

# Development Description

## Project Objective

This Site Plan Application package is for work associated with the demolition of the existing Fred P. Hall Elementary School and associated site amenities and the construction of a new elementary school and associated site amenities.

The site is located at 26 Orono Road. The work associated with this project will take place primarily on the Hall School site, which totals 21.2 acres. However, some work will take place within the Godfrey Street, Orono Road, Riggs Street and Lomond Street Right-of-Ways. The project will result in a total disturbance of approximately 10.35 acres (including 0.62 acres of disturbance within the Riggs Street and Lomond Street Right-of-Ways). This disturbance consists of the following:

- Creation of 3.24 acres of new developed area (including 0.28 acres of new development within the Riggs Street and Lomond Street Right-of-Ways)
- Removal of approximately 2.37 acres of existing impervious area (including 0.19 acres of impervious area within the Riggs Street and Lomond Street Right-of-Ways)
- Construction of approximately 4.93 acres of new impervious area (a net increase of 2.52 acres of impervious area).

Fred P. Hall Elementary School is a single story building with a footprint of approximately 55,000 square feet and has a capacity of approximately 440 students. It was originally constructed in 1957, with a classroom and gym addition in 1967. Other than parking lot reconfiguration projects in 1972 and 1990, the majority of the site has remained largely unchanged since its construction. Due to lack of adequate parking and site circulation and the poor condition of the existing building and site amenities, it has been determined that in lieu of performing substantial site upgrades and renovations it will be more cost effective to demolish the existing building and associated site amenities and construct a new building, playfields/playground areas, parking and site circulation that will meet the site's anticipated capacity and programmatic needs.

## Existing Facilities

As indicated on Drawings CX101, CD101, and CD102, the site consists of the existing school building and associated site amenities, a baseball field to the west and a large playground area to the south. Parking and site circulation (including bus/parent pick up and drop off areas) are located on the east side of the school. The existing site has 63 parking spaces (including 3 accessible spaces). An additional 14 space parking area is located on the south side of the building and separates the building from the playground. This lot has been blocked off and is not used for parking, instead being used as part of the playground area. Vehicular access to the site is via a one-way entrance from Warwick Street. The only vehicular exit

from the site is located at the end of Orono Road, which is a two-way street (the site exit onto Orono Road is one way).

## Proposed Facilities

The proposed school building will be located on the west side of the existing school, in the approximate location of the existing baseball field. It will be a two-story building with a footprint of approximately 64,000 square feet and a floor area of approximately 85,000 square feet, with a capacity of 558 students. Major modifications to the existing site circulation are proposed, including abandoning the existing site entrance from Warwick Street and constructing a new entrance from Lomond Street (via Riggs Street) as well as constructing separated parent and bus drop off/pick up areas. A new parking area is proposed that will have adequate parking for staff and visitors (98 spaces, including 4 accessible spaces). New playfields and playground areas are also proposed, as well as outdoor learning and classroom vegetable garden areas (which are still under design development).

It should be noted that, because this is primarily a State-funded project, the majority of site features indicated have been designed in accordance with the State's written requirements for elementary schools. The rest of the items shown, such as portions of the playground and additional stormwater treatment, are being funded using local (City of Portland) funds as approved by the city's residents during a referendum in April, 2016.

## Existing/Proposed Utility Connections

Existing utilities can be seen on sheets CX101, CD101, and CD102. Proposed utilities can be seen on sheets CO101, CU101, and CU102.

Water service (potable and fire protection) to the existing school is via an 8" connection to a 20" water main that crosses through the middle of the site, from the end of Wessex Street on the south to the end of Pinecrest Road on the north. This 20" main will be abandoned on the site, with portions of it proposed to be removed where it conflicts with the proposed building and utility infrastructure. As directed by Portland Water District, a new 12" cross connection is proposed between the existing 8" water main in Purchas Street and the 8" main in Warwick Street. This cross connection will run east across the site from the intersection of Purchas Street and Godfrey Street to the end of Orono Road, then beneath Orono Road to Warwick Street. Services for the new school (potable and fire protection) will be connected to this line. The existing 2" water line in Orono Road will be removed and the existing water service connections will be connected to the new line. Also as part of the removal of the 20" main, the portion of the main beneath Wessex Street will be replaced with an 8" line, and the existing water service connections in Wessex Street will be connected to it.

Sanitary sewer service for the existing building is provided via a connection to a 10" diameter main that runs through the site from Purchas Street to Pinecrest Road. This main will be relocated around the west side of the proposed building and proposed sanitary sewer service for the building will be via this relocated line.

An existing 30" to 33" diameter storm drain line also crosses through the site, running generally parallel to the existing sanitary sewer main from the end of Purchas Street toward Pinecrest Road, and outlets into Capisic Brook approximately 160 feet south of the end of Pinecrest Road. This line will be relocated around the west side of the proposed building, but the existing outlet into Capisic Brook will be maintained.

Electric and communications service for the existing building is via overhead lines that run onto the site from the end of Purchas Street and continue overhead onto the site to a utility pole located on the south side of the baseball field. From there, communications service is overhead to the building, while electric service is underground to a transformer on the northwest side of the building, then underground to the building. Electric and communications service to the proposed building will use the existing overhead service to the utility pole at the end of Purchas Street before running underground to the new building.

The existing building is heated with oil, which is stored in an 8,000 gallon underground fuel oil tank on the western side of the building, near the library. This oil tank is proposed to be removed as part of the building demolition, and the new building will utilize an existing natural gas main that terminates at the north end of Purchas Street. This line will be extended from its end to the new building.

## Phasing/Construction Plan

The design and permitting period is expected to extend to late winter/early spring, 2017. In addition to construction the new school and associated site amenities, the it has been requested that the project be phased to minimize relocating school classrooms as much as possible, thus requiring that the existing school be operational during much of the construction period. In order to accomplish this, the project will be constructed in two general phases:

**Phase I (May/June 2017-June 2018):** Demolish the northwest wing of the existing building (for the duration of Phase I, kindergarten classrooms may need to be relocated to a portion of Deering High School, with a portion being renovated to accommodate them and keep them separated from the rest of the High School population), perform water main demolition/installation, relocate existing sanitary sewer and storm drain mains, construct new building (including utility service connections), site amenities on the north and west sides of the proposed building, and all development on Riggs Street, Lomond Street, and Orono Road.

| <u>Phase I Construction Timeline</u>  | <u>Spring 2017- Late Spring 2018</u> |
|---|--------------------------------------|
| • Contract award  | Winter/Spring 2017                   |
| • Install erosion control, strip existing turf, clear wooded areas, and general site demolition | Spring/Summer 2017                   |
| • Building Footings/envelope and Utilities  | Spring/Summer 2017                   |
| • Sitework in Orono Road  | Spring/Summer 2017                   |
| • Sitework in Riggs Street/Lomond Street Right-of-Way   | Summer 2017-Spring 2018              |
| • Site Development on north and west sides of proposed building                                 | Summer 2017-Spring 2018              |
| • Stormwater treatment areas (north and west side of proposed building)                         | Summer/Fall 2017                     |
| • Stabilize Site (winter)   | Winter 2017                          |
| • Building construction   | Summer 2017-Early Summer 2018        |

**Phase II (June 2018-August 2018):** Demolish existing building and site amenities and construct remaining site amenities, including access drive from Lomond Street, parking lot and parent drop off/pick up area, bus loop, remaining stormwater treatment areas (along entrance drive and beneath the proposed playfields), playfields and playground areas.

| <u>Phase II Construction Timeline</u>                                | <u>Late Spring 2017- Late Summer 2018</u> |
|--|---|
| • Demolish existing building and general site demolition             | Late Spring/Summer 2018                   |
| • Construct Parking Lot, entrance drive and other site appurtenances | Summer/Fall 2018                          |

- Construct stormwater treatment areas Summer/Fall 2018
- Stabilize site (permanent) Summer/Fall 2018
- Project Complete Late Summer/Fall 2018

## Waivers Requested

We are requesting the following waivers from the City's Ordinance requirements and Design Requirements:

1. *Code Section 14-90, item p: Places of assembly not on an arterial or collector road (9,000 ft<sup>2</sup> maximum area permitted)*

A waiver of the maximum floor area for places of assembly for sites not on an arterial or collector road is requested to allow for a proposed floor area of 11,056 ft<sup>2</sup>. The School has requested an expanded cafeteria to reduce the required number of lunch seatings and allow for increased staffing flexibility. Also, an expanded (middle-school sized) gymnasium was requested to be used for community activities outside of normal school hours. Between these items, the total assembly space (gymnasium and cafeteria) will exceed the maximum space permitted for the development. It is anticipated that these spaces will be used during non-school hours for assemblies and athletic activities, most likely at night and on weekends. The general type of activities on the site will not differ from current conditions.

2. *Code Section 14-498, item (b).8; and Section 14-526, item (a).c.1, Sidewalks*

A waiver of the requirement to provide sidewalks and esplanades on both sides of the street is requested for the proposed road development on portions of Riggs Street and Lomond Street. A sidewalk is proposed on the south side of Riggs Street and the west side of Lomond Street, and no esplanades are proposed. Eliminating the additional sidewalk and esplanades reduces the impact to the freshwater wetlands on both sides of the streets, impacts to the existing wooded areas, and reduces the amount of temporary grading easements required from abutting landowners to install the proposed improvements. Further, sidewalks only exist on one side of the other streets in the vicinity of the site (Warwick Street, Riggs Street and Orono Road).

3. *Code Section 14-526, item (a).3: Public Transit Access*

A waiver of the requirement to construct public transit access on the site is requested because the proposed school will not generate any new public transit usage. Transportation (school buses) is provided for students that live over one mile away from the school (1/2 mile for kindergarten students) and students that must cross a major traffic artery, such as Brighton Avenue, to get to the site.

4. *Code Section 14-526, item (b).1: Preservation of Significant Natural Features*

A waiver of the requirement to avoid all impacts to significant natural features on the site is requested. While the site has been designed to limit the impact to existing natural features

while still providing the necessary programmatic elements, the development will result in some impacts to non-significant wetlands, primarily on the western side of the site and the proposed entrance drive from Warwick Street. These wetland impacts will require an Individual Natural Resources Protection Act Individual Permit (Tier I, freshwater wetland impacts between 5,000 ft<sup>2</sup> and 9,999 ft<sup>2</sup>). This permit will be applied for as part of the design process and obtained prior to awarding the construction contract in spring 2017.

5. *Code Section 14-526, item (b).2.b.ii: Parking Lot Landscaping*

A waiver of the requirement to provide two trees (or one tree and three shrubs) for every five parking spaces is requested. State Department of Education standards do not provide funding for landscaping in parking areas to meet the City's requirements and additional funding for parking lot landscaping exceeding the state requirements was not included in the locally funded portion of the project. However, the following steps have been taking to provide landscaping/shade in the immediate vicinity of the proposed parking lot:

- Maintain existing wooded area/buffer on the west side of the parking lot (along Sagamore Village property line).
- Provide landscaped islands at each end of the center row of parking spaces (constructing additional islands would require expansion of the parking lot, which could adversely impact the existing large trees in the wooded area mentioned above).
- Provide a large landscaped area along the east side of the parking lot.
- Maintain as much of the existing wooded area on the south side of the proposed parking lot as possible.

6. *Code Section 14-526, item (b).2.b.iii: Street Trees*

A waiver of the requirement to provide street trees along the portion of the project within the right-of-way is requested. Due to the width of the existing right-of-way on Riggs Street and Lomond Street, there is not sufficient space to provide street trees without acquiring additional property from abutting landowners or planting the trees on their property. However, majority of the proposed road improvements will occur in areas that are already wooded on both sides of the right-of-way. Further, an esplanade will be provided once the road development crosses onto the site and enough space is available (see waiver request 2, above).

# Zoning Requirements

Zoning and transportation requirements are summarized below and indicated on sheet CO101.

Zone: R-3

Existing/Proposed Use: Elementary School (Conditional Use in R-3 Zone)

## Dimensional Requirements

| Item                                       | Required              | Provided                        |
|--|-----------------------|---------------------------------|
| Lot Size                                   | 2 Acres               | 21.2 Acres                      |
| Street Frontage                            | 50 Feet               | 246 Feet (Along Warwick Street) |
| Front Yard Setback                         | 25 Feet               | +/- 400 Feet                    |
| Rear Yard Setback                          | 25 Feet               | +/- 38 Feet                     |
| Side Yard Setback (2 story)                | 14 Feet               | +/- 34 Feet                     |
| Lot Coverage                               | 35%                   | 23%                             |
| Lot Width                                  | 65 Feet               | +/- 713 Feet                    |
| Structure Height                           | 35 Feet               | 32 Feet                         |
| Maximum Floor area for places of assembly* | 9,000 ft <sup>2</sup> | 11,056 ft <sup>2</sup>          |

*\*A waiver will be requested for the maximum assembly space area (see project narrative)*

## Transportation Requirements

### General Information

|   |                        |
|---|------------------------|
| Proposed Number of classrooms           | 40                     |
| Assembly Space Size (gym and Cafeteria) | 11,056 ft <sup>2</sup> |
| Proposed Full Time Equivalent Staff     | 79                     |
| School Capacity                         | 558 Students           |

### Required Parking Calculations

|                                  |           |   |
|----------------------------------|-----------|---|
| Normal School Days               | 40        | Spaces (1 Space per Classroom)                            |
| Assemblies**                     | 89        | Spaces (1 Space per 125 ft <sup>2</sup> of Floor Area)    |
| <b>Number of Spaces Required</b> | <b>89</b> | <b>Spaces (Greater of School Days and Assembly Space)</b> |

*\*\*Assemblies are not anticipated to be held during held during normal school hours*

### Provided Parking Calculations

|  |           |               |
|--|-----------|---------------|
| 1 Space Per Full Time Equivalent Staff***      | 79        | Spaces        |
| Visitor Spaces***                              | 15        | Spaces        |
| Accessible Spaces                              | 4         | Spaces        |
| <b>Total Number of Parking Spaces Provided</b> | <b>98</b> | <b>Spaces</b> |

*\*\*\*State Department of Education Requirement*

### Bicycle Parking Calculations

|                          |    |                                  |
|--------------------------|----|----------------------------------|
| Required Bicycle Parking | 20 | Spaces (2 per 10 parking spaces) |
| Provided Bicycle Parking | 34 | Spaces (6% of School Capacity)   |