

ATTACHMENT I

Conformity to Applicable Design Standards

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The following statement is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Section 14-525(c)(9).

OVERVIEW

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

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The applicant has obtained a Traffic Movement Permit which addresses impacts on surrounding street systems. The project will provide improvements and/or partial funding under the EDA Grant Program for collaborative improvements with the City of Portland to maintain an acceptable level of service. The offsite improvements project construction is complete and was operational by the end of October, 2014.

2. Access and Circulation:

a. Site Access and Circulation.

(i) The development provides access via Thompson's Point Connector Road. The applicant has worked with fire safety and city officials to make access and circulation easy and safe for all vehicular and pedestrian users. The existing road will be widened and improved as depicted on recently completed EDA Grant Program plans. Internal circulation was reviewed and approved during the Master Development Plan review process. There have not been any major changes to the internal circulation pattern since the Master Development Plan approval.

(ii) Access and egress have been designed to avoid conflicts with existing turning movements and traffic flows.

(iii) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing.

c. The perimeter loop road layout has been designed to permit access for a WB-67 tractor-trailer truck (AASHTO 2004). All buildings have been designed to permit access for a 45' long ladder truck.

d. Sidewalks.

(i) Sidewalks have been provided throughout the site and connect to offsite pedestrian access. All sidewalks shall conform to the City of Portland Technical Manual as shown on the project design drawings.

- (ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site and throughout the development.
 - (iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, internal public transit stop, and abutting land uses (commercial and residential).
- 3. Access and Circulation:
 - a. The development will be served with an existing transit stop at the Portland Transportation Center and a new Metro bus stop within the development.
 - b. The new transit stop will include a pull-off space and shelter.
 - c. The new stop is connected to the public pedestrian system.
 - d. Waiver: Waivers for this section have not been requested for this project.
- 4. Parking:
 - a. Location and Required Number of Vehicle Parking Spaces:
 - (i) The applicant is requesting the Planning Board make a determination of parking requirements. The applicant has completed a parking study as prepared by Rich Associates and supplemented by Gorrill-Palmer Consulting Engineers. The development provides enough parking spaces to meet the Phase 1 demand of the project based on the findings of the parking study.
 - (ii) The applicant has prepared a TDM strategy and previously submitted the document for review to City Officials.
 - (iii) The applicant proposes the amount of parking which is appropriate for the anticipated uses of this site as consistent with the results of the parking study.
 - (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.
 - (v) Parking lots have been designed to withstand site conditions as presented in the Preliminary Geotechnical Data Report and with construction common practices set forth by the MaineDOT. The parking lots will be paved and graded to drain to a formal drainage system.
 - b. Location and Required Number of Bicycle Parking Spaces:
 - (i)(b) The project will provided bicycle parking at each building facility in accordance with the Technical Manual.
 - c. Motorcycles and Scooter Parking.
 - (i) The project provides designated motorcycle/scooter parking in the parking structure facility.

- d. Snow Storage.
 - (i) Snow storage management will employ three strategies;
 - 1. On-site snow storage around the perimeter of the site.
 - 2. Snow removal and offsite storage.
 - 3. Mechanical snow removal (i.e. melting bins).

5. Transportation Demand Management (TDM):

- a. The applicant has developed a TDM Plan pursuant to the City of Portland's Code of Ordinances.
- b. The TDM Plan incorporates the City goals by integrating elements described in the Technical Manual.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The development is designed to maintain a 25' foot buffer from the annual mean high tide to all building structures. Grading and stormwater quality improvements are proposed inside of this setback. The project will avoid impacts to the wetland of special significance around the perimeter of the site with the exception of a small permitted wetland alteration for a stabilized stormwater discharge (<500 SF of impact). The development will improve water quality of stormwater runoff entering the Fore River. The applicant has worked with the MeDEP and Maine Department of IF&W to get approval for the development adjacent to the endangered Piping Plover bird habitat.
- c. The applicant is not requesting a waiver from this standard.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) The site's existing tree population is limited to the northwest corner of the site. The project proposed plans to preserve trees as required by the Shoreland Zoning Ordinance and original Level III Site Plan approval.
- (ii) The applicant has performed a site walk with the City's arborist and will meet this criteria.
- (iii) The applicant has previously prepared a Demolition and Removal Plan, and an Erosion and Sedimentation Control Plan which require protection of existing vegetation as required by the City's Land Use Ordinance.
- (iv) The applicant will not require a waiver from this standard.

b. Site Landscaping.

i. Landscaped Buffers:

- (a) All service and loading areas are to be screened by fencing or placed in a discrete location out of the direct view of the public.
- (b) The development has been designed to meet the understory planting requirements of Section 4 of the Technical Manual.
- (c) The development has been designed to meet the commercial planting requirements of Section 4 of the Technical Manual.

ii. Parking Lot Landscaping:

- a) The development has been previously designed to meet the planting requirements of Section 4 of the Technical Manual. The enclosed subdivision plans do not show parking lot landscaping. This information will be provided under subsequent Level III site plan applications.
- b) The parking lots have been designed to have landscaping islands in paved areas every 40 spaces.
- c) Landscaping islands are curbed as shown on the enclosed site layout plans

iii. Street Trees have been provided as required in section 4 of the Technical Manual.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) All stormwater draining onto the site from adjacent properties will be accounted for in the pipe sizing and be redirected to a new discharge location.
- (ii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.
- (iii) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots.
- (iv) All stormwater runoff is proposed to discharge directly to the Fore River. The project will not adversely impact adjacent lots

b. The Stormwater Management Plan meets the requirements and goals stated in Section 5 of the Technical Manual.

c. The project is not located in a watershed of an urban impaired stream as listed by the MeDEP.

d. N/A

- e. The Stormwater Management Plan contemplates structural separation between groundwater and stormwater runoff through the use of an impermeable liner. The project is serviced by a public wastewater system. The project will not pose a risk of groundwater contamination.
- f. The project will be connected to the public sanitary sewer system which is adequately sized for the Phase 1 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's Zoning Ordinance and off-site infrastructure.
- b. The project site proposed the conveyance of land to the City for the sole purpose of public access to the site. The City has successfully petitioned for a Public Railroad Crossing at the entrance to the site.

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote safe and inviting public meeting and gathering spaces. Controlled access has been designed into the site plan through the use of emergency ready parking gates.
- b. The site has been designed to allow for emergency response vehicles to move around all areas of the site.
- c. The project provides new fire hydrants to meet the requirements of Section 3 of the Technical Manual.

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant has secured letters from all applicable utilities stating their ability to serve this project. The project will ultimately require all new utility infrastructure throughout the site. Initial renovation work to existing buildings will rely on existing utility infrastructure.
- b. All on site electrical lines serving new buildings will be underground.
- c. All new utility infrastructure will meet the provisions of the Technical Manual.
- d. The project will require a service connection to the Thompson's Point sanitary pump station.
- e. The sanitary sewer collection system is designed to meet all applicable sections of the Technical Manual. The stormwater management system will be designed to meet the requirements of the Technical Manual and Chapter 500 of the MaineDEP Stormwater Management Standards.
- f. The project will use exterior dumpsters or trash compactors to store trash and recyclables temporarily until a contracted waste management company can pick up and dispose of the solid waste. The project proposes to screen the facilities with fence enclosures.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. The bulk, location and height of the proposed building will have been designed to not result in adverse impacts to each other or abutting properties. The elevations depicting building massing were provided to the city as part of the approved 2014 Master Development Plan.
- b. The bulk, location and height of the proposed building will have been designed to not result in adverse impacts to each other or abutting properties.
- c. HVAC venting is proposed to be directed to the roof of all buildings and directed away from public spaces.

2. Shadows:

- a. The development is located in the B5 Zone and this standard is not applicable.

3. Snow and Ice Loading:

- a. The proposed buildings will be designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways.

4. View Corridors:

- a. The project site is located outside the Downtown Vision View Corridor Protection Plan.

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark; however, the project is seeking Federal Grant money and consequently a Section 106 review was prepared and accepted by the Maine Historic Preservation Office.
- b. The development is not located adjacent to or within 100 ft. of a designated landmark, historic district, or historic landscape district.
- c. There are no known archaeological resources on the site.

6. Exterior Lighting:

a. Site Lighting.

- (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B5 Zone. All HVAC and mechanical equipment is proposed to be mounted on the roof.

8. Signage and Wayfinding:

a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

(i) The project is not located in a historic district or subject to Article IX.

(ii) Proposed commercial signage is still being designed and subject to a condition of approval.

(iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

9. Zoning Related Design Standards:

a.(i) The project is designed to be a high density mixed use development with multiple story building, parking structure and attractive public space.

(e) The project is still evolving through the design process and is likely to require some conditions as part of its final site plan approval.