



Memorandum

Planning and Urban Development Department

Planning Division

To: Sean Dundon, Chair, and Members of the Portland Planning Board
From: Shukria Wiar, Planner
Date: May 11, 2018
Re: 178 Kennebec Street
Project #: PL-000029-2018
Meeting Date: May 17, 2018

I. INTRODUCTION

Maine Workforce Housing, LLC has requested a preliminary Level III site plan and subdivision review of a seven-story mixed use building that includes forty-six (46) apartments for elderly residents at 178 Kennebec Street in West Bayside. The proposal also includes nineteen surface parking spaces, sidewalks, and landscaping improvements. The site is currently occupied by a surface parking lot. The proposed building is within the B7 zone.

The Planning Board will review the application for compliance with the site plan and subdivision standards. A total of 56 notices were sent to property owners within 500 feet of the site and a legal ad ran on May 7th and 8th, 2018. No public comments have been received.



Applicant: Nathan Szanton and Amy Cullen, Maine Workforce Housing, LLC and The Szanton Company
Consultants: Michael Tadema-Wielandt, PE, Terradyn Consultants, LLC; David Lloyd, Archetype Architects; Randy Loubier, Owen Haskell Inc.

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Aisle width – To allow a 22-foot aisle in the parking area	Technical Manual, <i>Section 1.14</i> , requiring that aisle width for right-angle parking be 24 feet per Figure I-27
Street trees – To plant 42 street trees, less than required (4 are proposed along the building)	Site Plan Standard, <i>Section 14-526(b)2. b (iii)</i> and Technical Manual, <i>Section 4.6.1</i> . All multi-family development shall provide one street tree per unit. Waiver permitted where site constraints prevent it. <i>46 units = 46 street trees required</i>
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>
Subdivision	<i>Section 14-497</i>
Workforce Housing Inclusionary Zoning	<i>14-484 (Applicant is required to have 4.6 units, which is being proposed)</i>

III. PROJECT DATA

Existing Zoning	Urban Commercial Business B-7
Existing Use	Surface Parking Lot
Proposed Use	Mixed Use- Residential and Retail
Proposed Development Program	46 one-bedroom apartments
Parcel Size	16,553 SF

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	0	6,667 SF	6,667 SF
Building Floor Area	0	46,669 SF	46,669 SF
Impervious Surface Area	14,842 SF	14,757 SF	85 SF
Parking Spaces (on site)	0	19	19
Bicycle Parking Spaces	0	18	18
Estimated Cost of Project			

IV. BACKGROUND & EXISTING CONDITIONS

The site of the proposed project abuts three streets, Kennebec, Brattle and Parris Streets in the Bayside neighborhood. The site is currently occupied by a gravel surface parking lot that has been used as a parking lot for the City's freight vehicles. Nearly the entire site is currently covered with impervious surface including two bituminous driveways from Brattle and Parris Streets. Underground utilities in Kennebec, Brattle and Parris Streets include water, gas, stormdrain and sewer. Overhead power and communication services are on poles located on Kennebec, Brattle and Parris Streets. Along the Brattle Street frontage, there is a flush bituminous sidewalk with no curb. There is also no sidewalk along the site's Parris Street frontage. The existing gravel parking lot on site connects directly to both Brattle and Parris Streets. No on-street parking exists along the site's frontage on Kennebec and Brattle Streets, but there is limited on-street parking available on the western side of Parris Street.



Figure 1: 178 Kennebec Street Site

The uses surrounding the site are mostly residential uses, including some large three-story multi-family housing. Most of the adjacent housing is of a smaller scale, with a mix of single and two-family buildings.

V. PROPOSED DEVELOPMENT

The development is proposed as a mixed use residential and retail project with frontages on Kennebec, Brattle, and Parris Streets.

The proposal is for a seven-story building with a footprint of 6,667 square feet. The first floor will feature a lobby for the residential units, a utility room and trash room, and 5,429 sf of artist studio/retail space. The second through seventh floors will feature 46 one-bedroom apartments ranging from 600 sf to 670 sf. The residential units will be elderly (55+) housing, at least 28 of the units will be affordable housing, and at least 11 of the units will be ADA accessible. The first-floor retail and artists spaces will be accessed from the Kennebec Street frontage and the parking lot located south of the building. The total building floor area is 46,669 square feet. Elevation views and perspective renderings of the proposed building are provided in Attachment 12-14. Tenant and customers parking is to be provided on-site at the rear of the proposed with driveway accesses from Parris and Brattle Streets.

There will be nineteen surface parking spaces as part of the project of which six will be for the retail use. New brick sidewalks are proposed on all the streets. The development includes street trees: three on Kennebec Street and one on Brattle Street. Bicycle parking will be provided on bike racks along the site’s frontage on Kennebec, Brattle, and Parris Streets. The mail slots for the apartments will be located in the lobby. The trash room will be accessed from the lobby and from the parking lot for trash removal, and a mechanical room is located adjacent to the lobby on the first floor.



Figure 4: 178 Kennebec Street Rendering Looking West



Figure 5: 178 Kennebec St Rendering Looking East on Kennebec St



VI. PUBLIC COMMENT

As of the writing of this report, one public comment have been received.

VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

a. The applicant is Maine Workforce Housing, LLC and has a Joint Development Agreement with Ross Furman. Maine Workforce Housing, LLC is developing the site and building and will retain ownership of the residential units, whereas, Ross Furman will own the first-floor artist studio/retail space. An executed copy of the Joint Development Agreement will need to be provided as soon as it becomes available. Ross Furman has a Purchase and Sale agreement with the City for Lot 1. The deeds and Purchase & Sale are Attachment D. The site plan shows parking spaces across property boundary lines, which needs to be addressed with easements or lot line adjustments in the final application. The project site is comprised of the following parcels and record owners:

Map/Block/Lot	CCRD Book/Page	Record Owner
34/F/ Lot 1	16707/206	City of Portland
34/F/ Lot 2	31408/102	Ross Furman
34/F/ Lot 5	18985/128	New Systems Realty, LLC (Ross Furman)

b. The estimated cost of the development is \$6.6 Million. The applicant has submitted a letter stating the financing sources for the project, as demonstration of their financial and technical capacity to complete the proposed development.

VIII. ZONING ANALYSIS

The proposed uses of the mixed-use building are permitted in the Urban Commercial Business B-7 zone. The applicant will need to show documentation as to how they meet the zoning standards and performance standards (Section 14-299 Performance Standards).

For off street parking, Division 20 requires one parking space per unit for residential uses on the peninsula, except in the B-7 zone, where parking requirement can be determined by the Planning Board; the “parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer”. The B7 zone includes a specific requirement (14-332.2.c) for the submission of a parking analysis and for the Planning Board to establish the parking requirement for the project; staff has requested a parking demand study. A total of nineteen (19) parking spaces is being proposed, of which six are for the commercial/retail use, therefore only thirteen are for the residential use. Three spaces will be handicapped parking spaces.

IX. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

The applicant has not submitted a subdivision plat and will need to be submitted as part of the final application for review and approval. Per the city’s land use ordinance, the following materials should be submitted at time of final review:

- A subdivision plat meeting all plat requirements as noted in 14-496; and
- Final plan submittal requirements as noted in 14-527(f) and (g). The final site plan should include:
 - o State plane coordinates to the four property corners to be set; and
 - o The stamp of a professional engineer.

B. SUBDIVISION (Section 14-497)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland’s Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. *Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)*

Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the erosion and sediment control plan and states “Locations of sediment barrier should be provided as necessary. Existing grades to the south of the site are not provided, and it is unclear if sediment barrier may be needed along the project boundary” and an updated erosion and sedimentation control plan will need to be submitted; please see Attachment 3 for the complete analysis.

2. *Sufficient Water Available (Section 14-497 (a) 2 and 3)*

The project will be served by new water service located in Kennebec Street. The Applicant will have to contact the Portland Water District and the City Department of Public Services requesting ability to serve water and sewer demand. Confirmation of ability to serve water and sewer from PWD and DPS should be forwarded to the Planning Authority as part of the final plan.

3. *Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)*

The City is currently finalizing the Bayside Transportation Master Plan, a document that seeks to improve transportation accessibility and connectivity with one of the recommendations consisting of Kennebec Street. The site will be accessed by existing curb cuts on Brattle and Parris Streets; the circulation for the site will consist of two entrances. Some of the parking spaces are encroaching on the abutting property. Tom Errico, P.E. Ty Lin reviewed this detail and also reviewed the proposal’s details including the access, parking, and vehicle circulation (Attachment 1) and states the following recommendations:

- *The Kennebec Street curb design does not appear to be consistent with the City’s Kennebec Street Improvement Project. The plans shall be revised to reflect to proposed design.*
- *It is my assumption that Bruce Hyman will be providing detailed comments on sidewalk facilities. I would note that the current plan does not depict a ramp at the Parris Street corner and the Brattle Street ramp is not acceptable as depicted. Revisions to match the City project will address these issues.*
- *The driveway for [53 Brattle Street](#) is being eliminated. It is unclear how parking for this lot is being addressed.*
- *A utility pole is being relocated to directly in front of [53 Brattle Street](#). Details on pedestrian accessibility for the relocated pole should be documented.*
- *The proposed driveway on Parris Street does not comply with City standards for driveway separation. The applicant shall request a formal waiver with supporting documentation.*

Bruce Hyman, Transportation Manager, also conducted a review of the plans, specifically the curbing and bicycle racks, and his complete review is [Attachment 3](#).

4. *Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)*

The project will be served by a new sewer line located in Kennebec Street. Ms. Swett has reviewed the plans and offers the following recommendations:

Additional coordination with the City of Portland is required for sewer and stormdrain connections. The City is proposing a project on Kennebec Street, and connections in Kennebec will require coordination with the City’s project, which is anticipated to occur next year. The City has also identified that the stormdrain shown on Parris Street is incorrectly labeled, and that the pipe is actually the Lancaster Street sewer. Stormdrain connections will not be allowed into this line. Stormdrainage may be directed to Kennebec where a stormdrain will be installed next year. It is also noted that the Applicant is proposing three separate stormwater services from their site. While this is allowed, the Applicant may wish to consolidate to reduce the future maintenance requirements. Provide appropriate reference on the plans to the City’s project and verify that the proposed work will not be in conflict. The plans should be updated such that project stormwater is not tied into the Lancaster Street sewer.

5. *Scenic Beauty, Natural, Historic, Habitat and other Resources (Section 14-497 (a) 8)*

The proposal site is not within an historic district. It is in an urban neighborhood surrounded by a variety of residential building types, as well as commercial uses. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. The staff finds the proposal in conformance with this standard.

6. *Comprehensive Plan (Section 14-497 (a) 9)*

The staff has identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan:

Portland Housing Goal: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of all Portland households, now and in the future.

Policies

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels, which are both renter and owner-occupied, including but not limited to the following:
 - ii. Housing units for decreasing household size, such as young professionals, empty nesters, single-parent households, and senior citizens.
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.

- Increase Portland’s rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable return to landlords.
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland’s site plan ordinance and applicable regulations. Staff comments are listed below.

1. *Transportation Standards*

a. Impact on Surrounding Street Systems and Access and Circulation- see Subdivision, Paragraph VIII (B) (3), above.

b. Construction Management Plan

A construction management plan has been submitted by the applicant for review; this plan needs to meet the new construction management plan standards.

c. Sidewalks

The applicant is proposing to install new brick sidewalk along their frontage on all three streets with street trees and bicycle racks. The project is located in a concrete sidewalk district and plans need to be updated to reflect concrete sidewalks.

d. Public Transit Access

The public transit requirements do not apply to this project.

e. Parking

The applicant is proposing nineteen (19) surface parking spaces that are located at the rear of the property, of which six of the nineteen parking spaces are for the commercial/retail use. The B-7 zone includes a particular requirement (14-332.1.i) that all projects regardless of size shall abide to Section 14-332.2.c for the submission of a parking analysis and for the Planning Board to establish the parking requirement for the project.

Sec. 14-332.1. Zone specific off-street parking exceptions and modifications. The off-street parking requirements established for uses, established above in section 14-332 of this division, are hereby modified for the following zones according to the provisions described below.

(i) B-7, Mixed Development District Zone: Off-street parking for all projects regardless of size, shall be governed by 14-332.2(c) of this article.

Sec. 14-332.2. Categorical exceptions and modifications to off-street parking requirements. Regardless of which zone a project of use is located, the following exceptions to the off-street parking requirements listed above in section 14-332 are additionally hereby established.

(c) Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.

The applicant has not submitted a parking demand study and this will need to be part of the final application. The surface parking lot will have a twenty-two-foot (22’) parking aisle width that does

not meet standard of twenty-four feet (24'); therefore, the applicant has requested a waiver. Mr. Errico addresses this in his memo, Attachment 1:

- *Parking spaces meet City dimensional standards. The aisle width does not comply with City standards and thus the applicant shall request a formal waiver with supporting documentation.*
- *It is suggested that short-term 15-minute parking be provided on Parris Street between Kennebec Street and the proposed driveway.*
- *The applicant shall provide information/data that supports the parking demand estimate provided in the application.*
- *The applicant has conducted a trip generation estimate for the project and back-up calculations for all project uses shall be provided. The project will not generate traffic levels that will require a Traffic Movement Permit.*

f. Bicycle Parking

The proposals include eighteen (18) bicycle parking spaces frontages located at building entrances and along the street of Kennebec, Brattle and Parris Streets, which meets the ordinance standard of 2 bicycle spaces per 5 vehicle spaces. All bicycle rack should be located on the property and not in the right of way. Bruce Hyman reviewed the plans and offers the following regarding the bicycle racks:

If all the bike racks shown are required to meet the bike parking requirements, please find a replacement for the 'wave rack' shown with one that provides 2 points of contact between the bike frame and bicycle (such as an inverted U-rack). I am not readily able to verify that 18 bike parking spaces are provided on the site (I count 10 spaces using Bike Hitches and an unknown # using the wave rack

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping and Landscape Preservation

The applicant is proposing four street trees in front of the buildings, three on Kennebec Street and one on Brattle Street. The street tree requirement would be one tree per unit, in or near the ROW. The Section 4.6 Street Trees of the Technical Manual does state:

If it is determined by the City Arborist that there is not adequate space or conditions for street trees in the public right of way or if there is a conflict between the location of proposed street trees and the location of existing or proposed underground utilities, the required number of street trees shall be provided on private property within 10 feet of the property line along the street frontage.

The applicant will need to contribute to the City's Tree Fund for the remaining 42 trees.

c. Water Quality, Storm Water Management and Erosion Control

Under Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards. Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the drainage plan and stormwater report, and offers her recommendations regarding the General and Flooding Standards:

There appears to be some misunderstanding of the General and Redevelopment Standard. For projects that do not meet the Chapter 500 thresholds requiring treatment, in the City of Portland, treatment is required if there is greater than 1,000 SF of new impervious surface

(provide treatment per Ch 500, 95% of impervious treated) or 5,000 SF of redeveloped, non-roof impervious surface (50% of non-roof impervious redeveloped area). The Applicant is proposing treatment of portions of the roof and the parking area, which may be adequate to meet the standard, however, additional clarification is required. Provide a figure that identifies redeveloped non-roof impervious surface. It would be helpful if this figure also shows the areas that are proposed to be treated. Confirm that half of the redeveloped area is being treated. If that area cannot be treated, provide justification (using pollutant rankings) for treatment of other areas (i.e. roof) as an alternative.

The Stormwater Management Plan should include a stormwater inspection and maintenance plan and a stormwater agreement developed in accordance with and in reference to MaineDEP Chapter 500 guidelines and Chapter 32 of the City of Portland Code of Ordinances. Provide stormwater inspection and maintenance plan and proposed agreement.

3. *Public Infrastructure and Community Safety Standards*

a. Consistency with Master Plans

See Subdivision, Paragraph VIII (B)6 above.

b. Public Safety and Fire Prevention

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

The applicant has not submitted a lighting and photometric plan. As a subdivision, street lighting may be required to provide lighting for the area by the entrances and parking spaces. This will be reviewed when a lighting plan is submitted.

c. Availability and Adequate Capacity of Public Utilities

The project will be served by the Portland Water District, City Department of Public Works, and underground/ power /cable/communications. The Applicant will need to contact the Portland Water District and the City Department of Public Services requesting ability to serve water and sewer demand. Confirmation of ability to serve water and sewer from PWD and DPS should be forwarded to the Planning Authority upon receipt.

4. *Site Design Standards*

a. Snow and Ice Loading

In accordance with the City of Portland Technical Manual, the Applicant is required to provide appropriate snow storage or description of a snow management plan. The snow storage locations shall be sited outside of existing and proposed drainage courses. The applicant will need to show how snow removal is being handled on site. If the applicant will be storing snow on site, the plans will need to show the proposed on-site snow storage areas and provide additional information on snow management.

b. View Corridors

This site is not within a Protected View Corridor as per the “View Corridor Protection Plan” approved by the Portland City Council in 2001.

c. Historic Resources

The site is not in any historic district; therefore, the project is not subject to by Historic Preservation review.

d. Exterior Lighting

The applicant has not submitted a lighting and photometric plan. As a subdivision, street lighting may be required to provide lighting for the area by the entrance and parking spaces. This will be

reviewed when a lighting plan is submitted. All exterior site lighting including lighting of building entrances will be cutoff with no light emitted above the horizontal plane or spilled onto adjacent properties or streets. Illumination levels will be adequate but not excessive for the safety, comfort and convenience of occupants and user of the site and will conform to all applicable standards of Section 12 of the Technical Manual.

e. Noise and Vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will have to be shown on the plans and meet state and federal emissions requirements. These mechanical equipment should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof. This information will have to be submitted for review.

f. Signage and Wayfinding

This standard does not apply to the proposal.

g. Zoning Related Design Standards

A design review according to the B-7 *Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual) Standards was performed for the proposed new construction of a multi-family dwelling at 178 Kennebec Street. The applicant may either revise the design according to the review comments and resubmit or appeal the decision of the design review to the Planning Board. Below are some excerpts of the review, refer to Attachment 5 for the complete review:

Principle C: Parking, Loading and Service Areas

C-6: Surface Lots – Areas devoted to surface parking shall be screened from public rights-of-way and significant views through the use of design elements such as plantings, fencing, grade changes, and/or walls. A landscaped border shall be created around all surface parking lots. Any parking lot containing ten (10) or more parking spaces shall include one (1) or more landscaped island within the interior of the lot. There shall be at least one (1) island for every twenty (20) spaces.

- Some landscape/trees are provided between surface parking and Parris and Brattle Street. *Unclear how much screening is accomplished but space is limited.*
- *No screening is provided between the parking and the neighboring residential uses.*
- *No landscape island is proposed as required by this standard.*

C-8: Service, Utility and Mechanical Infrastructure

- Utilities, trash room, etc. are located on back side of building facing the surface parking.
- *Provide information about rooftop mechanicals and how they will be screened from view, especially from long views.*

Principle E: Architectural Design

E-2: Height – Building heights meet the zone and overlay map. The massing is not varied to transition to the residential scale but there is limited area to use that kind of transition. Instead, there is a buffer between the new building and the adjacent residential properties. *More information is needed to understand how the materials, articulation elements, and fenestration are used to meet this standard.*

E-3: Massing – No large expanses of undifferentiated facades on public rights-of-way. Project meets the requirement for a base, middle, and top. *However, staff felt the material placement should follow the rationale of the uses and massing variation – for example, break in building at short ends is a logical place to break material and staff support the warm tone and grey tone choices to balance each other. But staff felt it unnecessary to break the material and fenestration type/pattern mid-face of the long facades – these long facades should stay consistent in the material, fenestration, and details. The bays and use of base, middle, and top*

sufficiently create the massing variation and visual interest without this added change in material (see attached for clarification Attachment 5). Top floor windows feel out of proportion with the roof line – shorter and consistent windows would better accentuate the angled roof. There is a section of the Kennebec Street façade that includes the industrial-type windows and double-story base treatment, but that section of the building is residential in use – staff suggest revising the base treatment to only apply where there are commercial/community uses and consistently apply the residential materials and fenestration patterns where the residential uses exist inside.

E-9: Back Sides of Buildings – Upper floors meet the standard. *Staff felt the design and visual interest of the back side of the building could be improved at the ground level given how visible this façade is from the street and neighboring residential properties.*

E-10: Rooftop Appurtenances – *Provide information regarding the location and screening of HVAC and rooftop mechanicals.*

E-11: Fences and Walls – n/a

E-12: Materials – *Materials are not indicated on the elevations. The standard currently does not allow for fiber cement panels to be used on facades visible from the public rights-of-way. Staff found the grey and warm tone materials to be a good combination and support the approach of two different materials if placed with a clear relationship and rationale to the use and massing breaks. Staff review found that some revisions to the material placement may better reflect the massing, use, and orientation of the building (see attached sketch notes, Attachment 5).*

E-13: Transparency – *VT of .7 or greater is required by the standard.*

E-14: Illumination – *Building lighting information was not provided.*

E-16: Signage – *Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- *A sign master plan is required as part of the submittal. Future signage will require a sign permit and review under the B7 Design Standards.*

E-18: Sustainable Design – *Property that is controlled or conveyed by the City shall be developed at a minimum in a manner that is certifiable within the standards for building and neighborhood design in accordance with the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED).*

- *The property was sold to the applicant by the City of Portland. No information is provided on how the proposal meets this requirement.*

XI. NEXT STEPS

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(a) and (b) and 14-527(f) and (g) for review by the Planning Authority and Planning Board; and
4. Hold final Planning Board Hearing.

XII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Traffic Engineer review (memo from Thomas Errico)
2. Civil Engineer and Department of Public Services review (memo from Lauren Swett)
3. Transportation Division review (memo from Bruce Hyman)
4. Fire Prevention Department review (memo from Robert Thompson)
5. Design review (memo from Caitlin Cameron)
6. Public Comment - PC 1_Michniewicz

APPLICANT’S SUBMITTALS

- A. 178 Kennebec Street - Level III Application-signed
- B. 178 Kennebec Street - Checklist- Level 3

- C. Development Description
- D. Evidence of Right, Title, and Interest
- E. State and Federal Permits
- F. Land Ordinance Review
- G. Easements or Other Burdens
- H. Technical and Financial Capacity
- I. Construction Management Plan
- J. Natural Features
- K. Stormwater Management
- L. Consistency with City Master Plans
- M. Utilities
- N. Solid Waste
- O. Fire Safety
- P. Conformity with Applicable Design Standards
- Q. Verification of Proposed HVAC Equipment

PLANS

- Plan 1. Survey
- Plan 2. Cover Sheet & Legend
- Plan 3. General Notes
- Plan 4. Construction Management Plan
- Plan 5. Site Plan
- Plan 6. Utility Plan
- Plan 7. Site Details
- Plan 8. Utility and Drainage Details
- Plan 9. Erosion Control Details & Notes
- Plan 10. Kennebec Street - A1.01 - First Floor Plan
- Plan 11. Kennebec Street - A1.02 - Second & Typical Floor Plans
- Plan 12. Kennebec Street Rendering 2
- Plan 13. Kennebec Street Rendering 3
- Plan 14. Kennebec Street Rendering