



Helen Donaldson <hcd@portlandmaine.gov>

60 Parris Street - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com>

Fri, Mar 23, 2018 at 8:12 AM

To: Helen Donaldson <HCD@portlandmaine.gov>

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

Hi Nell – I have reviewed updated application materials and offer the following Final Traffic Comments as a status update of prior comments.

- The project is not expected to generate a significant amount of traffic and thus is not expected to significantly impact traffic mobility and safety in the project area.

Status: I have no further comment.

- It is my understanding that the driveway is being widened to 16-feet per Fire Department comments. I will review the revised plan when provided. In general, I support a waiver from City standards given, low trip generation to and from the site and low traffic volumes on Parris Street.

Status: The plans have been revised to provide a 15.2 foot wide driveway entrance that will function as a shared driveway (pedestrian facility will be flush). As noted previously, the project site would be expected to generate very low traffic volumes and during peak time periods traffic will primarily either be entering the site (returning home) or exiting the site (leaving home). During the morning peak hour, approximately 8 vehicles would be expected to exit the site and 2 vehicles will enter the site. This corresponds to one vehicle every 6 minutes. During the afternoon peak hour, about 8 vehicles would be expected to enter the site and 4 vehicles exit. This corresponds to one vehicle every 5 minutes. Given vehicle movement infrequency, the likelihood that trip levels will be less given the urban location, and low traffic volumes on Parris Street, I support a waiver from the minimum driveway width standard of 20 feet.

- The project is proposing a significant number of compact parking spaces and thus does not comply with City standards. I will be conducting informal observations at existing similar sites to assess likely vehicle size characteristics. I will also provide comments regarding on-site vehicle circulation at that time.

Status: The applicant has provided detailed vehicle turning templates for the parking spaces that will be the most challenging from an access/egress perspective. The analysis was based on use of a full-size passenger car. While the maneuvering will not be easy given parking lot layout and building column constraints, the analysis indicates vehicles can enter and exit parking spaces (with multiple turns in some cases). It is my understanding that the parking spaces will be sold separately and thus some spaces may be leased to nearby off-site land uses. It is my recommendation that parking conditions be monitored 6 months after occupancy to assess parking conditions and if safety or access/egress problems are identified, the Applicant would be responsible for developing a Parking Management Plan for review and approval by the Planning Authority.

New Comments

- The parking supply for the site includes all compact sized parking spaces and thus exceeds the City standard for percent of compact parking spaces. I support a waiver for exceeding the number of compact parking spaces given constrained site conditions and the results of the vehicle circulation analysis using a full-

size passenger car. It would also be my expectation that vehicles may be smaller in size given the target tenant type.

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- **The proposed driveway does not meet City standards as it relates to driveway separation. Given that the non-conformity is an existing condition, the abutting driveway is to a single vehicle driveway, and traffic volumes are relatively low on Parris Street, I support a waiver from the City's Technical standards.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
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"One Vision, One Company"



Helen Donaldson <hcd@portlandmaine.gov>

Re: Planning Reviews

Jeff Tarling <jst@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>

Thu, Mar 22, 2018 at 3:58 PM

Hi Nel -

[60 Parris Street](#) project - tree & landscape review comments.

The proposed building footprint takes up a large percentage of the project site leaving minimal space for landscape treatment. Proposed tree & landscape features include three Sentry (upright) Ginkgo trees with Hay Scented Fern planted in the tree sidewalk, ornamental grasses planted near the building foundation along with Red-twig Dogwood. These are durable plants and should fare well in the landscape. Review comments, conditions might include: switching the proposed Ginkgo tree type to an ornamental scale tree type that can survive under the overhead utility lines to reduce future topping. Recommendations include: Adirondack Crabapple, Honeylocust, Accolade Cherry.

Overall the tree and landscape plan are acceptable with some minor tweaks with tree type that fits under the wires.

Thanks

Jeff

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
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MEMORANDUM



TO: Nell Donaldson, Planner
FROM: Lauren Swett, P.E. & Amy LeBel, E.I.T.
DATE: March 23, 2018
RE: 56-60 Parris Street Condominiums, Level III Preliminary

Woodard & Curran has reviewed the Level III Preliminary Site Plan Application for the proposed residential development, *Parris Terraces*, located at 56-60 Parris Street in Portland, Maine. The project involves construction of 23 unit condominium and associated site improvements.

Documents Reviewed by Woodard & Curran

- Level III Final Site Plan Application and attachments, dated March 13, 2018, prepared by Donald M Peterson, Inc., on behalf of Horton, LLC.
- Engineering Plans, Sheets C1-C5, dated March 13, 2017, prepared by Ransom Consulting, Inc., on behalf of Horton, LLC.

Comments

- 1) The Applicant has provided an Ability to Serve Letter from the Portland Water District. The Applicant is waiting on their sewer capacity approval from Public Works..
- 2) In accordance with 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. We offer the following comments
 - a) Basic Standard: Plans, notes, and details should be provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
 - In the Stormwater Management Narrative, the Applicant indicates erosion control measures are described on Sheet C-1 with details on C-4. However, no erosion control measures are specifically identified on the plan.
 - A construction erosion and sedimentation control plan that addresses erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices should be included in the plan set.
 - b) General Standard: The project will result in a de minimis increase in impervious area of approximately 300 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control.
 - The Applicant is proposing to provide treatment using a FocalPoint system. Sizing calculations should be provided for this system and sediment loading calculations should be provided for the sediment forebays.
 - The Focal Point and R-Tank stormwater system detail includes some elevations (R-Tank top and bottom), but it appears that these are not consistent with on-site grades.
 - The peak elevation of the 24-hr 1-inch storm is 21.51 feet, as indicated in the HydroCAD model. This elevation is approximately 1 foot above the surface of the FocalPoint system and 0.5 feet above the beehive grate inlet. The grading in this area is unclear, but it appears that this may be at or above the sidewalk and road grade as well. The Applicant should evaluate the stormwater overflow flow path and it's potential impact on abutters.
 - c) Flooding Standard: The project will result in a de minimis increase in impervious area of approximately 300 square feet. As such, the project is not required to include any specific stormwater management features to control the rate or quantity of stormwater runoff from the site.



- 3) A retaining wall is proposed around a portion of the site and a geotechnical evaluation has been conducted. A note on the Grading, Drainage and Stormwater Plan (Sheet C-2) references structural and landscaping details for the proposed retaining wall, but it appears that no structural details have been submitted. Please provide structural details for the proposed retaining wall.
- 4) The existing conditions layers remain turned on for many of the plans, as is typical in many situations. We suggest that the “bituminous sidewalk” labels for the existing condition be turned off, in particular on sheets like the subdivision plat and the utility plan where the new concrete sidewalk is not specifically called out.
- 5) Note that the City of Portland does not allow 9.5 mm HMA as surface pavement within the ROW. The Typical Trench Paving Detail should be updated to provide 12.5 mm HMA surface pavement for any paving in the ROW.
- 6) A construction management plan should be provided in the format of the City of Portland’s current template, available for download on the City’s website: <https://www.portlandmaine.gov/551/Development-Review> The plan should include specific details on pedestrian and traffic management during sidewalk construction and utility installation when detours may be necessary and during building construction when work is in close proximity to the sidewalk.



Helen Donaldson <hcd@portlandmaine.gov>

Final plans - Parris Terraces (2017-287)

10 messages

Helen Donaldson <hcd@portlandmaine.gov>

Wed, Mar 14, 2018 at 12:19 PM

To: Keith Gray <kgray@portlandmaine.gov>, Thomas Errico <thomas.errico@tylin.com>, Lauren Swett <lswett@woodardcurran.com>, Jeff Tarling <jst@portlandmaine.gov>, Robert Thompson <rmt@portlandmaine.gov>

All,

The applicant on Parris Terraces has just uploaded final plans and documents for the 23-unit housing project proposed at 56 Parris. I know this is rushed, but I will be trying to put together a planning board report on this project for next Friday, the 23rd.

Can you please take a look and get me your final comments by the end of the day on Thursday, the 22nd?

Thanks so much, and sorry to put you guys in this position.

Thanks,
Nell

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

Robert Thompson <rmt@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>

Mon, Mar 19, 2018 at 10:48 AM

Hi Nell,

The final plans are showing a 12' driveway, not the 15+. As we discussed previously, is the sidewalk still going to be flush with the driveway and painted? And, if this is going to work, the planter on the uphill side will have to be reduced to the same width as the driveway and sidewalk to allow turning, or eliminated completely.

Thanks,
Mike

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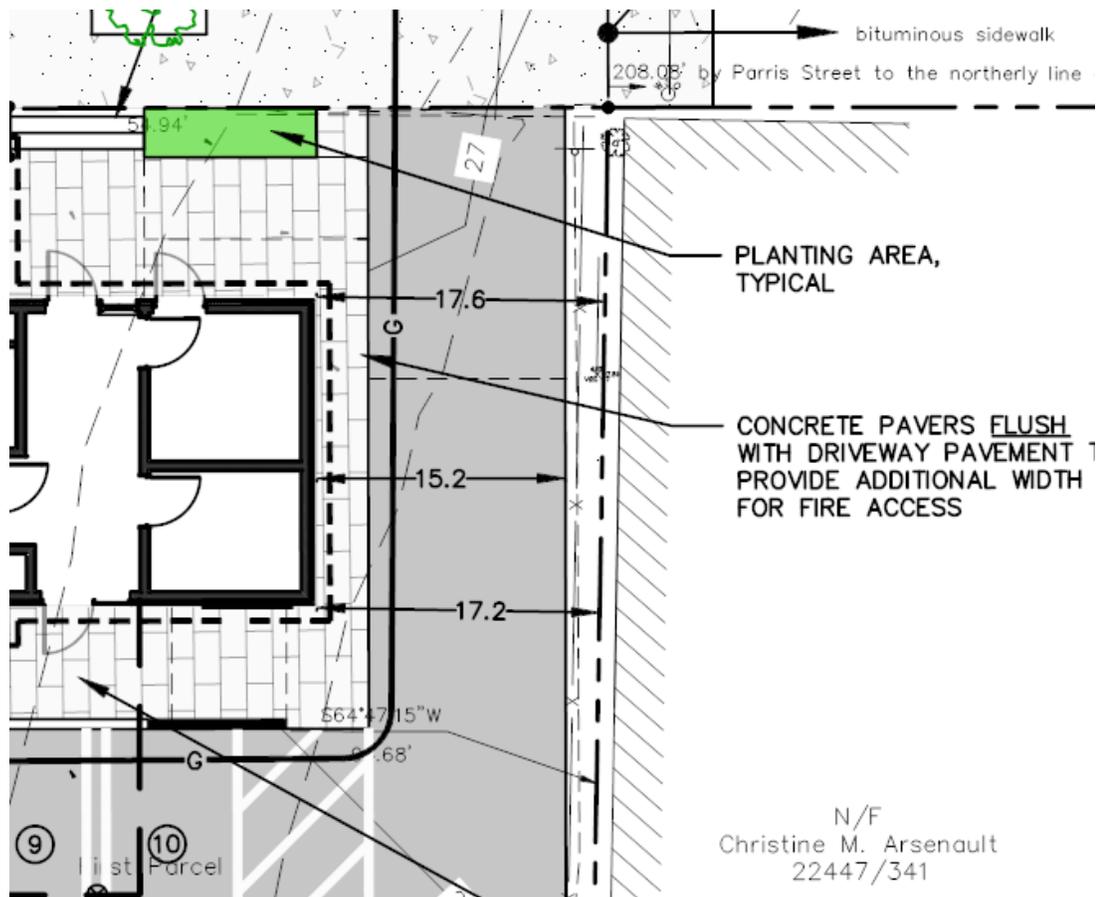
Robert M. Thompson
Division Fire Chief
Portland Fire Department
(207) 874-8400
rmt@portlandmaine.gov

Helen Donaldson <hcd@portlandmaine.gov>
To: Robert Thompson <rmt@portlandmaine.gov>

Mon, Mar 19, 2018 at 10:55 AM

Mike,

Take a look at the site plan (and make sure you're looking at the most recent version?). They show 15.2' with a change in surface material at the edge abutting the building:



What do you think?

Nell

[Quoted text hidden]

Robert Thompson <rmt@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>

Mon, Mar 19, 2018 at 11:55 AM

Hi Nell,

I was looking at the newest set of plans in EPlan, which didn't show it this way, unless it wasn't the latest version. This works, thank you.

Mike

[Quoted text hidden]

Helen Donaldson <hcd@portlandmaine.gov>
To: Robert Thompson <rmt@portlandmaine.gov>

Mon, Mar 19, 2018 at 11:59 AM

Strange.

If you are okay with this layout, then I will make sure that all the final plans show it.

Thanks, Mike.

[Quoted text hidden]

Planning and Urban Development Department

Planning Division



Subject: B-2b Design Review – 56 Parris Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, February 16 2018

The revisions to the project at 56 Parris Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Shukria Wiar, Planner, and Nell Donaldson, Senior Planner, against the *B2b Commercial Business Zones Standards* (Section (d) of the Design Manual) and *Multiple-Family Standards*.

Design Review Comments: *(questions and unmet standards in red)*

- Planning Board requested more information/depiction of the natural cedar material.

(d) B-2b Commercial Business Zones

Standard (1) a. Urban Street Wall – Building placement is near the property line with a setback to accommodate landscape buffer, stoops, and some privacy.

Standard (1) b. Mixed Uses – Not applicable

Standard (1) c. Building Entrances – Main building entrance faces and is directly accessible from the street. **For legibility of primary entrance, staff prefer the trash room door be relocated to the side of the building to not compete with residential entrance. To respond to the concerns about emphasis of the main entry, the design now includes a material and color change – staff support this direction. However, how will the material transition from the vertical siding? Is more than one color really needed to achieve the effect? Could any more be done to add emphasis to this entry – canopy or similar gesture?**

Standard (1) d. Windows – Windows are provided along street frontage as required. **VT of .7 or greater is required.** Window height is raised due to private nature of program.

Standard (1) e. Façade Character – Building is private residences with no commercial/public program but front door/lobby oriented to the street and includes some transparency.

Standard (1) f. Building Design – See multi-family comments below.

Standard (1) g. Building Materials – **Primary material was revised to fiber cement clapboard with vertical cedar board. Staff support the scale, orientation, and type of materials as proposed, however, we question whether natural cedar finish on the ground floor is contextually appropriate. Though natural cedar has been approved for accent materials like fences and railings, as a prominent siding material, it is more rural in character. Planning Board also asked to better understand how that material will age/patina.**

Standard (1) h. Building Scale – Not applicable

Standard (1) i. Landscaping and Buffers – Parking is to the rear of the property and is screened from view by the building (except for parking space 1).

(i) Two-Family, . . . Multiple-Family . . . :

Standard (1) . Exterior Design – Context currently does not include multi-family buildings of this scale. The project successfully incorporates industrial and residential references. This context is appropriate for more contemporary design and more flexibility of forms, scale, and patterns. The project includes interesting forms and massing as well as articulation elements such as balconies to provide a visually interesting, contemporary design. Staff observe that though building type, scale, and placement vary throughout the neighborhood, there is a consistent use of material, trim, roof overhangs, and other articulation elements to add texture, fine-grain scale, and visual interest to the buildings, even if in a vernacular way. **This design was revised to use clapboard with a varying reveal on the upper floors, cedar balconies, and vertical board with natural cedar. Staff finds these changes to be responsive to review comment and gives some articulation and texture to the building in a way that is contextual. There remains some question as to whether natural cedar is a contextually appropriate siding material, especially on the ground floor.**

Standard (2). Relationship to Street – Existing neighborhood is a mix of small-scale residential and industrial building types. In addition, there are many undeveloped lots. There is not, therefore, a consistent street wall or building relationship to the street. That being said, the building placement of the proposal is consistent with the residential buildings adjacent – close to the street with a small setback buffer. Building is oriented to the street as desired by the B-2b standards.

Standard (3). Open Space – Open spaces provided through balconies.

Standard (4). Light and Air – All units provided with ample windows and some storage space.

Standard (5). Parking – Parking is to the rear of the property behind the building.

Standard (6). Not applicable



To: Helen Donaldson, Planner, Planning & Urban Development Department

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

Date: March 21, 2018

Subject: 60 Parris 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 60 Parris Street proposes the creation of 23 dwelling units of owner occupied housing consisting of twenty-three (23) one-bedroom units. As dwelling units for sale, the designated Workforce Units will be restricted to households earning up to 120% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of two (2) workforce units consisting of one (1) bedroom in each unit. The Applicant has elected to provide two (2) workforce units, on-site, consisting of two (2) one-bedroom units to satisfy the ordinance's minimum requirements. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Board Approve this Conditional Use provided the Applicant and the City enter into an Affordable Housing Agreement (AHA) before a Building Permit may be issued.

The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the workforce units and will be filed as covenant to the 60 Parris Street property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager