



Shukria Wiar <shukriaw@portlandmaine.gov>

178 Kennebec Street - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Fri, Jul 20, 2018 at 9:51 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Keith Gray <kgray@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Shukria – the following presents my final traffic comments based upon a review of the revised application materials.

- 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.

Status: The plans have been revised and I have no further comment.

- 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.

Status: Refer to Bruce Hyman's comments.

- 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.

Status: The applicant has provided supporting documentation for the aisle width and given site constraints and that vehicle turnover should be limited, I support a waiver from the City's Technical standards. I would note that seven parking spaces also need a waiver for not meeting 9'X18' size requirements. I support a waiver given similar reasons noted previously and that the proposed spaces nearly meet the standard (8.5'x17').

- It is suggested that short-term 15-minute parking be provided on Parris Street between Kennebec Street and the proposed driveway.

Status: The plans have been revised and I have no further comment.

- The driveway for [53 Brattle Street](#) is being eliminated. It is unclear how parking for this lot is being addressed.

Status: The applicant has noted that parking will be provided on an abutting property owned by the same owner. I have no further comment.

- 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.

Status: The plans indicate a 4-foot pedestrian walking space will be provided from the face of proposed pole to the back of sidewalk. The applicant shall ensure that this width is provided during the installation of the new pole.

- The applicant shall provide information/data that supports the parking demand estimate provided in the application.

Status: The Applicant has estimated a parking demand of 27 parking spaces for the project (21 spaces for the residential units and 6 spaces for the retail/artist space). As allowed by City Ordinance, a credit of eight parking spaces is permitted with the provision of a car share vehicle. Accordingly, the applicant is suggesting a need for 19 parked vehicles. The Applicant has proposed accommodating parking requirements by providing 18 parking spaces on-site. I would note that one of the spaces will be designated for the car share vehicle and the site plan notes a space that is to be used for pick up/drop off activities. Accordingly, 16 parking spaces will be available for general use. Given that the Avesta Housing surveys supporting the parking demand analysis were conducted during the week of the July 4th holiday, and the retail/artist parking demand estimate is an approximation, I would suggest the following condition of approval:

- **The Applicant shall conduct a Parking Demand Study following the occupancy of the project with the methods of the Study to be reviewed and approved by Planning Staff. If the study identifies a parking supply deficit, the applicant shall either secure off-site parking spaces or make a contribution to the City's Parking In-Lieu Fee program.**
- 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.

Status: The applicant provided trip generation calculations and the project is estimated to generate 29 trips during the PM peak hour. The project is not expected to have a significant impact on traffic safety and mobility and no action is required from a traffic impact perspective.

- 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.

Status: Given existing driveway conditions, low traffic volumes and speeds in the area, and low traffic generation from the site, I support a waiver from the City's Technical Standards.

- I have reviewed the construction management plan and I generally find it to be acceptable. Refinement on how pedestrians will be managed at the corner of Kennebec Street and Brattle Street is required. Additionally, specific details on lane closures should be provided. Accordingly, I would suggest a condition of approval that the applicant is to provide a revised construction management plan for review and approval prior to issuance of a building permit.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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7/20/2018

City of Portland Mail - 178 Kennebec Street - Final Traffic Comments

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"One Vision, One Company"



Shukria Wiar <shukriaw@portlandmaine.gov>

178 Kennebec Street Comments Please

Lauren Swett <lswett@woodardcurran.com>
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Fri, Jul 20, 2018 at 11:12 AM

Hi Shukria,

I have no new comments. They are still waiting for the sewer ability to serve letter and they will be providing a stormwater agreement under separate cover. I thought I had clicked off the other items as resolved as I sat in the meeting on Wednesday, but it looks like it didn't save... I just went in to do that.

Any questions, let me know.

Thanks,

Lauren

From: Shukria Wiar <shukriaw@portlandmaine.gov>
Sent: Friday, July 20, 2018 9:31 AM
To: Lauren Swett <lswett@woodardcurran.com>
Subject: 178 Kennebec Street Comments Please

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.



Shukria Wiar <shukriaw@portlandmaine.gov>

PL-29-2018 - 178 Kennebec Street - Transportation Demand Management Plan

Bruce Hyman <bhyman@portlandmaine.gov>

Fri, Jul 20, 2018 at 1:37 PM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Tom Errico <thomas.errico@tylin.com>, Helen Donaldson <hcd@portlandmaine.gov>

Good afternoon, Shukria,

The following are my comments on the draft TDM Plan submitted for 178 Kennebec Street, dated July 6, 2018:

- Overall I find that the TDM Plan provides a solid framework for assessing the transportation context, site uses' transportation and parking demand, menu of applicable TDM strategies and monitoring/evaluation
- The provided vehicle trip and parking reduction targets, currently expressed in percentage reductions, are to be translated into actual trip and parking reduction numbers to more easily account for and track-monitor their effectiveness and follow-up actions, including the need to secure off-site parking or pay into the Fee *in lieu* of parking/Sustainable Transportation Fund if parking demand exceeds that estimated by the parking study (0.41 spaces/unit).

Please don't hesitate to contact me if you or the Board need further information or have questions.

Best regards,

Bruce

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Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
[389 Congress Street](#)
[Portland, Maine 04101](#)
(207) 874-8717 phone

bhyman@portlandmaine.gov
<http://www.portlandmaine.gov/1363/Transportation-Division>
Yes! Transportation's Good Here



To: Shukria Wiar, Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: July 17, 2018

Subject: 178 Kennebec Street – Inclusionary Zoning Conditional Use

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Division 30, Section 14-487, Ensuring Workforce Housing, requires at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also requires the number of bedrooms in the Workforce units shall be at least 10% of the total number of bedrooms made available as part of the development.

The development located at 178 Kennebec Street proposes the creation of 51 dwelling units of rental housing consisting of five (5) studio, and forty-six (46) one-bedroom units. As dwelling units for rent, the designated Workforce Units will be restricted to households earning up to 100% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of five (5) workforce units consisting of one (1) bedroom in each unit. The Applicant has elected to provide forty (40) units of low-income housing. Of these units, sixteen (16) units are targeted towards households earning 50% AMI, and twenty-four (24) units are targeted towards households earning 60% AMI. The remaining eleven (11) units will be market rate rentals. As such, the project has met the minimum requirements set forth in Section 14-487.

The Developer requested the City of Portland to enter into an Affordable Housing Tax Increment Financing agreement to help finance this project. Disbursement of funds require the completion of a Credit Enhancement Agreement that will guarantee future rentals to qualified households for a period of thirty (30) years.

Staff has determined this project exceeds the affordability requirements of Division 30, Section 14-487 and recommends final approval be conditioned on the completion of all standard commitment requirements between the City of Portland and the Developer.

Sincerely,

Victoria Volent
Housing Program Manager

Planning and Urban Development Department

Planning Division



Subject: B7 Design Review – 178 Kennebec Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Thursday, July 12, 2018

Revisions to the mixed-use/residential proposal at 178 Kennebec Street was reviewed by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Matt Grooms, Planner of the Department of Planning & Urban Development against the *B-7 Mixed Use Urban District Zone Design Principles & Standards* (Appendix 4 of the Design Manual).

Design Review Comments:

- Generally, design comments have been addressed – **see outstanding items below.**
- **B-9 Streetscape Design:** **Will street trees conflict with building canopies?**
- **C-6 Surface Lots:** **Limited changes made in response to this standard for screening.**
- **E-7 Windows:** **New windows should maintain a VT of .7 or greater.**
- **E-12 Materials:** Use of fiber cement panels requires a waiver from Design Standard E-12 Materials. **Provide samples of the panel material to the Planning Board in support of waiver request.**
- E-16 Signage: **Provide a sign master plan.**
- **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.**

Purpose: The following purpose statements are most applicable to the proposed project.

1. Support and reinforce the goals of *A New Vision for Bayside*.
 - Government Center District – “The streets that were once dominated by vacant lots and public works yards are now lined with trees, small quiet buildings and corner parks.”
 - Critical Action 2: Build more housing
2. Accentuate Bayside as a gateway to the city by highlighting major corridors and corners.
8. Allow building heights that create space for a critical mass of people needed to make a new urban neighborhood successful. Ensure that development is human in scale at the pedestrian level.
9. Encourage architecture which expresses the aesthetic of the time in which it was built, that respects local urban design patterns, and that is compatible with adjacent traditional residential neighborhoods.
11. Create a variety of mixed-use commercial opportunities that serve the neighborhood, city, and region.

Principle A: Urban Design

All development in Bayside shall be designed to create a strong urban identity and sense of place. . . .

A-1: Sense of Place – The project meets the standard by introducing new construction with clear, contemporary design that makes reference to the industrial character of the neighborhood. The surrounding buildings are predominantly one-story industrial buildings and transitioning into two-story residential buildings - this project provides an opportunity to introduce a new character for taller, mixed-use buildings in the neighborhood. Staff find the project to be successful in its overall placement, mass, height, and character in achieving the intent of this standard.

A-2: Edges and Transitions – The project is quite a bit taller than the nearest residential buildings on Brattle Street which are mostly two-story buildings. The project places a buffer of surface parking between the new, six-story building and the existing, small-scale residential buildings. The building form and mass, however, are distinctly mid-rise and mixed use and does not attempt to relate to the single-family building types nearby.

A-3: Gateways – The current plan acknowledges the gateway nature of the site and meets the four-story height minimum with the building placement and orientation.

A-4: Views and Landmarks – Project does not block any identified view corridors.

A-5: Pedestrian Environment – The approach up Kennebec Street and the prominence and experience of the front face of the building should be carefully considered. The project uses large storefront windows and awnings to activate and articulate the pedestrian environment. The overhangs also provide a sense of enclosure at the pedestrian realm. Surface parking is mitigated by being placed behind the building. **Additional landscaping was added.**

A-6: Mix of Uses – The project is mixed-use with a commercial and residential uses.

A-7: Building Orientation – The building appropriately orients to Kennebec Street creating an urban street wall at all three streets. There are not many buildings yet existing in the surrounding blocks – this project begins to establish the appropriate and desired street wall. The residential and retail entries all directly face streets – the commercial space has a corner entry on Kennebec and Brattle streets.

Principle B: Access and Circulation

Streets and sidewalks in Bayside shall be designed to encourage a pedestrian friendly, walkable environment. The goal is to create streets that are scaled and designed for pedestrian and bicycle use; are well landscaped; promote traffic calming; allow for mid-block permeability, and extend the pattern and scale of Portland's traditional street grid and blocks in accordance with the 1914 Atlas of the City of Portland.

B-1: Streets and Alleys – The streets surrounding this project are B streets. The sidewalks are narrow but are designed to include street lights, and ramps. Trees and landscaping are provided in the private space because the public right-of-way is too narrow to accommodate street trees or esplanades.

B-2: Street Connectivity – n/a

B-3: Mid-Block Permeability – The project includes mid-block permeability in the sense that the parking lot connects the two side streets parallel to Marginal Way.

B-4: Sidewalks and Crosswalks – Sidewalk comments will be given by other staff.

B-5: Green Streets – n/a

B-6: Multi-modality – The project provides amenity and access for all modes.

B-7: Continuity of Street Level Uses – n/a

B-8: Traffic-calming – No traffic calming measures are proposed in this case.

B-9: Streetscape Design – Kennebec Street is an A street while Parris and Brattle are B streets. The sidewalks are narrow but are designed to include street lights, and ramps. Trees and landscaping are provided in the furnishing zone on Kennebec and Brattle Street but on the private property side on Parris Street where the sidewalk is narrow. **Will street trees conflict with canopies?**

B-10: Encroachments – Canopies overhang the public right-of-way and provide a sense of enclosure and scale for the pedestrian realm.

B-11: Lighting – B streets shall use the 19'3" size Bayside street light, black 3000K LED.

Principle C: Parking, Loading and Service Areas

Parking, loading and service areas shall be designed and located so as to present an attractive façade to neighboring use, to minimize their visual presence in the neighborhood, and to minimize the impact along pedestrian oriented streets and residential areas.

C-1: Parking Structures – n/a

C-2: Parking Entrances - n/a

C-3: Active Uses – n/a

C-4: Back of Parking Structures - n/a

C-5: Decks and Ramps – n/a

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.**
- **Screening between the parking and the neighboring residential uses is required.**
- **Landscape island is required by this standard.**

C-7: Bike Racks. – Bike racks are located within proximity of the retail and residential entries directly accessible from sidewalks. Location and spacing must comply with the City of Portland Technical Manual.

C-8: Service, Utility and Mechanical Infrastructure

- Utilities, trash room, etc. are located on back side of building facing the surface parking.
- **Rooftop mechanicals screened by building parapet – integrated into roofline.**

Principle D: Open Space and the Public Realm – n/a

Principle E: Architectural Design

New development shall contribute positively to a new identity for the neighborhood as outlined in A New Vision for Bayside. New development shall create a mixed-use, pedestrian-friendly setting that contributes to the context of the surrounding urban fabric and provides a sensitive transition to adjacent residential neighborhoods. . . .

E-1: Architectural Design – Staff review find the overall design approach to be appropriate and effective. The design is clearly contemporary while making reference to the industrial character of the neighborhood. There is a good balance of fenestration and articulation with bays, trim, material patterns, articulated base, and canopies.

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.

E-3: Massing – No large expanses of undifferentiated facades on public rights-of-way. Project meets the requirement for a base, middle, and top. **Revisions to window size, material placement based on staff and board comment. Building follows a base, middle, top approach using canopies, trim, and pattern for visual interest.**

E-4: Articulation – The use of the faux bays is a good way to add some visual interest and accentuate the tall corner of the building. The project also successfully introduces a combination of articulation elements that define the base, middle, and top of building, give dimension to the window openings, and add visual interest and comfort at the pedestrian level. These elements include awnings above the retail spaces, change in materials, “bays,” trim and reveals at windows, and trim line/profile to delineate floors. Different window types are also used to differentiate uses.

E-5: Flexibility of Interior Layout – The ground floor commercial space is currently left undivided and flexible.

E-6: Entrances – Commercial entrances include storefront, canopies, and are street-facing, directly accessible from the street. Corner chamfer emphasizes additional commercial entrance. The residential entrance is at the side of the building – **this residential portion is distinguished from the commercial with landscape, setback, side entry.** This entrance will be made more visible and accessible from the street by a walkway proposed to connect from both Preble and Elm Streets and signified with the use of granite posts.

E-7: Windows – Window placement meets these standards. See Standard E-3 above regarding fenestration pattern on façade composition. **Windows should maintain a VT of .7 or greater.**

E-8: Storefronts – **The storefronts were revised to show doors directly onto Kennebec** but appear to meet the standard of allowing for frequent entries to be introduced. Storefront shall be transparent.

E-9: Back Sides of Buildings – Upper floors meet the standard. **Staff comments regarding the lack of visual interest of the back side of the building was addressed by canopies and transom.**

E-10: Rooftop Appurtenances – **Rooftop mechanicals screened by parapet/integrated into roof form.**

E-11: Fences and Walls – n/a

E-12: Materials – The standard currently **does not allow for fiber cement panels to be used on facades visible from the public rights-of-way – Planning Board must grant a waiver for this item.** 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. **Revisions to material placement respond to staff comment – prefer a consistent base and top level treatment with window and material variation in the mid-section of the building. Panel was revised from a faux wood to a grey finish.**

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

E-14: Illumination – See Site Plan comments.

E-15: Weather Protection – The project does include canopies at the retail frontage to meet this standard.

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-17: Historic Buildings – The building is within 100' of the historic post office building, however, staff determined there is not enough visual or physical relationship between these buildings to warrant an advisory historic preservation review.

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.**

E-19: Shadows – The site is not adjacent to the trail or public open space. The project is north of the smaller-scale residential buildings and therefore minimizes the shadow impact.

E-20: Wind – No information on wind impact has been provided. Staff do not anticipate wind impacts being exacerbated by this project.



Helen Donaldson <hcd@portlandmaine.gov>

Re: March 6 BNA Board Meeting

3 messages

Sarah Michniewicz <sarahmichniewicz@me.com>

Tue, Mar 6, 2018 at 10:17 PM

To: Charles Kaufmann <clk328@rcn.com>

Cc: Helen Donaldson <hcd@portlandmaine.gov>

You can email the whole board at planningboard@portlandmaine.gov, and Nell Donaldson, a member of the planning staff with whom I have been discussing these issues, at hcd@portlandmaine.gov. I've been pretty explicit with all of them that Bayside has been through a lot and deserves development and buildings that aim much higher than the kind of stuff they are approving, but I'm just one voice. So thank you, it really does make a difference!

Sarah

On Mar 6, 2018, at 9:42 PM, Charles Kaufmann <clk328@rcn.com> wrote:

Hi, Sarah,

Just let me know how to do that.

Chip

On Mar 6, 2018, at 9:15 PM, Sarah Michniewicz <sarahmichniewicz@me.com> wrote:

Hi again, Chip!

At the meeting tonight it was clear that this building isn't what people really want to see. Most of this company's other projects have been brick, and are classic yet interesting. So why does Bayside get this? One of the answers given is that the planning board is "pushing for modern" in Bayside.

So-please submit your comments to the planning board! I'm not sure they realize how disliked this type of design is.

I hope your film went well!

Sarah

On Mar 5, 2018, at 11:40 PM, Sarah Michniewicz <sarahmichniewicz@me.com> wrote:

Thanks for your comments, Chip, and have a good trip!

On Mar 5, 2018, at 8:45 PM, Charles Kaufmann <clk328@rcn.com> wrote:

I will not be able to attend the March 6 meeting — I'll be in Oberlin, Ohio, showing one of my films. My reaction to the [178 Kennebec Street](#) Project is: Yet another bland, look-alike, square condo building to add to Portland's ever-growing bland, look-alike, square, early-21st-century architectural legacy. Add to that: 1) Confused identity between office building and residential structure and 2) Does not reflect the inherent diverse aspirations of the human spirit.

Chip

On Mar 5, 2018, at 4:16 PM, Sarah Michniewicz
<sarahmichniewicz@me.com> wrote:

Greetings All!

Just a reminder that the March BNA board meeting is tomorrow night, and we have some important items on the agenda!

-Crime in Bayside: After our usual updates from **Rob Parritt, Kelly Crotty** and **PSRC**, we will talk generally about neighborhood safety, the issues we face, and the increased activity that spring brings. **Jon Sahrbeck, a candidate for Cumberland County DA**, will be there to listen, so bring your voice to the conversation!

-Crystal Canney, a candidate for Senate District 27 will also be there.

-Midtown Project Garage: Patrick Venne, representative of The Federated Companies, will give an update and take questions on the parking garage proposed to be built on the Midtown site. Building permits were applied for in February: <https://www.pressherald.com/2018/02/07/midtown-project-progresses-as-developer-files-permit/>

-178 Kennebec Street: Amy Cullen of The Szanton Company will be giving a presentation and listening to our feedback on a proposed 7-story, 45-50 unit apartment building with ground level retail space. Please take a moment to check out the rendering below and bring your thoughts and questions.

-We will also be reviewing our **board attendance policy** and planning a **Spring Cleanup**.

See you soon!

Sarah

178 Kennebec Street Project:

<Kennebec Street Rendering 2.jpeg> <Screen Shot 2018-03-05 at 2.51.20 PM.png>

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Nell Donaldson
City of Portland Planning Division
874-8723
hcd@portlandmaine.gov

Helen Donaldson <hcd@portlandmaine.gov>
To: Sarah Michniewicz <sarahmichniewicz@me.com>
Cc: Charles Kaufmann <clk328@rcn.com>

Wed, Mar 7, 2018 at 11:31 AM

Sarah,

Thanks for including me on this. This project has not come in for review yet, but I have forwarded this to Caitlin Cameron so that she is aware of these concerns, and will make sure that this is saved in a file for when the project application is submitted.

Best,
Nell

[Quoted text hidden]

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Nell Donaldson
City of Portland Planning Division
874-8723
hcd@portlandmaine.gov