

To: Chair Stanley & Members of the Planning Board
From: Sean King, Urban Designer
Date: October 7, 2022
Re: Lambert Woods Housing Development
Project ID: PL-002078-2022; CU-002083-2022
CBL: 385 A001001
Meeting Date: October 11, 2022

I. INTRODUCTION

Maine Cooperative Development Partners have submitted a Major Site Plan and Inclusionary Zoning Conditional Use application to facilitate construction of **fourteen** new residential buildings totaling **125,338** square feet of floor area and creating **162** affordable units at 165 Lambert Street. The proposed development is bisected by Washington Avenue Extension, with the north and south development to include a mix of residential housing types with 3-story rowhouses and 3-story community flat buildings. The site is located in the North Deering neighborhood and within the R-3 Residential zone.



Figure 1: Development Site

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1 and Inclusionary Zoning Conditional Use Standards, Section 18.2.3. The workshop will focus specifically on design-related elements of the project, including the latest site layout, materials, architecture and requested waivers. Since the last Planning Board workshop held August 9, 2022, the applicant submitted revised plans and documents on September 27, 2022 that included changes to reduce the number of dwelling units, off-street parking stalls, removal of townhouse building type, rearrangement of buildings, landscape / material / grading plan updates, street section alternatives and preservation of trees within development limit of work.

The Planning and Urban Development Department mailed 261 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the September 29th and 30th editions of the *Portland Press Herald*, along with the agenda posted to City of Portland webpage October 10, 2022.

Applicants: Liz Trice, Maine Cooperative Development Partners
Engineer: Sam Lebel, Acorn Engineering
Architects: Phil Kaplan, Kaplan Thompson Architects
Landscape Architect: Nick Aceto, Aceto Landscape Architects

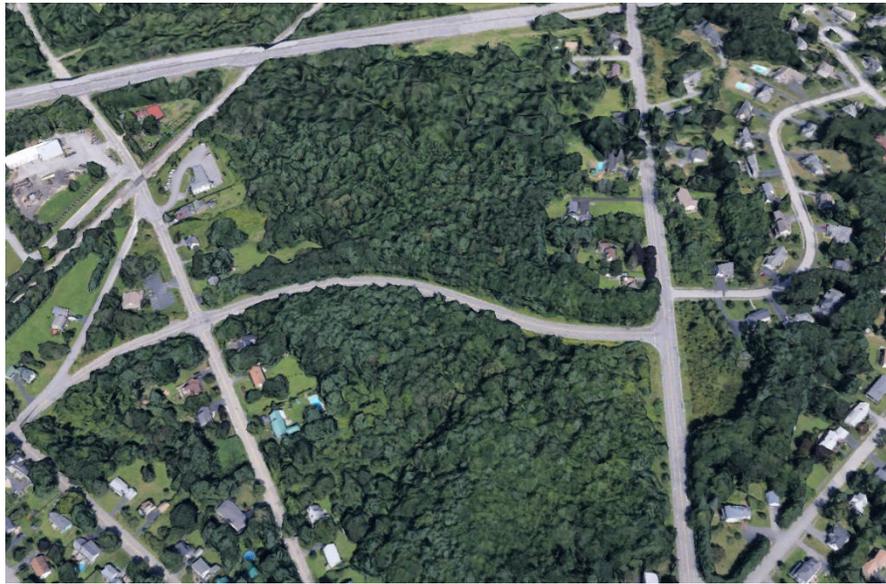


Figure 2: Aerial View of Site (facing north)

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 14.6
Inclusionary Zoning Conditional Use	Section 18.2.3
Design Review	City of Portland Design Manual Section (h) Planned Residential Unit Development (PRUD)

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Request: To reduce drive aisle width from 24 feet to 22 feet.	Technical Manual, Section 1.7.2.3 & 1.14.3: Drive aisle and parking lot layout shall provide a minimum drive aisle of 24 feet.
Request: To provide a curbed sidewalk along project’s frontage on Washington Ave. Ext. and at intersections of Auburn and Lambert Streets. There is no existing sidewalks along the street frontages on Auburn and Lambert Streets.	Land Use Code 14.6.1.B.3.a: All development shall provide curb and sidewalks along all frontages.
Request: To impact a portion (7,200sf total) of wetland area to preserve higher value wetlands located adjacent to existing stream and to increase residential density on site.	Technical Manual 8.2 Standards: Design the development to minimize wetland impacts by either avoiding direct wetland impacts or minimizing them when they are unavoidable.
Request: To provide (2) driveways at the south site and (1) driveway at the north site.	Technical Manual 1.7.2.8: No more than (2) driveways shall be permitted for ingress and egress purposes to any residential (with 10 or more parking spaces) site.

III. PROJECT DATA

Existing Zoning	R-3 Residential
Property Size	17.95 acres (Portland)
Existing Use	Vacant Lot
Proposed Use	Planned Residential Unit Development (PRUD), Multi-family housing

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Dwelling Units	<i>0</i>	162 units	+162 units
Building Footprint	0	48,496 SF	+48,496 SF
Building Floor Area	0	125,338 SF	+125,338 SF
Impervious Surface Area	0	112,810 SF	+112,810 SF
Parking Spaces	0	65	+65
Bicycle Parking Spaces	0	65	+65
EV Charging Stations	0	13	+13

IV. BACKGROUND

A. RFP for Disposition of 165 Lambert Street

In 2020, the City of Portland released an RFP to dispose of two separate City-owned properties, with the property at 165 Lambert divided by Washington Avenue Extension. (Attachment A11). The criteria for consideration centered around the ability to provide high quality, age inclusive, mixed income affordable homeownership or rental housing that should be integrated within the environmental value of the property.

The RFP identified the current R-2 Residential zoning, which allows single-family detached dwelling units, as an impediment to a future buildout of this site for affordable housing development and recommended a rezoning may be necessary for the property to accommodate higher density that further City goals to increase the overall supply of housing city-wide.

On December 21, 2020, the City Council approved the sale of the property (Resolve 140-20/21) located at 165 Lambert Street to Maine Cooperative Development Partners LLC based on a recommendation from the City Council’s Housing Committee to market the property to help meet the City’s goals of constructing affordable housing.

B. Purchase and Sales Agreement for 165 Lambert Street

On January 4th, 2021 & May 10th, 2022 the applicant entered into a Purchase and Sale agreement with the City and conducted an Environmental Site Assessment to define the existing wetlands on the property site. The sale is contingent upon a number of conditions, one of which requires a 25-month due diligence period, so the transfer of the property from the City to the applicant is expected to occur no later than June of 2024.

The agreement specifies additional contingencies that include financing obligation, rezoning (R-3 approved July 19, 2021), development restrictions on existing wetlands, creation of no less than (44) forty-four dwelling units with total units no to exceed 100% AMI being deed restricted for affordability.

C. Zoning Map Amendment

On June 8th, 2021 the Planning Board unanimously recommended to the City Council a Zoning Map Amendment to rezone the site from an R-2 zone to an R-3 zone as well as Zoning Text Amendments to

allow vertical or horizontal unit configurations within PRUDs, to amend the definition of 'Neighborhood Center' to allow food-service as part of a neighborhood center, and to simplify requirements for common open space requirements associated with PRUDs to include passive and active recreation, including natural, landscaped or hardscaped elements. On June 19th, 2021 the City Council approved the Zoning Map Amendment (Order 302-20/21) and Zoning Text Amendments (Order 303-20/21).

V. EXISTING CONDITIONS AND SURROUNDING AREA

The subject property is addressed as 622 Auburn Street and 165 Lambert Street and bisected by Washington Avenue Extension, which is classified as a major collector and was originally constructed to accommodate car and truck traffic to connect the Riverside community and industrial uses with access to I-95. Washington Avenue Extension currently lacks sidewalks and includes a single travel lane with a shoulder in each direction. The property is bounded by City roadways Auburn Street & Lambert Street and bordered by single-family residential abutting the property on all sides.

The existing site is 17.95 acres in size, currently vacant and entirely forested, with **5.15 acres** of delineated wetlands within the City of Portland. An additional parcel of land in the City of Falmouth is 13.3 acres under ownership of the applicant (Document C) does not contribute to the net land area calculation and is not developed under this major site plan review.

The site is located along existing METRO service (routes 9A, 9B) at Washington Avenue Extension that connects to Portland center in either direction. The surrounding context of the neighborhood has a suburban character of lower density with the majority of housing being single-family on lot sizes ranging from .25 – 1 acres in the R-2 zone. Areas of industrial and commercial uses exist both to the west along Riverside Industrial Parkway and Riverside Street, and to the north and south, and along Auburn Street.

VI. PROPOSED DEVELOPMENT

The applicant has provided an overall development plan (Plan 6) proposing **fourteen** new buildings that will create **162** affordable residential units.

The applicant has submitted plans and documents for the full development proposal to include **65** off-street parking spaces, 13 EV charging stations, **65** bicycle racks and 49,995 square feet of open space area.



Figure 3: Development rendering along Washington Avenue Extension

The proposal includes constructing a collection of **fourteen** residential buildings that range in typologies to include eight 3-story rowhouses with a total of 100 dwelling units, and six 3-story community flat buildings with a total of 62 dwelling units for a total of 162 dwelling units. The composition of dwelling units includes (2) studios, (74) 1-bedrooms, (30) 2-bedrooms, and (56) 3-bedrooms. All dwelling units are for sale under the affordable housing requirement of 100% AMI with 25% of the units as workforce housing units at 80% AMI with 41 deed restricted pursuant to the Inclusionary Zoning requirements (Section 18.2.3). According to the applicant, the development is structured as a limited equity cooperative model managed by Maine Cooperative Development Partners LLC, in partnership with Cooperative Development Institute (CDI) & The Urban Homesteading Assistance Board (UHAB).

A shared use path ranging from 5-feet to 8-feet is proposed along Washington Avenue Extension at each side to connect residents to an existing Portland Trail link for the Sebago to Sea Trail. The proposed street improvements along Washington Avenue Extension also include on-street parking, curbed sidewalks, shared roadway bike markings, two raised crosswalks with curbed bulb outs to reduce traffic speed for pedestrian safety. Internal site circulation includes a loop and turnaround for emergency vehicles to/from the site, three driveways into the site and off-street parking lots with 65 reserved parking stalls. The proposed open-space includes common lawn areas, a network of pedestrian pathways and a “Mews” to connect residents to parking areas and unit entries allocated at both the north and south development with buildings proposed to activate the edges of the common space.

VII. PREVIOUS WORKSHOP

The project was introduced to the Planning Board by the applicant and staff at a workshop held on August 9, 2022. The Board provided initial feedback about pedestrian safety at intersection crossings, on-street parking, snow ban parking location, shared use path width, buffering at adjacent properties, emergency vehicle access and open space requirements which is as follows:

Street intersection crossing – The Board questioned the proposed crosswalk design to provide safe pedestrian movement from the residential development to the existing sidewalk along the east side of Auburn Street with a recommendation for a RRFB to signalize pedestrian crossing. Further consideration

for traffic signal to be determined after applicant submits a traffic analysis for the Washington Avenue Extension and Auburn Street intersection.

On street parking – The Board questioned the need for on-street parking along Washington Avenue Extension, stating that the current proposal prioritizes the development and does little for the neighboring community.

Snow ban parking – The Board questioned the applicants on-street parking operations during the winter season, with concerns over where residents would park during City snow bans. The applicant offered potential parking lot locations at Lyman school and Riverside golf course, noting that these locations are not ideal based on distances over one mile.

Shared use path – The Board requested clarification on the proposed shared use path related to width restrictions stated by the applicant.

Buffers at adjacent properties – The Board had concerns about public comment received for the visual impact of parked vehicles that face neighboring properties, applicant shall mitigate impact of car headlamps.

Emergency vehicle access – The Board requested the City staff review to confirm aisle width, curb cuts and snow storage proposed for emergency vehicles.

Open space requirements – The Board expressed concern about the recreation and open space proposed in relationship to the density proposed, without spaces for residents to recreate this will likely push people off-site.

VIII. RIGHT, TITLE, & INTEREST

The City of Portland is currently under a purchase and sale agreement for the land at 622 Auburn Street in Portland, Maine, 165 Lambert Street in Portland, Maine & o Gray Street in Falmouth, Maine with Maine Cooperative Housing Partners LLC which serves as sufficient right-title-interest documentation for the purposes of reviewing a site plan application (Attachment C).

The applicant's documents summarize existing drainage easements benefitting MaineDOT as recorded in the Cumberland County Registry of Deeds Books 3901/31. The City of Portland Council Order 226-21/22 approved the first amendment to the purchase and sale agreement to identify (4) drainage easements with rights on the western side line of Auburn Street, recorded in City Clerk Volume 43, Page 77 / City Clerk Volume 154, Pages 10 & 11 and eastern side line of Lambert Street, recorded in the Cumberland County Commissioners Record Volume 10, Page 46. (Attachment C)

IX. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter of financial capacity from each applicant's financial institutions as well as documentation from the Secretary of State stating both applicants are in good standing.

The applicant's representatives have provided descriptions for each property as indicated by Lambert Woods North at 622 Auburn Street and FHA financing for the Lambert Woods Cooperative demonstrating their ability to undertake the project (Attachment G).

X. ZONING ANALYSIS

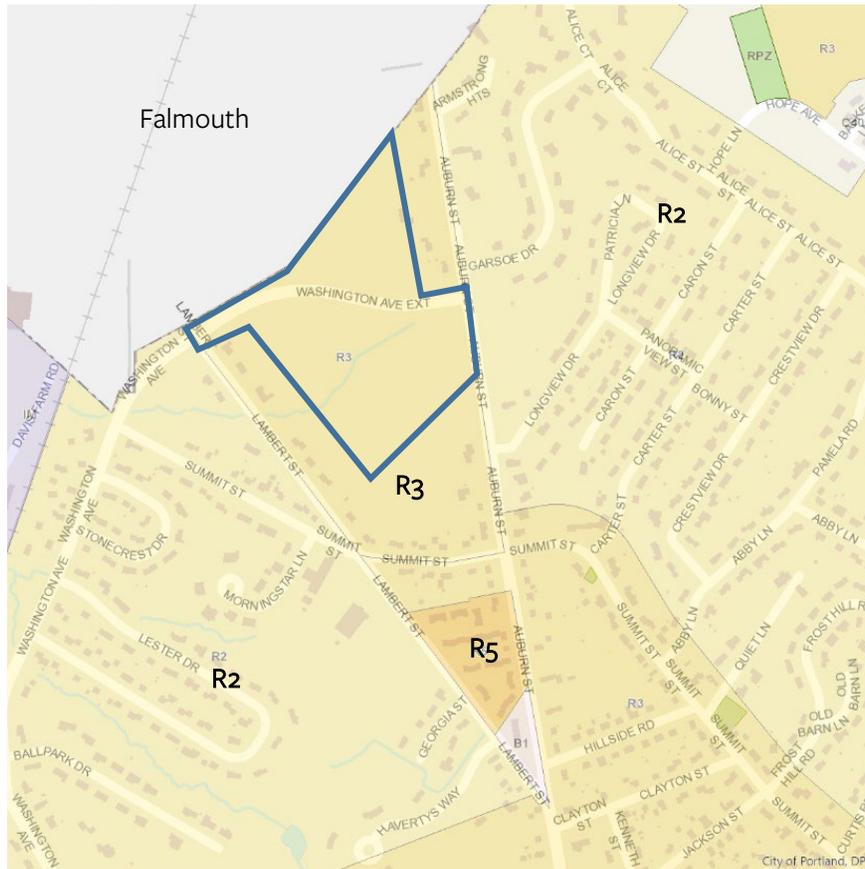


Figure 4: Zoning Map with Subject Parcel Outlined in Blue

The subject property is located in the R-3 Residential zone (Figure 4).

The proposed development proposes **162** units of housing which falls under a Planned Residential Unit Development (PRUD) use. According to Land Use Code Table 6-A, PRUDs are a permitted use in the R-3 Residential Zone.

Table 7-B of the City’s Land Use Code, describes the PRUD dimensional standards. In addition to the base dimensional standards, any PRUD in which more than 50% of the units are low-income or workforce units for rent or for sale may utilize affordable housing density and dimensional bonuses and reductions as described in Section 18.2.4.B. and include the following provisions:

1. Minimum lot area per dwelling unit is reduced by 50%.
2. Maximum number of units and maximum length of buildings do not apply but may be set through site plan review.
3. Minimum building setbacks may be reduced to 10 feet.
4. The PRUD may cross public rights of way provided that the right of way does not count towards the minimum lot size nor towards any open space requirements.

5. Minimum recreation open space area is reduced to 200 square feet per dwelling unit of common area designated for recreational purposes by the residents. Minimum contiguous size and setbacks do not apply and shall be set through site plan review.
6. The Planning Board’s Design Manual, design standards, and guidelines with respect to PRUDs shall apply in full to PRUDs utilizing this subsection.

The project provides more than 50% of the units as low-income or workforce units for rent or for sale¹ and therefore it may utilize dimensional bonuses available to PRUD developments under Section 18 of the City’s Land Use Code, which is incorporated into the zoning review. Staff analyzed the proposal and found that the project complies with all dimensional requirements for principal structures which are summarized below:

<i>R-3 Residential Zone</i>	<i>Permitted</i>	<i>PRUD Dimensional Bonus Applied'</i>	<i>Proposed</i>
Street Frontage (min.)	50 feet	N/A	>50 feet
Lot Width (min.)	65 feet	N/A	>65 feet
Front Setback (min.)	25 feet	10 feet	<10 feet
Rear Setback (min.)	25 feet	10 feet	>25 feet
Right Side Setback (min.)	14-16 feet (varies)	10 feet	>16 feet
Left Side Setback (min.)	14-16 feet (varies)	10 feet	>16 feet
Stepbacks	N/A	N/A	N/A
Lot Coverage (max.)	35%	N/A	21%
Off Street Parking Spaces	N/A	N/A	65 spaces
Lot Area (min.)	3 acres	N/A	17.95 acres
Net land area per dwelling unit (min.)	6,500 sq. ft.	3,250 sq. ft.	3,316 sq. ft.
Units per building (max) PRUD > 5 acres	6	N/A	16
Average number of units per building (max.) PRUD > 5 acres	5	N/A	11.5
Structure Height	35 feet	N/A	35 feet
Building length (max.)	100 feet	N/A	N/A
Bldg setback from external subdivision property lines (min.) 4 or more D.U. in bldg.	35 ft.	10 feet	24.5 feet
Distance between detached PRUD dwelling units (min.)	16 ft.	N/A	16 feet
Common recreation open space area (min.)	300 sq.ft./D.U	(200 sq. ft./D.U - Minimum contiguous size and setbacks do not apply and shall be set through site plan review)	309 sq. ft./D.U.

¹ Planned Residential Unit Developments (PRUD) developments with more than 50% of the units as low-income or workforce units for rent or for sale may utilize dimensional bonuses and changes listed under Land Use Code Section 18.2.4.B.

XI. **CONDITIONAL USE INCLUSIONARY ZONING (IZ)**

As required by Section 18.2.3 of the City's Land Use Code, the City's Inclusionary Zoning Ordinance, residential developments with ten or more units are required to provide a minimum of twenty-five percent of the dwelling units as Workforce Housing units. Alternatively, the applicant may pay a fee-in-lieu for those units.

Given the project proposes a total of **162** units, a minimum of 41 workforce housing units (25% at 80% AMI) are required to meet the IZ requirement. The applicant proposes making the remaining 124 units low-income (affordable) units (75% at 100% AMI).

The City's Housing Program Manager reviewed the application (Attachment A1,A2, A3) and determined the proposed project would meet the minimum requirements set forth in Section 18.2.3.2 to require 25% workforce housing units at 80% AMI and low-income housing units per section 18.2.4.B to allow for density and dimensional bonuses and reductions for PRUD developments.

XII. **SITE PLAN REVIEW STANDARDS (Section 14.6)**

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. **Transportation Standards (Section 14.6.1)**

A. Impact on surrounding street systems

The proposed development is located off of Washington Avenue Extension, a major collector, which connects Auburn Street, a principal arterial to the east and Lambert Street, a major collector, to the west.

The site is along Metro transit routes 9A and 9B on Washington Avenue Extension and the applicant is proposing two transit shelters on each side of the street along with restroom facilities for Metro drivers during layover periods. The site has existing bus stops immediately available at the intersection of Auburn Street that Metro is requiring to remain in place. Metro has indicated that this will facilitate convenient access to bus service clockwise and counter-clockwise into downtown Portland.

The application anticipates minimal increases to traffic, and to mitigate truck turning at the intersections to accommodate proposed sidewalks and parking along Washington Avenue Extension. The applicant's traffic analysis has been reviewed by the City's Consulting Traffic Engineer who finds it to be reasonable to anticipate the proposed project to generate 60 vehicle trips in the weekday morning peak hour, 83 vehicle trips during the weekday evening peak hour, and 83 trips during the Saturday peak hour, below the Traffic Movement Permit (TMP) threshold of 100 trips at peak hour.



Additional investigation into high crash locations at Washington Avenue Extension & Lambert has been provided by the applicant to mostly include angle crashes from intersection streets that City's Consultant Traffic Engineer will continue to review this issue. The applicant has provided the requested traffic analysis to convey an increase delay per vehicle (159.8 seconds to 231 seconds) due to development from Washington Avenue Extension onto Auburn Street, with preliminary analysis indicates a traffic signal is warranted. The applicant will conduct a vehicle speed survey on Auburn Street to inform whether a new signal is warranted. The City's Consulting Traffic Engineer supports the reduction of two approach lanes to a single lane along Washington Avenue Extension at Auburn Street

and supports the analysis at Washington Avenue Extension & Lambert Street intersection to operate at an acceptable level of service.

The applicant has prepared a concept plan for a pedestrian crossing and RRFB at Auburn Street south of Washington Avenue Extension that is generally supported by the City's Consulting Traffic Engineer to improve pedestrian safety.

The applicant has proposed to include three driveways from Washington Avenue Extension to provide access into the site. The applicant has provided the requested traffic analysis that the City's Consulting Traffic Engineer has indicated the proposed driveways onto Washington Avenue Extension to operate at an acceptable level of service. Applicant has requested a waiver to support the three driveways proposed that is generally supported by the City's Consulting Traffic Engineer and City staff continues to review the waiver request.

New site circulation through the site includes main drive aisles connecting to parking areas throughout the site and shared "Mews" that provide restricted access lane kept clear for emergency vehicles and pedestrians. Fire access is proposed with two points of access through the main drive aisles towards the center of the site and provide a continuous loop to grass pavers that distinguish emergency access only. Infrequent loading for residents is proposed at the shared "Mews" with turn-around areas for vehicles. The majority of drive-up services and drop-off needs is concentrated to Washington Avenue Extension where a pull-off is proposed in tandem with bus loading to be striped per Metro standards. The application also includes providing common open space areas with lawn, shaded pavilion, concrete paver plazas at "Mews" and pedestrian paved pathways throughout the site.

B. Access and circulation

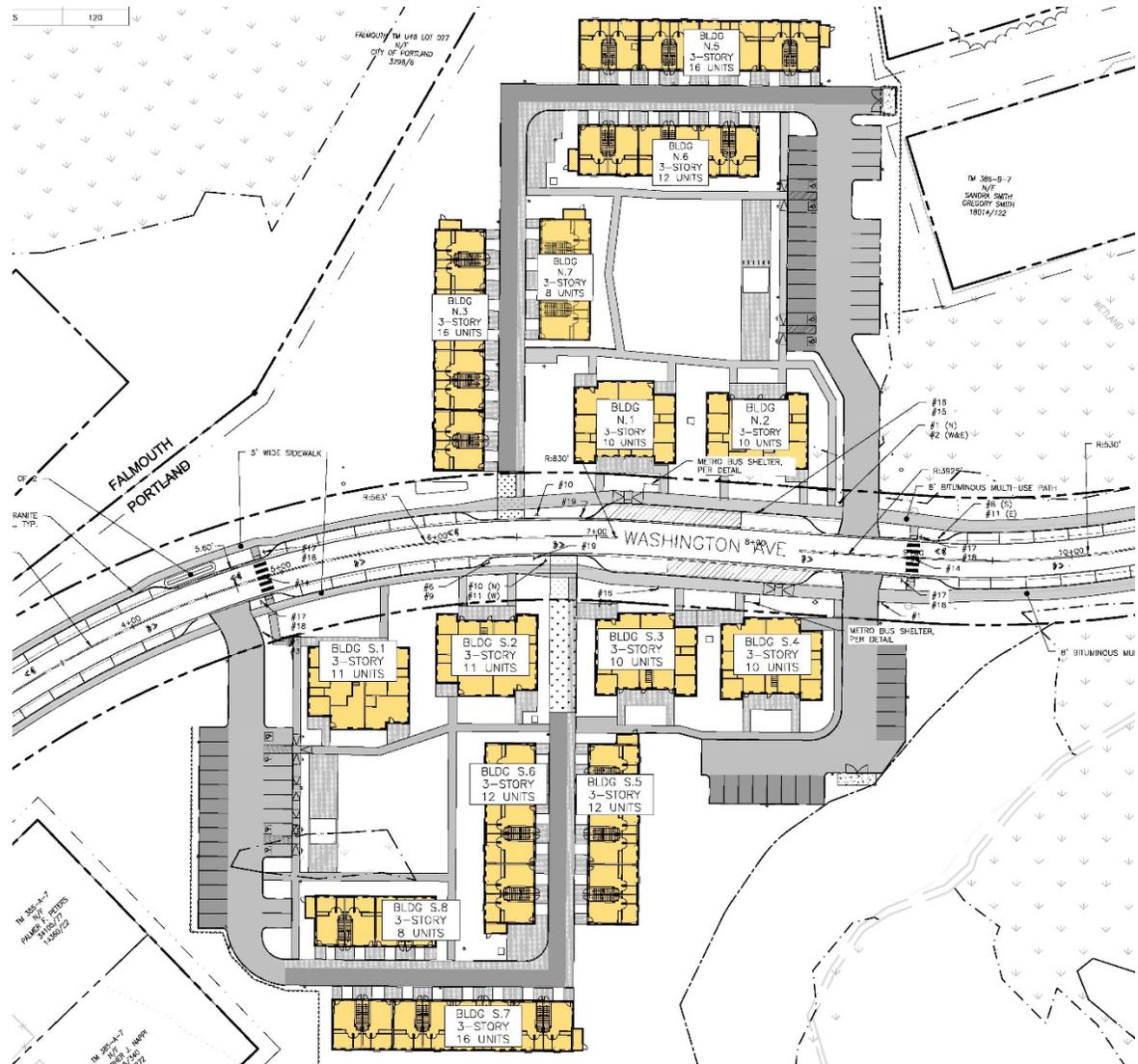


Figure 5: Overall Site Plan

The applicant has requested one waiver relevant to the parking lot and space design:

Technical Manual Section 1.14.3 – Drive Aisle Width

The applicant is requesting to reduce the minimum drive aisle width from the required 24 feet to 22 feet, a two foot reduction.

The applicant has requested one waiver relevant to the amount of driveways allowed:

Technical Manual 1.7.2.8 – Number of driveways

The applicant is requesting to provide (2) driveways at the south site and (1) driveway at the north site. Section 1.7.2.8 of the City’s Technical Manual requires that no more that (2) driveways shall be permitted for ingress and egress purposes to any residential (with 10 or more parking spaces) site.

C. Public transit access

Existing transit access along Washington Avenue Extension includes Route 9A & 9B, along with existing bus stops at the Auburn Street intersection. The applicant will provide two bus shelters located towards the center of the development with convenient access, live feed display screens, and restroom facilities for Metro drivers during laydown periods. The City’s Consultant Traffic Engineer has suggested further review for the two crosswalk locations for origin and destination routings specific to pedestrian access to/from the bus stops.

D. Parking

In general, residential units are required to provide one parking space per dwelling unit unless the project is eligible for parking requirement exceptions listed in Table 19-B of the Land Use Code. Per Table 19-B, transit proximate development and uses categorize an exception for no off-street parking required within ¼ mile of fixed route transit service, along with new uses of more than 10,000 square feet to require a Transportation Demand Management plan to access this provision. The applicant has chosen to seek the off-street parking exception, and has included 65 off-street parking throughout the north and south developments. According to the applicant they will prioritize parking for residents at the 60% AMI range and allocate remaining parking permits for a monthly cost. In addition, 55 on-street parking spaces are proposed within the public right-of-way to accommodate for additional residence and guest parking to require additional analysis by DPW’s project engineer with major concerns about parking management during snow bans, parking allocation based on fee model for residents and winter operations.



E. Transportation demand management (TDM)

The applicant has resubmitted a TDM plan as a requirement for the categorical vehicular exception listed in Table 19-B of the Land Use Code. (Attachment U). The City’s Transportation Program Manager is generally supportive of the TDM plan and observes a 25% multimodal trip target for all resident trips to and from the site for 3 years, clear strategies for infrastructure, incentives and information and annual surveying of residents to produce an annual TDM monitoring report.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

The site is undeveloped and forested with extensive invasive species and several wetlands that are considered significant due to period of establishment. The contiguity of wetlands is proposed to be preserved to the greatest extent, and the development includes minimal disturbance with proposed grading and site improvements.

The applicant has requested one waiver relevant to existing wetlands and preservation of significant natural features:

Technical Manual 8.2 Standards:

The applicant is requesting an impact to a portion (7,200sf total) of wetland area to preserve higher value wetlands located adjacent to an existing stream and to increase residential density on site.

B. Landscape preservation

The site includes multiple existing tree species and thus the development shall minimize tree loss to the greatest extent possible. The City Arborist has reviewed the revised landscape plans to generally support the preservation of existing trees to remain within the development limit of work and native

plant palette to mimic the wooded character of the existing site. The applicant has provided documents to outline invasive plant management per City Arborist's recommendations.

C. Site landscaping and buffers

The applicant has submitted revised Planting (Plans 46, 47, 48, 49) plans which include locations and quantities for tree, shrub, groundcover and select preservation of existing trees. Existing trees loosely buffer all sides of the property site, the City Arborist encourages a high percentage of native species that reinforce the woodlands character of the site with groupings of plant material and more natural arrangement. The applicant has submitted revised plans that propose a privacy fence and screening plants at the adjacent properties that City staff will continue to review to meet standards.

The creation of 162 residential units requires either planting a total of 162 street trees or an acceptable alternative as recommended by the City Arborist. The applicant has provided updated quantities of existing to remain and proposed trees that total to approximately 48 to be accepted as street trees.

D. Water quality/storm water management/erosion control

The project proposes managing stormwater by a series of systems including underdrained subsurface soil filters, porous pavement, proprietary rain gardens, and routing all stormwater outfalls and pipe sizes proposed at the existing drainage swale within the public right-of-way.

The applicant has submitted a Stormwater Management Report and Erosion and Sedimentation Control Report, which has been reviewed by the City's consulting civil engineer for compliance with MaineDEP Chapter 500 and City of Portland Section 5 for stormwater management requirements (Attachment J). The City's Consulting Stormwater Reviewer has requiring erosion and sedimentation controls on proposed work along Washington Avenue Extension, depth of groundwater for additional underdrained subsurface sand filter system, and further evaluation of the proposed soil filters proposed along Washington Avenue Extension. Additional concerns related to flooding standards including the method of evaluating flow through porous pavement, post-development models in TC value, adequate naming distinction of drainage structures, and revisions to the drainage structure rim elevations. The City's Consulting Stormwater Reviewer will continue to provide additional comments to meet standards.

Public Works and Water Resources is generally supportive of the revised stormwater management and erosion and sedimentation control plans and documents. The City of Portland has requested a permanent drainage easement on private property that is still outstanding from the applicant.

3. **Public Infrastructure and Community Safety Standards (Section 14.6.3)**

A. Consistency with City Master Plans

Portland’s Plan 2030 Comprehensive Plan goals and policies (state and local) relevant to the proposed development are included below. The development proposal aligns with these vision statements and goals, by creating a new opportunity for an affordable, and well-connected new housing development accessible to public transit supporting the Plans goal of *increasing, preserving, and modifying the overall supply of housing city-wide*. In addition, the proposed project supports the City’s desire to *leverage underused properties owned by the City*. The proposed development allows for maximizing development on an underutilized lot, which creates the opportunity to provide affordable homes, with access to public transit, services, and open space. Relevant Comprehensive Plan goals have been excerpted below:



Vision Statements:

- Secure - We will be committed to accessible housing and healthy food for all our residents.
- Authentic - The uniqueness and integrity of our neighborhoods will be maintained and enhanced.
- Connected - We will foster accessible linkages between where we live, work, shop, and play.
- Connected - We will enable meaningful access to the natural world and recreational opportunities as a central component of community health.
- Sustainable – Growth should respect and seek to preserve our spectacular natural resources.

Housing: A Livable City

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Reinforce existing housing tools, policies, and programs while continuing to explore emerging best practices.
- Consider the sale of City-owned land that may be appropriate for housing development.
- Consider incentivizing affordability restrictions as part of City-owned property transactions, as well as the potential to return improved properties to the City’s tax rolls.
- Create, promote, and facilitate safe, affordable, and practical housing solutions that will meet the evolving needs of Portland residents as they age.

Recreation & Open Space

- Pursue opportunities, in collaboration with partners, to create new open spaces in areas that are currently underserved.
- Pursue opportunities for new and enhanced walking and biking trails as a means of filling existing gaps and investigate paper streets, vacant land, medians, and other often overlooked areas for the potential for park linkages, trails, and other improvements to the urban landscape.
- Prioritize open space acquisition and programming toward creating linkages where there are gaps in the network.

Future Land Use

- *Connecting the Chain* – Portland’s Plan recognizes that physically integrated transportation systems, utilities, and open spaces provide the structure for the city’s growth, and that a well-connected system is more efficient and more resilient. An integrated transportation system allows

residents to access jobs, food, healthcare, and recreation from their homes while planning for an unbroken network of open space connects neighborhoods and improves access to the outdoors.

- *One Portland* - Portland's Plan is a vision for One Portland, where the form and characteristics of neighborhoods vary, but the city functions as a cohesive whole. No one area of the city carries all the expectations for accommodating development and all areas can expect appropriate City services and amenities.

B. Public safety and fire prevention

The applicant has stated that the project has been designed to promote safe and inviting public access connections to the development site with sidewalks, as well as providing adequate emergency access to new buildings via the restricted access loop road. The applicant has submitted a lighting plan, photometric and cut sheets for fixtures. City staff will continue to review the application for compliance with this standard for emergency vehicles and pedestrian pathways to unit.

The proposal includes a new public hydrant assembly at the south side of Washington Avenue Extension to serve the buildings onsite within 450 feet from the furthest structure. The City's Fire Marshal will confirm that this location and single hydrant is sufficient.

The City's Fire Marshal has reviewed the application materials, and generally finds the project to provide adequate emergency access based on the precedent of Douglass Commons but shall incorporate the Fire Department's feedback from staff comments and **provide an Autoturn analysis at the secondary parking area to confirm sufficient maneuvering is available for emergency vehicles.**

C. Availability and capacity of public utilities

The applicant has submitted ability to serve letters to all respective utility providers with official responses forthcoming. The applicant proposes installing a new 8" sewer lateral from the existing 10" sewer line in Washington Avenue Extension at both the north and south development to accept the wastewater from each unit. Wastewater Capacity Authorization from Public Works is under review.

The applicant proposes electrical and communications (telephone, fiber and cable) service underground via a new pad-mounted transformers to serve each unit, single phase pole and riser proposed at both north and south development.

The applicant proposes new 6" water service at both the north and south development to tap into existing 12" water main along Washington Avenue Extension.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The massing of the proposed rowhouses and community flats address the abutting single-family residents by use of landscape buffers and preservation of several existing trees. The 3-story buildings are located more central to Washington Avenue Extension and internal common spaces. The City Arborist has provided comments to recommend appropriate landscape buffering to achieve a more wooded quality with native plant material and groupings that the applicant has addressed within the latest plan submittal.

B. Shadows

A shadow study has not been submitted, as any shadows cast by the buildings at the site will not affect adjacent properties or City-owned parkland.

C. Snow and ice loading

The applicant has resubmitted locations for snow storage areas on the plans and stated that structures will not distribute snow and ice onto adjacent properties. Staff will continue to review the application for compliance with this standard in conjunction with reviewing the stormwater management and emergency access standards above.

D. View corridors

There are no designated view corridors within the project vicinity.

E. Historic resources

The proposed development is not located in or within 100 feet of a historic district or historic landmark. Not applicable.

F. Exterior lighting

The applicant has submitted a lighting plan, photometric analysis and lighting cut sheets for City staff review for compliance with this standard contained in Section 12 of the City's Technical Manual.

G. Noise and vibration

The applicant has stated that the HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters. The applicant will provide HVAC locations and details/cut sheets at each proposed location for staff review.

H. Signage and wayfinding

Wayfinding signage is proposed within the latest submitted plans related to vehicular and pedestrian access. City staff continues to review for compliance with this standard.

I. Zoning-related design standards

The proposal is subject to meeting the applicable PRUD design standards under Section (h) of the City's Design Manual. The applicant has submitted revised elevations and floor plans with an accompanying architectural narrative that identifies proposed variation in the facades to meet design standards (Attachment Y). The City's Urban Designer generally finds the proposed building types, placement and materiality to be consistent with the PRUD design standards (Attachment 13) that support the neighborhood character the applicant has submitted.

XIII. PUBLIC COMMENT

At the time this report was written Planning staff has received six written comments (PC1 through PC6) to date. In general feedback included concerns of improvements proposed along Washington Avenue Extension related to the existing truck route, seeking more information about snow management operations, and concerns about landscape buffering at adjacent residential properties.

XIV. NEXT STEPS

At this time City staff are specifically seeking Board feedback on the proposed architectural design, as it relates to the PRUD design standard for buildings with more than two dwelling units or greater than forty

feet in length shall provide variation in roof and façade character. In addition, City staff are specifically seeking Board feedback for the recreation and open space requirement that shall include external buffers, internal buffers, passive recreational open space, active recreational open space, private open spaces and integration of the proposed “Mews” as a designated shared circulation feature. Further consideration by the Board for the waivers being sought is requested.

Following the workshop, the application will:

1. Continue to address staff and Board review comments
2. Prepare follow-up plan and document submission
3. Schedule and hold a Planning Board public workshop or hearing

XV. ATTACHMENTS

REPORT ATTACHMENTS

- A1. Inclusionary housing
- A2. Inclusionary housing-supplemental
- A3. Inclusionary housing-supplemental
- A4. Zoning review
- A5. City arborist review
- A6. Traffic analysis
- A7. Public Works review
- A8. Metro transit review
- A9. Consulting Stormwater Engineer review
- A10. Staff comment letter
- A11. RFP-165 Lambert Street
- A12. Transportation program manager review
- A13. PRUD Design review memo
- A14. City arborist review on resubmitted materials
- A15. Public works senior engineer on resubmitted materials
- A16. Traffic consultant review on resubmitted materials

APPLICANT'S SUBMITTAL

- A. Cover letter
- B. Site plan checklist
- C. Right, title and interest – Purchase and sale agreement
- D. Zoning assessment
- E. Easements
- F. Waivers
- G. Financial capability
- H. Technical capability
- I. Conformity with land use ordinance
- J. Stormwater management report
- K. Erosion and sedimentation control
- L. Fire department letter
- M. Wastewater capacity

- N. Lighting
- O. Architectural design narrative
- P. Utility cover letter
- Q. Construction management plan
- R. Solid waste
- S. Traffic report
- T. Turning templates
- U. Transportation demand management report
- V. Public meeting notice sign – 07-27-2022
- W. Applicant comment response letter 8-2-2022
- X. Applicant comment response letter 9-26-2022
- Y. Architectural design review response
- Z. Alternative street design analysis
- AA. Public meeting notice sign – 09-29-2022

PLANS

1. Cover sheet and legend
2. General notes
3. Existing conditions plan
4. Construction management and erosion control plan
5. Overall site plan
6. Site plan – North
7. Site plan – South
8. Utility plan – North
9. Utility plan – South
10. Grading and drainage plan – North
11. Grading and drainage plan – South
12. Right of Way grading and site plan - +0 - +6
13. Right of Way grading and site plan - +6 - +12
14. Right of Way grading and site plan - +11 - +13.5
15. Right of Way grading and site plan – Auburn intersection
16. Subdivision Plat
17. Site details – 1
18. Site details – 2
19. Site details – 3
20. Utility details – 1
21. Utility details – 2
22. Drainage details – 1
23. Drainage details – 2
24. Drainage details – 3
25. Erosion and sedimentation control notes
26. Erosion and sedimentation control details
27. Architectural cover sheet
28. A-.01 Wall types
29. A-o.2 Floor types and roof types
30. A-1.1 Community flats plans
31. A-1.3 Rowhomes plans

32. A-1.2 Community flats Enlarged ground floor
33. A-1.3 Community flats Enlarged second floor
34. A-1.4 Community flats Enlarged second floor
35. A-1.2 Rowhomes Enlarged ground floor
36. A-1.3 Rowhomes Enlarged second floor
37. A-1.4 Rowhomes Enlarged third floor
38. A-2.1 Community flats elevations
39. A-2.1 Rowhomes elevations – 8 unit
40. A-2.1 Rowhomes elevations - 16 unit
41. A-3.1 Building sections
42. A-4.1 Wall sections
43. Landscape cover sheet
44. Landscape notes
45. Landscape overall materials plan
46. Landscape overall planting plan
47. Landscape North site planting plan enlargement
48. Landscape South site planting plan enlargement
49. Landscape enlarged Right of Way planting plans
50. Landscape site details
51. Landscape planting details

PUBLIC COMMENT

- PC1- Ed Eggleston
- PC2- Anonymous
- PC3- Phil Requia
- PC4 – Lauren Manera
- PC5 – Ruth Bettinger
- PC6 – Ed Eggleston