

8. CONFORMITY WITH APPLICABLE DESIGN STANDARDS

The following statements are made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526 Site Plan Standards.

8.1 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 Co-applicant (Forefront) has previously obtained a Traffic Movement Permit for the entire Thompson's Point project which addressed impacts on surrounding street systems. Various improvements to the surrounding street system have been previously completed, thus creating ample conditions to allow the Lot 7 site development to move forward.

2. Access and Circulation:

a. Site Access and Circulation.

(i) The development provides access via Thompson's Point Connector Road. Forefront has worked previously with fire safety and City officials to make access and circulation easy and safe for all vehicular and pedestrian users for the entire site. The interior loop road will be widened and improved.

(ii) There are no new vehicular access and egress points to Thompsons Point being constructed as part of this project.

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

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

b. Loading and Servicing.

(i) Adequate provisions are made at the site for periodic loading from panel trucks to service the proposed use. The site provides clear area in front of the solid waste enclosures for servicing and loading vehicles.

c. Sidewalks.

(i) The project will provide new pedestrian routes from the CMTM site to the nearby Brick South, Brick North and Depot site uses.

3. Public Transit Access:

a. The development site will continue to have superior access to public transit facilities including the nearby Portland Transportation Center Hub. From its

origins several years ago, the Thompsons Point redevelopment was always considered to be ideally suited to benefit from its proximity to the transportation terminal. The CMTM development will benefit similarly from these conditions.

4. Parking:

a. Location and Required Number of Vehicle Parking Spaces:

(i) Off-street parking is provided on the site to accommodate the proposed use. An Agreement between the Co-Applicants will allow for shared use parking conditions to meet the needs of CMTM.

(ii) As contemplated in previous approved submissions, the overall development relies on shared parking conditions.

(iii) See above.

(iv) The parking spaces and aisles meet the applicable dimensions detailed in the Technical Manual.

(v) All parking lots will be paved, ultimately. The site currently does have some gravel parking areas and these conditions may remain for the foreseeable future.

b. Location and Required Number of Bicycle Parking Spaces:

(i) The project provides four racks, each with a capacity for two bicycles, providing a total of 8 bicycle parking spaces. The exact location of the racks has yet to be determined.

c. Motorcycles and Scooter Parking:

(i) N/A.

d. Snow Storage:

(i) Snow storage management will employ two strategies:

a. Limited snow storage along the southerly perimeter of the parking areas (this will suffice for small storm events and temporary storage only).

b. Snow removal and off-site disposal.

5. Transportation Demand Management (TDM):

a. A Transportation Demand Management (TDM) Plan is on file with the City and changes are not required for the CMTM project.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

a. The CMTM site is previously partially developed, nearly 100% impervious, and contains no significant natural features.

2. Landscaping and Landscaping Preservation:

a. Landscape Preservation.

- (i) There are no existing landscape features or elements at the site. A substantial amount of new landscaping will be provided to the site.

b. Site Landscaping.

(i) Landscaped Buffers:

- (a) The solid waste storage, HVAC, and loading area will be screened from public view by wood or vinyl fencing all around the enclosure and perimeter landscaping. The Co-Applicants will continue to discuss landscape measures for the site and will have updated plans addressing proposed conditions in the near future.

- (b) The Co-Applicants continue to discuss landscaping for the project.

- (c) Not applicable.

- (d) Not applicable.

(ii) Parking Lot Landscaping:

- a) Trees and shrubs are provided throughout the site at the perimeters of the parking area and in the internal islands.

- b) Landscaped islands will be provided such that there is no interrupted pavement exceeding forty parking spaces.

- c) There is no central landscaped island.

- d) Not applicable.

(iii) Street Trees:

- (a) The roadway landscape plan includes 21± street trees along the Loop Road.

3. Water Quality, Stormwater Management and Erosion Control:

- a. The project proposes the development of Children's Museum & Theatre of Maine. The property is currently 100% impervious. Redevelopment of the site will reduce the impervious cover and provide pervious landscaped surfaces that will reduce both the peak rate of runoff and the volume of runoff from the site under all storm conditions. The provision of landscaped green space will also enhance the quality of surface runoff from the site under all conditions. The site improvements will also include measures for meeting the MaineDEP

Stormwater Chapter 500 Rules and the City of Portland Stormwater Management Standards.

- (i) There is currently no evidence of offsite runoff draining onto or across the lot.
 - (ii) See above. There will be no increase in the rate or volume of runoff from the site.
 - (iii) See above.
 - (iv) See above.
- b. The project will ultimately meet the General Standards under Chapter 500, Stormwater Law (City of Portland Technical Manual, Section 5 - Portland Stormwater Management and Maine DEP Ch. 500, 3 (e)). The Basic Standards will apply to this project and a detailed Soil Erosion and Sediment Control Plan has been developed to address this.
 - c. Not applicable.
 - d. Not applicable.
 - e. Construction at the site will be required to follow local, state and federal regulations and will be undertaken under the supervision of a suitably qualified environmental professional. Post-construction activities at the site do 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 anticipated 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 plans.
 - b. Not applicable.
- 2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote a safe and welcoming mixed use development environment.
 - b. The site provides access from Thompson's Point Road for emergency vehicles.
 - c. Fire hydrants are to be located adjacent to the property along the loop drives. The building will be fully sprinklered.

3. Availability and Adequate Capacity of Public Utilities:

- a. The applicant will secure letters from all applicable utilities stating their ability to serve the site. The project will require new or updated electrical, gas, sewer, and water services to the site.
- b. All new electrical services to the site will be underground.
- c. All new utility infrastructures will meet the provisions of the Technical Manual.
- d. The project will utilize an existing service connection to the public sewer system within the Peninsula.
- e. All new sewer and stormwater infrastructure will meet City standards.
- f. A solid waste collection and storage area will be provided with adequate capacity for the needs of the development. The owner will contract with a waste removal vendor as part of the onsite management of waste collection and recycling.

(d) Site Design Standards.

1. Massing, Ventilation and Wind Impact:

- a. The project proposes construction of a new multi-story building and parking area. The project will not result in any significant changes to the wind environment proximate to the site.
- b. The project will not result in any significant impacts to abutting properties.
- c. HVAC venting, if necessary, will be directed through ground mounted units and will not impact any adjacent public spaces.

2. Shadows:

- a. The project is in the B-5 Zone. This standard is not applicable.

3. Snow and Ice Loading:

- a. The building will be designed in such a way that accumulated snow does not impact adjacent properties or public ways.

4. View Corridors:

- a. The project entails construction of a multistory building at the site. There will be no significant changes to view corridors offered to adjacent properties.

5. Historic Resources:
 - a. The project is not located in a historic district, historic landscape district, or City designated landmark.
 - b. The project is not located adjacent to, or within 100 feet of, a historic district, historic landscape district, or City designated landmark.
 - c. There are no historical or archaeological resources on the project site.
6. Exterior Lighting:
 - a. Site Lighting
 - (i) All new exterior lighting at the site will be full cutoff with no light emitted above the horizontal plane, and in accordance with Section 12 of the Technical Manual. A photometric lighting plan will be developed demonstrating illumination levels throughout the site consistent with previously submitted plans.
7. Noise and Vibration:
 - a. Project noise levels will be designed to meet the permitted standards within the zone. HVAC units will be located on the ground adjacent the building. Equipment cut sheets will be provided in the Final Site Plan Application package.
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 has not yet been designed for the site and will be submitted in a separate application.
 - (iii) All street and wayfinding signage is designed to meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
9. Zoning Related Design Standards:
 - a. The project satisfies the goals and objectives previously approved in the overall Master Plan and Sectional Recording Plan.