

ATTACHMENT B

CONFORMITY WITH 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 14-526.

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.

2. Access and Circulation:

a. Site Access and Circulation.

- (i) Thompson's Point site is accessed 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 proposed plan will extend the previously constructed private on-site loop road and sidewalk an additional 450 ft into the site.
- (ii) Existing 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.

- (i) Formal Loading and Servicing for lot specific development is not proposed at this time. The proposed roadway is configured to accommodate an AASHTO WB-67 tractor trailer design vehicle.

c. Sidewalks.

- (i) An 8 ft wide sidewalk is proposed on the northerly side of the roadway section and will terminate at a proposed crosswalk headed towards the Depot Building. The sidewalk along a portion of the southerly side as shown on the approved subdivision plan will be constructed at a later date.
- (ii) The development will benefit from new sidewalks from the intersection of Fore River Parkway and Thompson's Point Connector Road into the site.
- (iii) The development provides pedestrian access to adjacent trailways (Portland Trails), Portland Transportation Center, and abutting land uses (commercial and residential).

3. Access and Circulation.

- a. The development will be served by an existing transit stop at the Portland Transportation Center.
- b. The new transit stop will include a pull-off space and shelter.
- c. The existing 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 has retained Unified Parking Partners to manage the existing parking lots on site in a safe and efficient manner.
- (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 size of event being held at the site.
- (iv) N/A.
- (v) Existing gravel parking lots will be retained. The applicant does not propose the construction of parking areas at this time.

b. Location and Required Number of Bicycle Parking Spaces:

- (i)(b) N/A.

c. Motorcycles and Scooter Parking.

- (i) N/A.

d. Snow Storage.

- (i) On-site snow storage around the perimeter of the site.

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 designated 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.
 - b. 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. This is not applicable to the proposed area included with this scope of work.
 - (ii) The applicant has performed a site walk with the City's arborist and will meet this criterion.
 - (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) The applicant does not propose landscaped buffers at this time.
 - (ii) Parking Lot Landscaping:
 - a) The applicant does not propose permanent parking lots at this time.
 - (iii) N/A
3. Water Quality, Stormwater Management and Erosion Control:
- a. Stormwater:
 - (i) All stormwater draining onto the site from adjacent properties drains to an existing storm drain system. The storm drainage system will not be altered at this time.
 - (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 – Permit by Rule of the Technical Manual.

- c. The project is not located in a watershed of an urban impaired stream as listed by the MaineDEP.
- d. N/A
- e. N/A
- f. N/A

(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.
- b. The existing site allows for emergency response vehicles to move around all areas of the site.
- c. The project will utilize existing on-site fire hydrants. All hydrants have been tested for flow capacity and test results are included in documentation submitted with the building application dated April 15, 2014.

3. Availability and Adequate Capacity of Public Utilities:

- a. Initial renovation work to existing buildings will rely on existing utility infrastructure.
- b. N/A
- c. N/A
- d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station.
- e. N/A
- f. The project will use exterior dumpsters 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 remove all temporary trash receptacles upon the completion of a Special Event.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. The new roof on the existing Depot building will have been designed to not result in adverse impacts to other buildings or abutting properties.
- b. The new roof on the existing Depot building will have been designed to not result in adverse impacts to other buildings or abutting properties.

- c. HVAC venting is not proposed at this time.
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 roof has been 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 feet 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) Permanent Exterior lighting is not proposed at this time. Temporary exterior lighting will be provided if required during Special Events.
7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the B5 Zone.
8. Signage and Way finding:
 - a. All onsite way finding and directional signage will be temporary and design specifically for each event.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) N/A
 - b. All onsite way finding and directional signage will be temporary and design specifically for each event.
9. Zoning Related Design Standards:
 - a.(i) The proposed mixed uses at the Depot Building are permitted in the B-5 Zone.