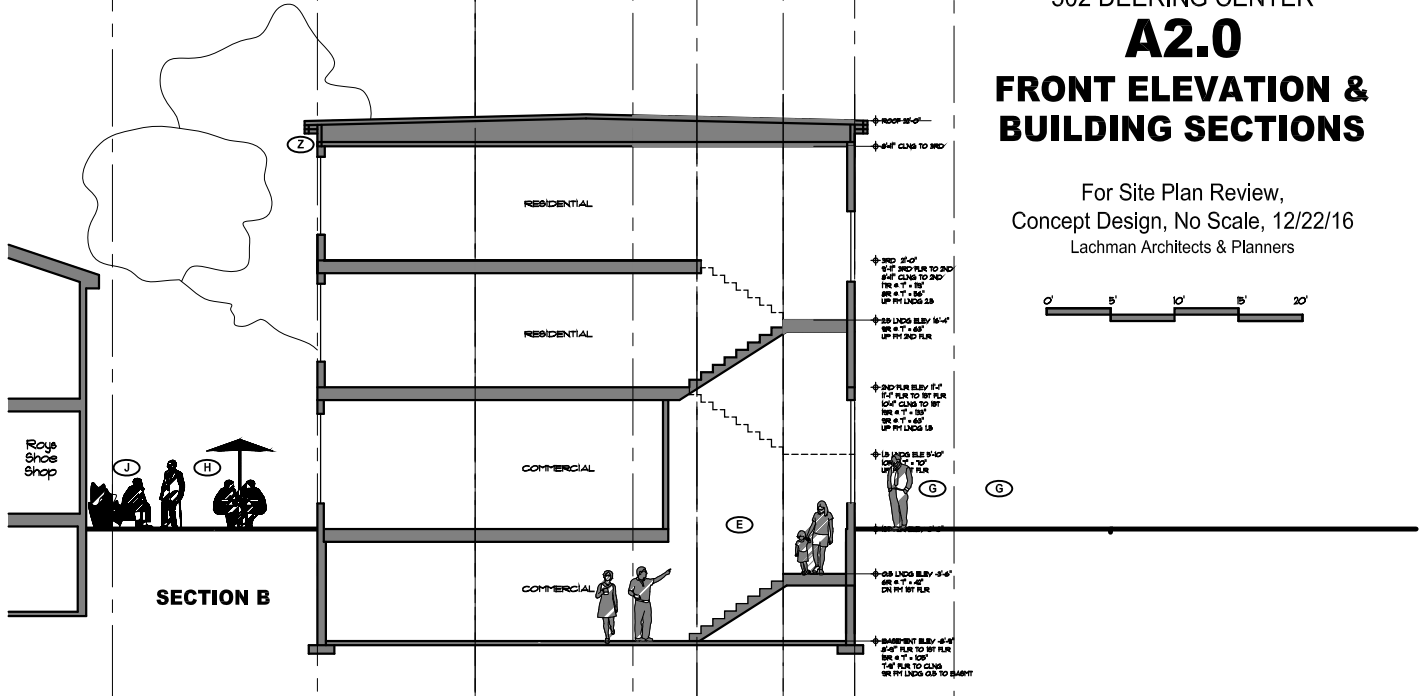
**FRONT ELEVATION @ Stevens Ave**

FL 1 2 3 4 5 6 FL



**SECTION A**

FL 1 2 3 4 5 6 FL



**SECTION B**

502 DEERING CENTER  
**A2.0**  
**FRONT ELEVATION & BUILDING SECTIONS**

For Site Plan Review,  
 Concept Design, No Scale, 12/22/16  
 Lachman Architects & Planners

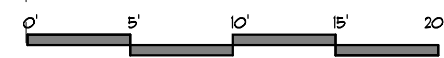


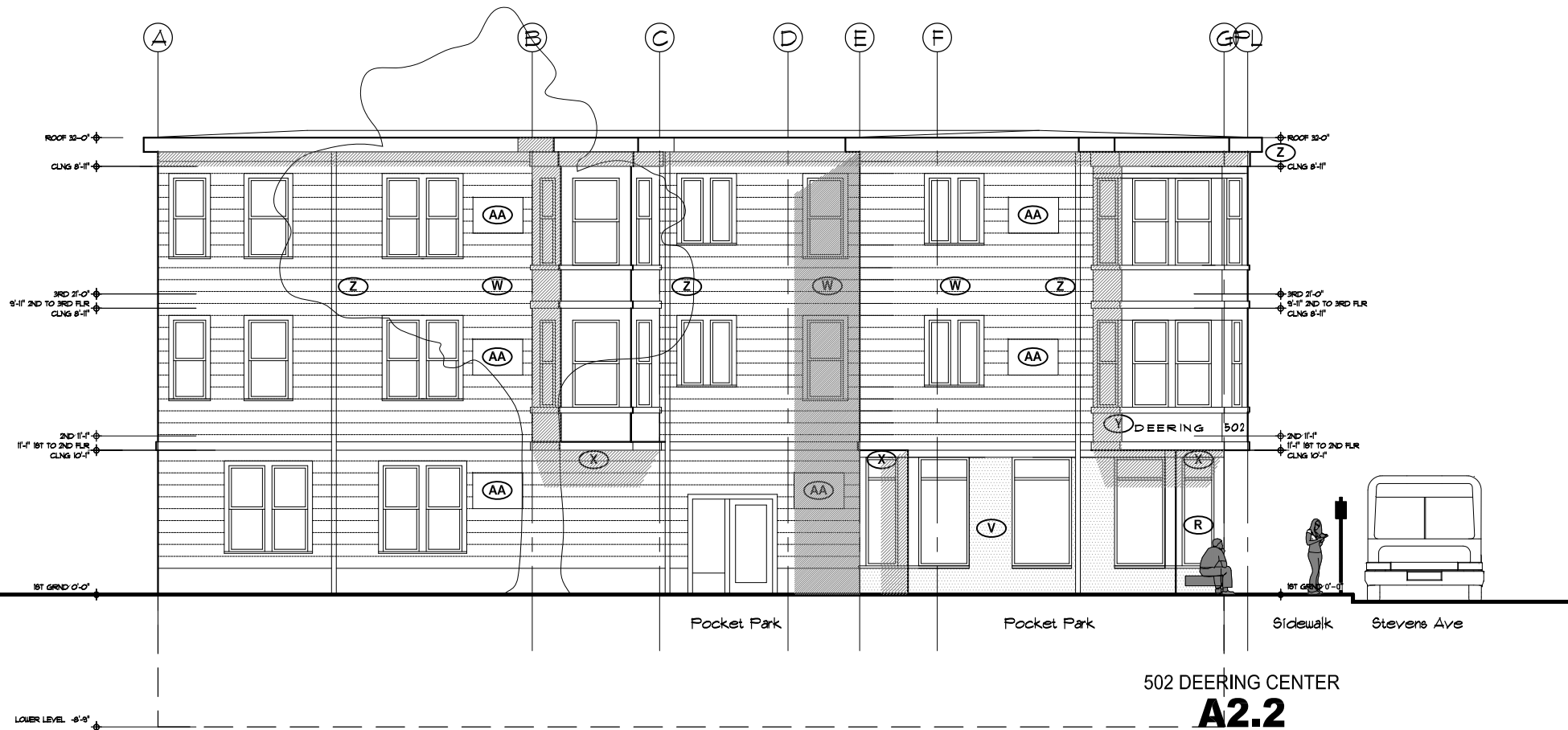


**FRONT ELEVATION @ Stevens Ave**

502 DEERING CENTER  
**A2.1**  
**FRONT ELEVATION**  
 FRONTING STEVENS AVE

For Site Plan Review  
 No Scale, 12/22/16  
 Lachman Architects & Planners





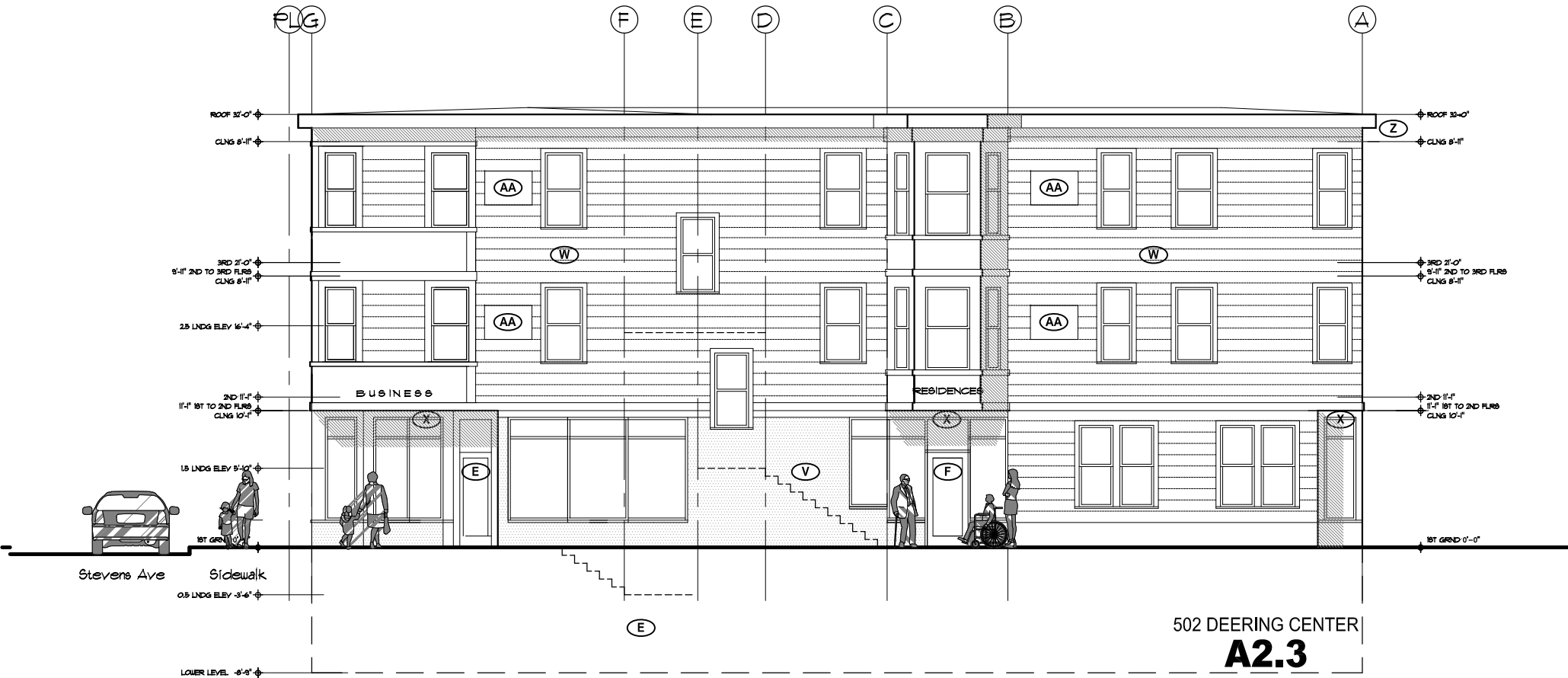
502 DEERING CENTER

# A2.2

## SIDE (SOUTH) ELEVATION FRONTING POCKET PARK

For Site Poan Review, No Scale, 12/22/16  
Lachman Architects & Planners



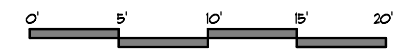


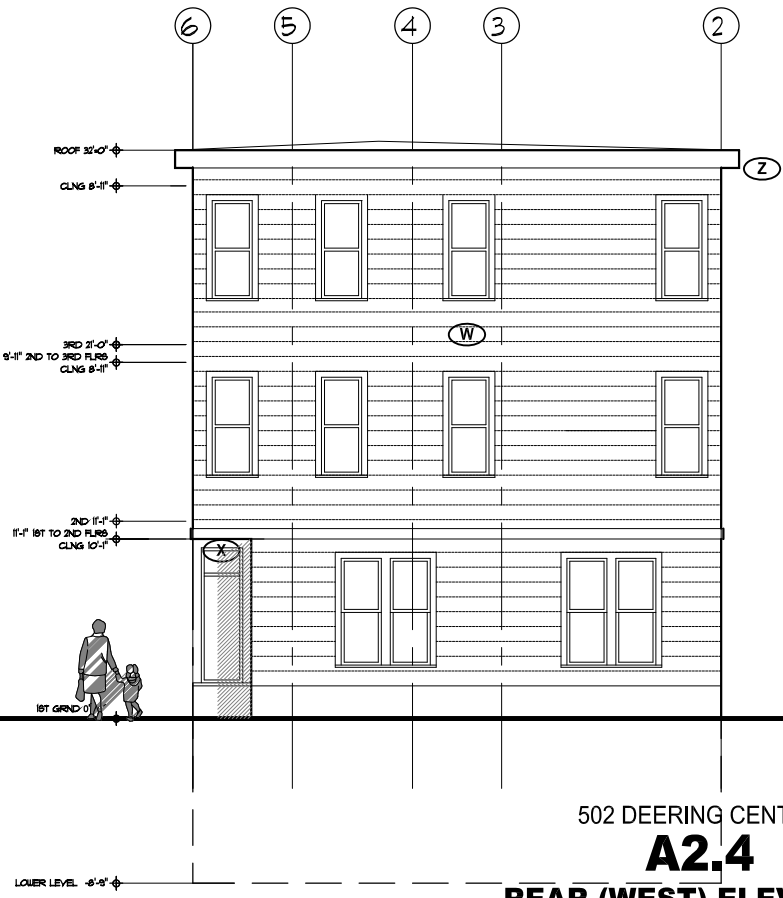
502 DEERING CENTER

# A2.3

## SIDE (NORTH) ELEVATION FRONTING WALKWAY & SHARED DRIVEWAY

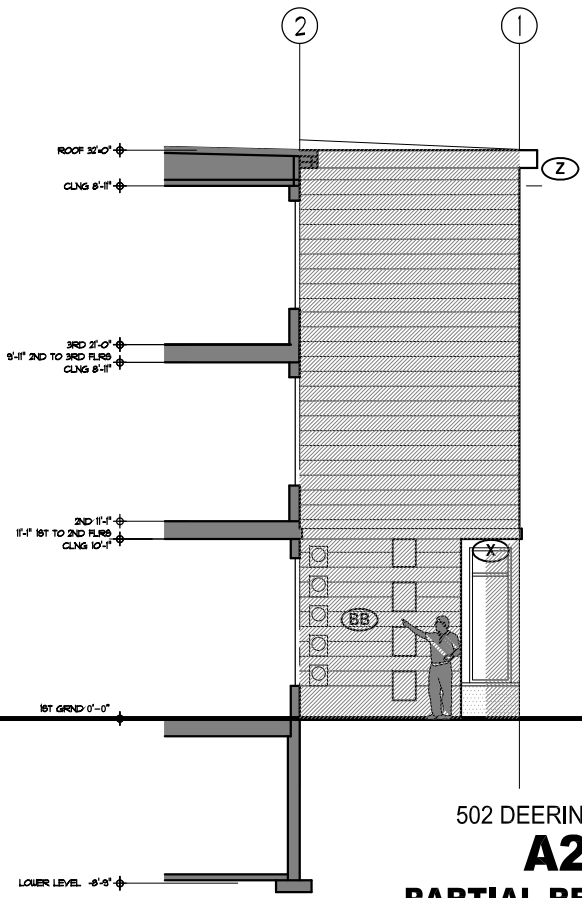
For Site Plan Review. No Scale, 12/22/16  
Lachman Architects & Planners





502 DEERING CENTER  
**A2.4**  
**REAR (WEST) ELEVATION**  
 FRONTING PARKING AREA

For Site Plan Review. No Scale, 12/22/16  
 Lachman Architects & Planners



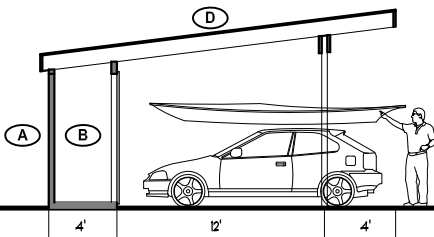
502 DEERING CENTER  
**A2.4**  
**PARTIAL REAR (WEST) ELEVATION @ GRID E**

For Site Plan Review. No Scale, 12/22/16  
 Lachman Architects & Planners

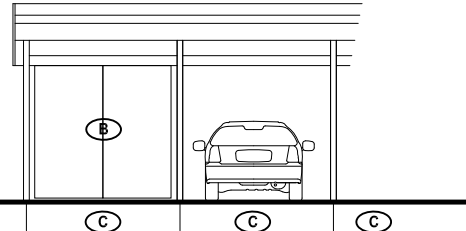




Roy's  
Shoe  
Shop  
back yard



TYP SECTION

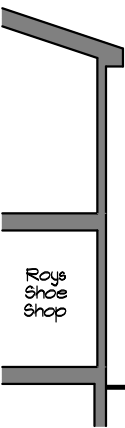


FRONT ELEVATION

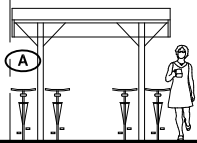
- A** Setback, B1-b to B1-b none required
- B** Utility Shed for residents, 1 per unit, 4' d x 8'h, each with pair of 4 x 8 sliding barn doors.
- C** Typ Parking Stall, 9' w x 17.5' d.
- D** Roof, shallow pitch

502 DEERING CENTER  
**A2.5**  
**CARPORT (Phase 2) &**  
**BIKE SHELTER (Phase 2)**

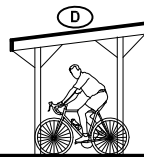
For Site Plan Review  
 No Scale, 12/22/16  
 Lachman Architects & Planners



Roy's  
Shoe  
Shop



FRONT ELEVATION



TYP SECTION

## A3 Keyed Notes, Features & Descriptions for Architectural Drawings

- A. **Stevens Avenue Public Sidewalk** – Generous for comfortable public use, approx 9’ wide.
- B. **ROW Setback** – 2- setback so upper floor bay does not extend into the ROW
- C. **New Urban Street Wall & Mixed Use**
- **Urban Street Wall.** The existing property is currently non-conforming with its B1-b zoning because the existing house is set back from the street, and consequently does not meet the “Urban Street Wall” requirement. New building is purposefully designed to correct the Urban Street Wall, and therefore meeting “*Buildings shall be located near the street so as to create an urban street wall*”.
  - **Mixed Use.** The proposed building is multi-storied with mixed uses, therefore meeting “*An urban street and business district requires a substantial intensity and variety of uses. It is beneficial to have mixed uses within portions of buildings situated near the street. For example, a retail first floor might have office or residential on the second or third floors. This provides both the scale of building height desired, as well as the economic vitality of the business district.*”
  - Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard a. Urban Street Wall, Guideline 1. Building Location and Form, Guideline 7. Development Relationship to Street, Standard b. Mixed Uses, Guideline 2. Building Function.*
- D. **Primary Commercial Entry with Universal Access, Active & Transparent Façade & Character**
- **Entrances.** Highly visible, universally accessible, welcoming entry fronts directly onto wide sidewalk. Downlight creates inviting pool of light to highlight nighttime entry. Generous 3’ w x 7’ h glazed door is welcoming. Glass canopy above provides weather protection shown dashed.
  - **Active & Transparent Façade.** Windows on 3 sides, ceiling are 10” high, providing generous light and visual connection to and from the street, therefore meeting “*Retail uses with store fronts are the most desirable feature for locations adjacent to the public sidewalk; and active, transparent (minimum visible transmittance (VT) of .7 or greater), and interesting windows contribute the maximum value.*”
  - **Building Character, Detail, Scale, and Graphic Qualities.** Deering Center Village has good Main Street architectural “bones”. The overarching design goal is to complement the existing context (emphasis on “we”), rather than make a strong attention-seeking design statement (emphasis on “me”). The design wants to be a graceful neighbor now and a century from now. The facade is village scaled, with traditional storefront proportions and components. Front façade has a traditional tripartite organization, both horizontally (A-B-A) and vertically (base-middle-top), therefore meeting “*Building design will include various architectural and graphic amenities to provide a strong presence along a street and relate a building to its community. Awnings, canopies, and flags may be utilized to highlight entryways and to further identify the activity and identity of a use. Façade lighting may be used to highlight entryways or to provide visual interest along an otherwise blank façade Building scale, roof pitch, architectural detail, and fenestration shall be designed to complement and be compatible with surrounding residential and commercial buildings.*”
  - **Meets the following Portland Design Manual Standards & Guidelines for B1-b:** *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Façade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*

- E. **Commercial Entry to Lower Level Studio** – Walkway widened for easily identifiable, welcoming, generously glazed entry with lobby. Angled corner at front enhances welcoming transition from sidewalk. Recessed for weather protection and deep shadows. Soffit downlight creates inviting pool of light to highlight nighttime entry. Abundant glazing provides views and light in and out and nighttime glow. Natural light cascades from glazing down the 5' wide stair to the lower level. Lower Level Studio is designed for flexibility, so it can be independently accessed from the sidewalk, or internally accessory from the 1st floor commercial space, or both. Soffit downlight creates inviting pool of light to highlight nighttime entry. Generous 3' w x 7' h glazed door is welcoming. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- F. **Residential Entry + Secondary Commercial Entry** – Highly visible, universally accessible, welcoming entry fronts directly onto pedestrian walkway. Abundant glazing provides views and light in and out and nighttime glow. Generous 3' w x 7' h glazed door is welcoming. Positioned directly under upper floor projecting residential bay to signify entry, provide weather protection and downlight. Meets the following Portland Design Manual Standards & Guidelines for B1-b: *Standard c. Building Entrances, Guideline 3. Orientation of Buildings and their Entrances to the Street, Standard d. Windows, Guideline 4. Windows, Standard e. Facade Character, Guideline 5. Building Character, Detail, Scale, and Graphic Qualities, Guideline 6. Signage and Building Entrances, Standard f. Building Design, Standard g. Building Materials, Standard h. Building Scale.*
- G. **Shared Driveway & Walkways** – Neighboring property 510 Stevens Ave is also developing a new mixed use building. The driveway is shared and straddles the property line, which is an efficient use of land (limited in the village) and resources. Impervious area and associated storm runoff is reduced. Consolidation reduces curb cuts from 2 to 1 and removing the existing curb cut eliminates dangerous back-outs across the sidewalk, especially with so many children in the area. Sharing a driveway allows precious resources and land otherwise devoted to cars, to instead be reallocated to a Village Pocket Park and Mixed Use Transportation opportunities. New building (502) to new building (510) is 20' wide, including 10' driveway + (2) 5' walkways flush with driveway. Angled corner at building rear improves vehicle and pedestrian sightlines for safety. Existing curb cut modified and used. See Shared Driveway for Land & Resource Efficiency for a more complete description.
- H. **Village Pocket Park/Patio & Featured Tree** - Public seating, landscaping, pervious pavers, neighborhood kiosk. Angled corner at rear provides enhanced visual connection to and from sidewalk. See Public Space on Private Property: New Village Pocket Park for a more complete description.
- I. **Neighborhood Kiosk** – Easily visible and accessible from Stevens Ave sidewalk, enhances pocket park. “Welcome to Deering Center” sign + walking signs + bulletin board.
- J. **Abutting Property & Setback** - Roy's Shoe Shop (also B1-B Neighborhood Business). No setback required B1-b to B1-b.
- K. **Abutting Property** - Existing single family house to be removed, zone changed from R-5 to B1-b to allow new mixed use development with retail at the ground floor with (3) condos above.
- L. **Walkway Safe Spot & New Focal Point**– Widened area at end of walkway provides safe spot for pedestrians to avoid any vehicles in driveway. Sculptural feature or tree creates attractive focal point to driveway and screen views into parking area, filtration area absorbs storm runoff.
- M. **Parking** – Aisle 22' wide. Stalls 9' s x 17 ½' d. (1) HC stall. Vehicle backup and turnaround.

- N. **Carport (Phase 2, need not be built in Phase 1)** – Location for 4-stall carport for 4 units. Included with each stall is a 4'd x 9'w private secure utility shed. No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's). 5 ft. Rear Setback for accessory structures abutting residential zone (LM School in R-5).
- O. **Buffer, Snow Storage & Pervious Area** – Screening plants and fencing buffer adjacent properties from parking area. Property corners at rear are used for snow storage and absorbing runoff.
- P. **Rain Garden Stormwater Treatment Pervious Area & Private Outdoor Space for Residents**
- Q. **Covered Bike Parking** – Convenient, secure and weather protected for residents and neighbors as incentive to bike-park-n-ride (bus). No Side Setback required for principal or accessory structures abutting commercial zone (B1-b to B1-b Roy's).
- R. **Existing Bus Stop Enhanced by Sheltered Public Seating** – Angled corner provides weather-sheltered public seating for the existing bus stop, ideally positioned to visually track approaching inbound and outbound buses. Building projection above (shown dashed) provides weather-protection. Public seating encourages walking, bus taking, pausing and greeting. See Features That Encourage Bus Riding for a more complete description.
- S. **Existing Curb Cut & Surface Parking Removed** – Conforms with B1-b zoning (no parking at property front), reduces curb cuts from 2 to 1, eliminates dangerous back-out across the sidewalk, especially with so many children in the area and creates the new public pocket park.
- T. **Existing Power Pole Removed to Improve Streetscape** – Coordination with abutting property owners and CMP is underway to remove the existing power pole, provide service underground from an existing pole across Stevens Ave to a shared vault, thereby greatly visually improving Stevens Ave streetscape.
- U. **Reserved**
- V. **Typical Exterior Commercial 1<sup>st</sup> Floor Materials** – Cladding is durable quality material, such as tile or stone. Openings are storefront system with clear glazing (no reflective).
- W. **Typical Exterior Residential Upper Floor Materials** – Typical horizontal siding with standing and running trim. Openings are typical residential windows.
- X. **Typical Exterior Lighting** – Lighting is discreetly provided by soffit downlights at each of the 1<sup>st</sup> floor angled building corners and under projecting upper floor bays.
- Y. **Typical Signs** – All signs are part of a sign program, where size, font and type are consistent to achieve a coordinated purposeful look that compliments the building and the village Main Street. All sign are scaled for pedestrians, rather than attracting drive-by attention and none will be back-lit box signs. There will be (3) or (4) signs, depending on the number of tenants, not known at this stage.
- Z. **Typical Roof & Downspouts** – Roof is shallow pitched to perimeter gutters and downspouts. Overhangs are nominally 12" with nominally 12" fascia.
- AA. **Typical HVAC Units** - The HVAC system is small electric air-source mini split heat pumps, which have no emissions. Suit-case sized units will typically be wall-mounted near its destination to minimize runs and maximize efficiency.
- BB. **Utility Meters** - Gas meters on the outside corner need to be 5 feet from the electrical meters, on inside corner. No openings 3 feet horizontally and 7 feet vertically from gas meters.