

CONFORMITY WITH APPLICABLE DESIGN STANDARDS (Site Plan and Zoning)

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. A summary of calculated site trip generation with the proposed hotel use is enclosed with this application.

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 hotel development includes an on-site one way driveway loop with (10) short term parking stalls. The driveways have been designed to align perpendicular to the "loop road" and across from other driveway entrances/exits. Additional pedestrian circulation is proposed to connect all sides of the building to the common area sidewalks.
- (ii) The driveway is designated as one-way to minimize conflict at the main entrance/drop off zone as well as eliminate left turn queuing on the corner of the "loop access road".
- (iii) In addition to room for several vehicles to unload near the main entrance, the site features (10) short term parking spaces reserved for patron loading and unloading. This feature will relieve queuing at peak check-in times and avoid impeding the main road circulation.

b. Loading and Servicing.

- (i) A formal loading dock is not proposed for the hotel. Loading and servicing for the hotel will occur in one of two locations: 1) shared dumpster enclosure area to the northwest of the hotel or 2) hand cart delivered to the northeasterly corner of the building. Occasional delivery vehicles will be permitted down the pedestrian alley during off hours and on a pre-coordinated schedule. The hardscape area cross-section has been designed to withstand delivery vehicle loading. The hotel driveway alignment is designed to accommodate a 40 ft Single Unit vehicle (delivery or fire truck apparatus)

c. Sidewalks.

- (i) A 10 ft wide sidewalk is proposed on the front portion of the hotel which connects to an approximately 30 ft wide pedestrian spine on the easterly side of the building and a 15 ft wide raised crosswalk to the southerly portion of the peninsula.
 - (ii) The development sidewalk improvements are all new and this requirement is not applicable.
 - (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 may include a pull-off space and shelter. A final location is still TBD but communication between Forefront Partners and the METRO is ongoing as summarized in an updated TDM document to be finalized for submission to the city by December 2017.
 - 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 site plan proposes (10) ten onsite short-term spaces primarily for loading and unloading during the check-in/check-out process. The primary parking facility will be 100% managed by the Forefront Hotel valet service. 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 approved in 2011, updated in 2015, and working on a scheduled December 2017 update. An interim update is included in the enclosed submission documents.
 - (iii) N/A
 - (iv) The site layout plan shows compliant parking stall and drive aisle dimensions.
 - (v) Existing gravel parking lots will be retained. The applicant proposes a small parking and circulation area in-front of the building.
 - b. Location and Required Number of Bicycle Parking Spaces:
 - (i)(b) (4) four parking stalls (2 Dero bicycle hitching posts) are proposed near the main entrance.
 - c. Motorcycles and Scooter Parking.
 - (i) N/A.
 - d. Snow Storage.

- (i) On-site snow storage is available 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. An interim update is attached with a full amendment proposed to be completed by December 2017.
 - 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 Forefront Hotel development is located internally to other development areas and is not proximate to the natural features of Thompson' Point.
 - 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) N/A.
 - (iv) The applicant will not require a waiver from this standard.
 - b. Site Landscaping.
 - (i) Landscaped Buffers:
 - a) The applicant proposes a landscaped screening buffer to the dumpster enclosure area. The dumpster enclosure itself provides screening to the dumpsters using evergreen bush inserts. Refer to the enclosed Landscape plan L-1.0
 - (ii) Parking Lot Landscaping:
 - a) The applicant proposes landscaping as shown on the enclosed Landscape Plan L-1.0.
 - (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. The stormwater management system includes groundwater protection measures including a 30 mil PVC impermeable liner around all subsurface stormwater treatment and storage facilities.
- f. The applicant proposes a separated sanitary sewer service to the City of Portland municipal treatment system.

(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 proposed development allows for emergency response vehicles to access multiple sides of the proposed building.
 - c. The project will utilize existing public fire hydrants. All hydrants have been tested for flow capacity.
- 3. Availability and Adequate Capacity of Public Utilities:
 - a. The newly installed infrastructure has been sized to accommodate the proposed hotel. Forefront Partners recently completed a 12" main extension with service stubs designed for the Hotel use and a future expansion.

- b. The primary power electrical service will come from an underground duct bank located on the westerly side of the building.
- c. New infrastructure has been sized and installed in accordance with the City's technical manual.
- d. The existing site sanitary sewer system is connected to the Thompson's Point sanitary pump station.
- e. New infrastructure has been sized and installed in accordance with the City's technical manual.
- 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 building will have been designed to not result in adverse impacts to other buildings or abutting properties.
- b. The new building will have been designed to not result in adverse impacts to other buildings or abutting properties.
- c. HVAC venting is located on the roof and will not affect any public spaces or adjacent properties.

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 is flat and will prevent snow and ice from running off to adjacent areas.

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 site and building mounted lighting has full cut off fixtures. Proposed site lighting is consistent with other lighting installed on the site and consists of LED cut off fixtures mounted 20 ft height.
- (ii) Specialty ground lighting may be added in heavy pedestrian areas. Final layout will be submitted under separate cover.

7. Noise and Vibration:

- a. HVAC and Mechanical Equipment.
 - (i) All equipment will be located on the roof and screened accordingly.
 - (ii) If applicable, the generator will be limited to one hour of routine maintenance per week.

8. Signage and Way finding:

- a. All building signage and specialty wayfinding signage will be submitted under a separate application package.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Standard traffic signage is shown on the enclosed Site Layout Plan and designed to meet MUTCD recommendations.
- b. All onsite way finding and directional signage will be submitted under a separate application package.

9. Zoning Related Design Standards:

- a. The proposed hotel with restaurant building is permitted in the B-5 Zone. The development meets all Zoning Dimensional standards as summarized in the table below:

Summary of Zoning Dimensional Requirements:		
Requirement Description	Required	Provided
Minimum Lot Size	None	1.15 acres
Minimum Frontage	None	401.5+/- FT on Private Road
Yard Dimensions:		
Front	None	6 FT
Side	None	0.5 FT
Rear	None	0 FT
Maximum Lot Coverage:	100%	66.2%
Maximum Building Height	120 FT	54 FT

The following statement is made in accordance with the City of Portland Design Manual Zone B-5 Urban Commercial Business Zone.

Design Manual Design Standards:

- a. Shared Infrastructure: The hotel lot is part of an integrated subdivision which shares utility and stormwater infrastructure, pedestrian and vehicular circulation, and loading/waste facilities with other lots with-in the development.
- b. The hotel building is located as close to the street as possible while still providing the necessary one-way main entrance access loop. The westerly corner includes an architecturally integrated external stair case as well as windows facing the Fore River. The proposed pool room on the corner will differentiate itself because of its single-story skyline.
- c. The southerly exposed main entrance is marked with a prominent architectural feature (Port Cochere). The building is oriented to be clearly visible from the road as well as the adjacent highway (I-295).
- d. On-site Parking is restricted to a handful of short term loading spaces with the bulk of the visitor parking located in a shared parking facility via mandatory valet service.