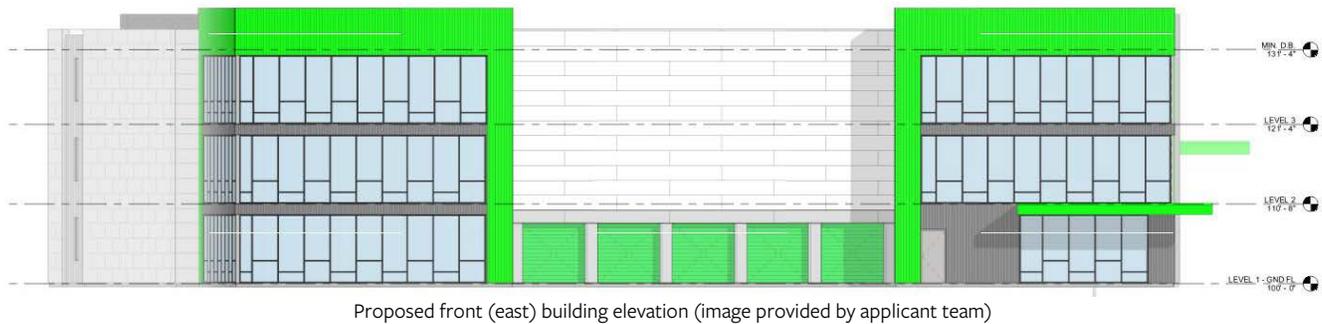




PLANNING BOARD REPORT
PORTLAND, MAINE
150 Riverside Street
Self-Storage Facility
Level III Site Plan
PL-000310-2018
Applicant: Patagon Storage, LLC

Submitted to Portland Planning Board Workshop Date: October 23, 2018	Prepared by: Christian Roadman Date: October 19, 2018
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Proposed front (east) building elevation (image provided by applicant team)

I. INTRODUCTION / PROPOSED DEVELOPMENT

Patagon Storage seeks to construct a three story 100,343 square foot self-storage facility on a partially developed site in the B-4 Commercial Corridor zone. The proposed project is located at 150 Riverside Street, which is north of Larrabee Road near the City's boundary with Westbrook. Two lots, totaling 156,711 square feet, comprise the site.

At present, a one story building exists on the site. This building, previously used for furniture sales, would be demolished under the applicant's proposal. Another portion of the site served as inventory storage for a car dealer.

The applicant currently proposes 116 parking spaces, significantly more than the required 33 spaces. Much of the extra parking is intended to serve as vehicle storage, though this is not permissible as proposed. Other, permissible approaches could be pursued by the applicant (including construction of an additional building to store vehicles).

Due to scheduling changes, this project did not go through the normal cycle of comments and revisions prior to its first workshop. This is reflected in the number and character of staff and peer review comments, which should be addressed prior to a public hearing. The Planning Department sent 42 notices of this workshop to property owners within 500 feet. Legal ads for the meeting ran on October 12 and October 13.



The site in May 2018. Riverside Street is visible in the top right of the picture. (image: Pictometry)

Applicant: Daniel Lyman, Patagon Storage, LLC
Consultants: Sebago Technics (engineering, surveying) Di’Velept (architecture)

II. REQUIRED REVIEWS

Review	Relevant Code
Site Plan	Section 14-526

III. PROJECT DATA

Existing Zoning	B-4 Commercial Corridor Zone
Existing Use	Commercial (vacant; formerly furniture sale and car dealer inventory)
Proposed Development Program	Three-story self-storage facility
Parcel Size	156,711

	Existing	Proposed	Net Change
Building Footprint (sq. ft.)	19,900	33,344	13,444
Building Floor Area (sq. ft.)	19,900	100,343	80,443
Impervious Surface Area (sq. ft.)	113,842	88,426.8	25,415.2
Parking Spaces	45	116	71
Bicycle Parking Spaces	0	4	4
Estimated Cost of Project	Not provided		

IV. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

The Planning Department did not receive public comment regarding this project.

At the time of this writing, staff is not aware of any neighborhood meeting held or scheduled by the applicant. A neighborhood meeting will need to be held at least seven days in advance of a potential public hearing.

V. RIGHT, TITLE, INTEREST AND FINANCIAL / TECHNICAL CAPACITY

The applicant submitted a quitclaim deed (attachment C) as evidence of ownership of the property in question.

Staff seek further clarity from the applicant regarding the boundaries of the tax lot parcels included in the proposed project. Additionally, the existing conditions survey (attachment P2) does not include a relevant scale – this should be corrected.

Depending on how the applicant decides to proceed with the site’s development, a new deed combining each of the relevant tax lot parcels may be required.

A reference letter from Chad Neubecker, Senior Vice President of BOK Financial stated that the project has sufficient funding in place (attachment F).

A document provided by the applicant (attachment G) cites the project team’s experience, and the applicant’s previous self-storage projects, as evidence of capacity for successful project completion.

VI. ZONING ANALYSIS

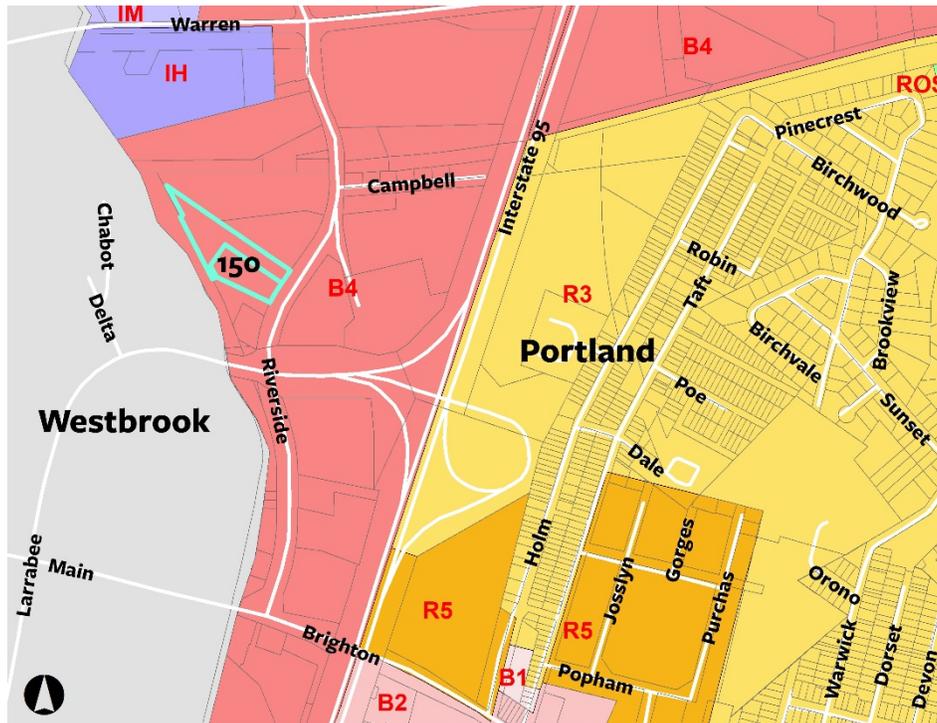
Self-storage facilities are a permissible use under the B-4 zone. The proposed development conforms to height, setback, floor area ratio, and impervious surface percentage requirements.

As part of the development, the applicant proposed 116 parking spaces, significantly above the 33 required. Per the City’s Land Use Code, parking in excess of 10% above the required amount shall be justified by the applicant. Regardless, the intended use for these spaces (vehicle storage) is not permissible per the requirements of the B-4 zone.

In the Land Use Code, self-storage facility is defined as “fully enclosed buildings with individual, secure units (accessed

with or without supervision) used for the exclusive purpose of storage of non-hazardous business or personal materials.” Per discussions with the Zoning Administrator, if the applicant wishes to pursue vehicle storage it should be within a building. The applicant may wish to consider including a structure to serve this purpose or to pursue alternative development scenarios. Otherwise the excess proposed parking should be eliminated.

Based on the proposed development, three bicycle parking spaces are required. The applicant proposes two bike racks for a total of four spaces, which will meet the requirement. However, the placement and spacing of the racks should be shown on the site plan (attachment P3). The current site plan is imprecise regarding bike rack placement.



Zoning context of proposed 150 Riverside project. Associated project parcels are outlined in turquoise.

VII. DEVELOPMENT REVIEW

A. SITE PLAN (Section 14-526)

The proposed development prompts review for conformance with relevant standards of Portland’s site plan ordinance and applicable regulations.

1. Transportation Standards

a) Impact on Surrounding Street Systems, Access, and Circulation; Sidewalks; Parking; Also: Construction Management Plan

The applicant’s proposal involves some work along Riverside Street, which is currently under a road cut moratorium. The applicant is aware of this moratorium and seeks an approach that satisfies the City but does not require full repaving. The Department of Public Works requested additional information for assessment. Specifically, the applicant must provide a cross section of Riverside Street showing travel lanes, shoulders, and the extent of any impact to pavement.

Tom Errico, the City’s consulting traffic engineer, reviewed the proposed project (attachment 1). Mr. Errico accepts the trip generation estimate provided by the applicant (attachment H) as evidence that the project will not have a significant impact on area vehicle traffic operations. A traffic impact study is not required.

Mr. Errico expressed concern about the proposed driveway design, suggesting that it be modified to more effectively restrict travel movements to right in and right out only. He noted that a sidewalk connection to the building from the Riverside Street sidewalk should be provided, and that an esplanade separating the sidewalk and roadway should be considered. Lauren Swett, the City’s consulting civil engineer, also reviewed the proposed project (attachment 2). She

noted that the new sidewalk proposed along Riverside Street should comply with the City's Standard Bituminous Sidewalk detail, and that the details should be revised accordingly for work within the right-of-way.

Consulting traffic engineer Tom Errico reviewed the applicant's construction management plan (attachment P14) and requested greater detail related to lane closures on Riverside Street and sidewalk closure. Mr. Errico also noted that applicant's proposed parking lot design (which must be revised as detailed above) includes parking stall sizes and aisle widths that do not meet the City's Technical Standards. If pursued further, these require formal waiver requests.

Planning staff note that curbs within the right-of-way should be granite, and that this should be specified on the site plan.

b) Public Transit Access

The proposed development does not require installation of a bus shelter; Riverside Street is not part of Metro bus routes.

2. Environmental Quality Standards

a) Preservation of Significant Natural Features

Consulting Civil Engineer Lauren Swett noted that the proposed project is located within the watershed of Capisic Brook, a designated Urban Impaired Stream. Per the City's Technical Manual, the applicant must either pay a compensation fee or mitigate project impacts by treating, reducing, or eliminating an off-site or on-site re-development impervious stormwater source.

Ms. Swett also noted that, because the project will disturb over an acre, it will require a Construction General Permit from the Maine Department of Environmental Protection. A copy of the authorization to proceed under the Construction General Permit should be provided to the City upon receipt.

b) Landscaping and Landscape Preservation

Jeff Tarling, the City Arborist provided feedback (attachment 3) on the project's landscape plan (attachment P5), which "contains a well thought out design with a good selection of plant material. Overall the proposed landscape improves the site. Parking lot islands benefit from having curbing to protect the plant material."

c) Water Quality, Stormwater Management and Erosion Control

As noted above, the proposed project must address the City's Technical Standards regarding development within the watershed of an urban impaired stream. Consulting Civil Engineer Lauren Swett provided a number of comments related to water quality, stormwater management, and erosion control. The applicant should review these comments (attachment 2) in detail, as they identify a number of necessary revisions and clarifications to their HydroCAD model (attachment L) and plans.

3. Public Infrastructure and Community Safety Standards

a) Public Safety and Fire Prevention

The Fire Department has not yet provided written comment about this project. In their land use code conformance analysis (attachment N) the applicant indicates that the proposed plantings and parking lot lighting/access were designed to facilitate crime prevention and that there is adequate access to the site for emergency vehicles. The applicant also provided a fire checklist (attachment I).

b) Availability and Adequate Capacity of Public Utilities

The applicant submitted an ability to serve letter from the Portland Water District (attachment J). The applicant applied for municipal confirmation of wastewater capacity (attachment K), but this has not yet been provided. This confirmation will be necessary for project approval.

Consulting Civil Engineer Lauren Swett noted that the applicant proposes to connect to a catch basin that appears to be within the City right-of-way. This does not meet the City's Technical Manual standards, and the applicant should propose an alternate means of storm drain connection or work with the Department of Public Works to determine if the proposed approach is acceptable.

The applicant proposes underground utilities running to the site from an existing utility pole standing in the right-of-way in front of the project.

4. Site Design Standards

a) Snow and Ice Loading

The proposed project is anticipated to have adequate capacity for snow and ice loading. Snow storage areas are noted on the submitted site plan (attachment P3).

b) Historic Resources

The proposed project is not located within a historic district, nor is it expected to impact historic resources.

c) Exterior Lighting

The applicant provided a lighting plan (attachment P13) and lighting cutsheets (attachment M). The lighting plan (attachment P13) anticipates light spillage across the property line in excess of the Technical Standard requirement of .1 foot candles. This should be revised or sufficiently addressed in the applicant's land use code conformance analysis and waiver requests.

It is unclear if all of the lighting fixtures (attachment M) are full cutoff – the applicant should confirm/ensure that this is the case.

d) Noise and Vibration

The applicant noted (attachment N) that no equipment associated with the proposed use should result in the generation of noise or vibrations. The applicant should confirm / ensure that the building's HVAC system will not result in undue noise or vibration.

e) Materials & Waste

In their land use code conformance analysis (attachment N) the applicant specifies that no on-site dumpsters or solid waste removal is provided, because any required waste removal will be the responsibility of individuals renting storage units. The applicant also states that any waste generated by the on-site office will be minimal and hauled off site by a private service.

f) Zoning Related Design Standards

The B-4 zone does not have associated design standards. However, the applicant must submit an elevation for the back (west) side of the building. Duplicate elevation documents (attachments P11 and P12) detail the other sides of the building.

VIII. NEXT STEPS

As written above, Planning staff moved this proposed project forward to a workshop soon after receipt of the application. Thus, the applicant team did not receive formal staff and peer review comments prior to this report, and did not have an opportunity to revise the proposal. The applicant is expected to review the feedback contained here as well as in the reviewer comments (attachments 1-3) and to make necessary revisions.

After the project materials are updated, re-submitted, and reviewed, the project can be scheduled for a public hearing. However, a neighborhood meeting must be held at least seven days in advance of such a hearing.

REPORT ATTACHMENTS

1. T Errico Comments 10-18-18
2. L Swett Comments 10-19-18
3. Energov Comments Report 10-19-18

APPLICANT'S SUBMITTALS

- A. Cover Sheet
- B. Checklist and Application
- C. Right Title and Interest Documentation
- D. Easements
- E. Zoning Analysis Table
- F. Financial Capacity Letter
- G. Technical Capacity Documents
- H. Traffic Memo
- I. Fire Checklist
- J. Portland Water District Ability to Serve Letter
- K. Wastewater Capacity Application
- L. Stormwater Management Report
- M. Lighting Cutsheets
- N. Land Use Code Conformance Analysis

PLANS

- P1. Cover Sheet
- P2. Existing Conditions
- P3. Site Plan
- P4. Grading and Utility
- P5. Landscape Plan
- P6. Detail Plan 1
- P7. Detail Plan 2
- P8. Detail Plan 3
- P9. Stormwater-PRE
- P10. Stormwater-POST
- P11. Elevations 1
- P12. Elevations 2
- P13. Lighting
- P14. Construction Management