June 15, 2022

Yarmouth Planning Board Department of Planning and Development 200 Main Street, Yarmouth, ME 04096

Conceptual Site Plan and Subdivision Review Applications

# 90 Main Street Project Yarmouth, Maine

**Two-Driveway Revision** 



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Two Great Falls Plaza Auburn, Maine 04210 tel (207) 784 2941 fax (207) 784 3856

James A. Platz, P.E. Thomas H. Platz, AIA

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Yarmouth Planning Board
Department of Planning and Development
200 Main Street,
Yarmouth, ME 04096

Yarmouth Planning Board,

The enclosed package is a revision to the "90 Main Street Project: Conceptual Site Plans and Subdivision Review Applications" (April 13, 2022). The modifications are in direct response to comments at the last meeting by the board and Yarmouth residents. The most significant modification is to remove the proposed thoroughfare and instead include two two-way driveways at their existing positions. We believe this satisfies most of the concerns and questions pertinent to the Conceptual Site Plan stage. As previously mentioned, we will submit more detailed civil drawings (including utilities, grading, and stormwater management) at the next "Preliminary" submission once the Conceptual Site Plan is satisfactory to the board.

#### **DESCRIPTION OF MODIFICATIONS**

This enclosed package will focus on the modifications and supplemental information, rather than resubmitting all the documents from the original submission. Please reference "90 Main Street Project: Conceptual Site Plans and Subdivision Review Applications" (April 13, 2022). The three large scale site plans (Exhibit 25) have been amended and are enclosed. A Pedestrian Shed (Exhibit 26) drawing has also been included per city request.

The project site is located at 90 Main Street and composed of two parcels (Tax Map 32-7 & 32-11) in the Village Center District (CD4) and consists of two proposed Residential Cottages (Single Detached Dwellings) to the rear of an existing Mixed Use building (Live/Work and Attached Dwelling). We are including adjacent 84 Main St (Tax Map 32-6), as requested by the board since it is contiguous property owned by the applicant. Please note that there is no modification to this property and that it is the intention of the applicant to take it out of the condominium association.



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The sitework has been reconfigured to include a two-way drive from Portland Street and a two-way drive from Main Street. The two new Single Detached Dwelling (1985 sf each) units have not changed from the previous submission. Their orientation, which was required to orient with the throughfare are now squared to existing adjacent buildings. Setbacks were increased to the greatest extent possible. The

Portland Street driveway is at the existing location, but widened to 20'-0" to accommodate emergency vehicles as required by the Fire Chief. This driveway will be a named private road to satisfy 911 requirements and provides frontage to the two new single-family residences. The driveway includes the parking for the two residential lots and a t-turn striped area. We believe that this responds to the issue of parking within the first lot layer by combining the parking/driveway/road as a single element.

Since removing the thoroughfare from the site, the traffic at Portland Street driveway will be similar to its existing use, which currently serves 18 Portland St (Tax Map 32-12 - Titcomb), 84 Main St (Tax Map 32-6 - Residence) and 90 Main St. (Tax Map 32-7 – Mixed Use) through easements. The exiting portion of the driveway will be unchanged from the current location, and therefore the sight distances and conditions have not changed. Looking North-East on Portland from the exit sight distance is limited by two elements the property owners do not control, street parking and a tree adjacent to the street. In addition, we have included a comparison of the sight distance origin point per the Ordinance as compared to the Department of Transportation definition on C102 for consideration.

The Main Street driveway utilizes the existing curb cut and will remain as a two-way drive. The total width is 16'-0", which is the widest allowed by the existing Pole #37, this meets the 15'-0" minimum width per the Ordinance. The area between the driveway and building is greened with garden/lawn and a sidewalk and removes parking directly next to the building. The parking for Building A is reduced by 2 spaces (from 6 spaces to the current 4 spaces).

It is still the intent of the property owners to remove the existing long back building shed behind the existing primary Mixed Use building for the reasons previously discussed. We understand that the Historic Review Committee has met and will make a recommendation to whether it is a building of value.

The existing site is relatively flat and will require minor regrading for the revised driveways, parking, and storm water management. A more complete rendition with topography and storm water management will be submitted with the Preliminary Site Plan and will be completed by a qualified civil engineer. The two neighboring properties, 18 Portland St (Tax Map 32-12 Titcomb) and 84 Main St (Tax Map 32-6), shall have access easements through the property to Portland Street and Main Street respectively as indicated



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on sheet C103. The applicants have confirmed through a title search and title analysis that the property boundaries based on site survey are correct as previously submitted.

The landscape will be primarily grass and garden with additional trees and bushes throughout. With the revised plan we have managed to maintain more existing trees toward the Titcomb Lot. In addition, we more clearly noted screening abutting the Medium Density Residential District adjacent to parking areas. The trash/recycling area was reduced and pulled away from the property line. Snow storage was enlarged and more clearly indicated on sheet C102.

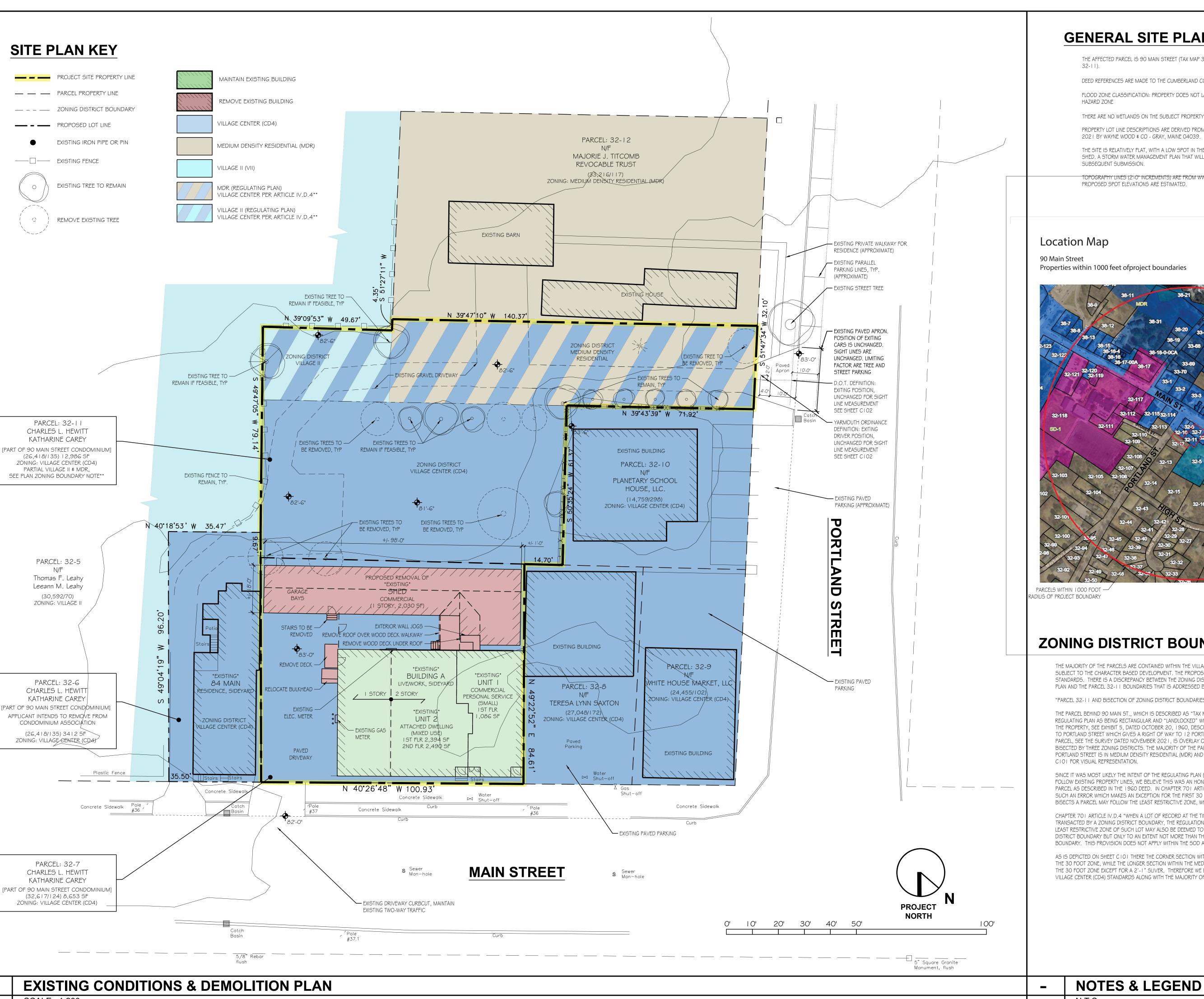
A new Pedestrian Shed (Exhibit 26) drawing has been included per city request. The playground requirement referenced on page 15 of Planning Board Report by the City appears to only be required for development plans of 2 gross acres or more per 703, Article 5, Section G Civic Spaces. This project is only about half an acre in area.

This project is aligned with the Yarmouth Comprehensive Plan by providing additional residential units to the Village Center while complimenting and supporting the existing Mixed Use building on Main Street. We believe that the revisions to the site plan are responsive to the requests by the Planning Board and look forward to submitting a more detailed version of the plan for Preliminary Review. Thank you for your time in reviewing our revision to the Conceptual Site Plan and Subdivision Applications.

Sincerely,

Adam R. Lemire, AIA

Maine Licensed Architect



# **GENERAL SITE PLAN NOTES**

THE AFFECTED PARCEL IS 90 MAIN STREET (TAX MAP 32-7) AND PORTLAND STREET (TAX MAP

DEED REFERENCES ARE MADE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS

FLOOD ZONE CLASSIFICATION: PROPERTY DOES NOT LAY WITHIN A DESIGNATED FLOOD HAZARD ZONE

THERE ARE NO WETLANDS ON THE SUBJECT PROPERTY AS SHOWN.

PROPERTY LOT LINE DESCRIPTIONS ARE DERIVED FROM SURVEY DATED DECEMBER 2021 BY WAYNE WOOD \$ CO - GRAY, MAINE 04039.

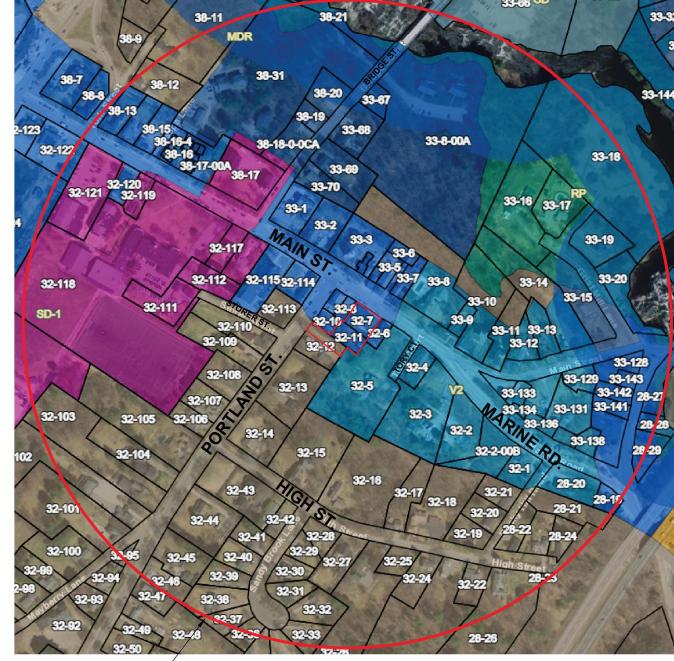
THE SITE IS RELATIVELY FLAT, WITH A LOW SPOT IN THE CENTER BEHIND THE EXISTING SHED. A STORM WATER MANAGEMENT PLAN THAT WILL BE SUBMITTED IN A

TOPOGRAPHY LINES (2'-0" INCREMENTS) ARE FROM WWW.ARCGIS.COM. EXISTING AND

PROPOSED SPOT ELEVATIONS ARE ESTIMATED.

#### **Location Map**

Properties within 1000 feet of project boundaries



# **ZONING DISTRICT BOUNDARY ANALYSIS:**

THE MAJORITY OF THE PARCELS ARE CONTAINED WITHIN THE VILLAGE CENTER (CD4) ZONING DISTRICT WHICH IS SUBJECT TO THE CHARACTER BASED DEVELOPMENT. THE PROPOSED SITE PLAN WAS PREPARED BASED ON THOSE STANDARDS. THERE IS A DISCREPANCY BETWEEN THE ZONING DISTRICT BOUNDARIES DEPICTED IN THE REGULATING PLAN AND THE PARCEL 32-11 BOUNDARIES THAT IS ADDRESSED BELOW.

"PARCEL 32-11 AND BISECTION OF ZONING DISTRICT BOUNDARIES ANALYSIS:

THE PARCEL BEHIND 90 MAIN ST., WHICH IS DESCRIBED AS "TAX MAP 32-I I", IS DEPICTED ON CITY OF YARMOUTH'S REGULATING PLAN AS BEING RECTANGULAR AND "LANDLOCKED" WITHOUT ACCESS TO PORTLAND STREET. THE DEED FOR TO PORTLAND STREET WHICH GIVES A RIGHT OF WAY TO 12 PORTLAND STREET (32-10) AND (32-6). WHEN THE DEEDEL PARCEL, SEE THE SURVEY DATED NOVEMBER 2021, IS OVERLAY ON THE YARMOUTH REGULATING PLAN THE PARCEL IS BISECTED BY THREE ZONING DISTRICTS. THE MAJORITY OF THE PARCEL IS IN VILLAGE CENTER (CD4), THE DRIVEWAY TO CIOI FOR VISUAL REPRESENTATION.

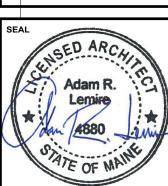
SINCE IT WAS MOST LIKELY THE INTENT OF THE REGULATING PLAN (MAY 20 | 3) ZONING DISTRICT BOUNDARIES TO SUCH AN ERROR WHICH MAKES AN EXCEPTION FOR THE FIRST 30 FEET BEYOND A ZONING DISTRICT BOUNDARY THE BISECTS A PARCEL MAY FOLLOW THE LEAST RESTRICTIVE ZONE, WHICH IN THIS CASE IS THE VILLAGE CENTER (CD4)

TRANSACTED BY A ZONING DISTRICT BOUNDARY, THE REGULATIONS SET FORTH IN THIS ORDINANCE APPLYING TO THE LEAST RESTRICTIVE ZONE OF SUCH LOT MAY ALSO BE DEEMED TO GOVERN IN THE AREA BEYOND SUCH ZONING DISTRICT BOUNDARY BUT ONLY TO AN EXTENT NOT MORE THAN THIRTY (30) FEET BEYOND SAID ZONING DISTRICT BOUNDARY. THIS PROVISION DOES NOT APPLY WITHIN THE SOD AND RPD."

AS IS DEPICTED ON SHEET CIOI THERE THE CORNER SECTION WITHIN THE VILLAGE II ZONING DISTRICT IS FULLY WITHIN THE 30 FOOT ZONE, WHILE THE LONGER SECTION WITHIN THE MEDIUM DENSITY RESIDENTIAL ZONING DISTRICT IS WITHIN THE 30 FOOT ZONE EXCEPT FOR A 2'-1" SLIVER. THEREFORE WE BELIEVE THE PARCEL 32-11 SHOULD FOLLOW THE VILLAGE CENTER (CD4) STANDARDS ALONG WITH THE MAJORITY OF PROJECT SITE.

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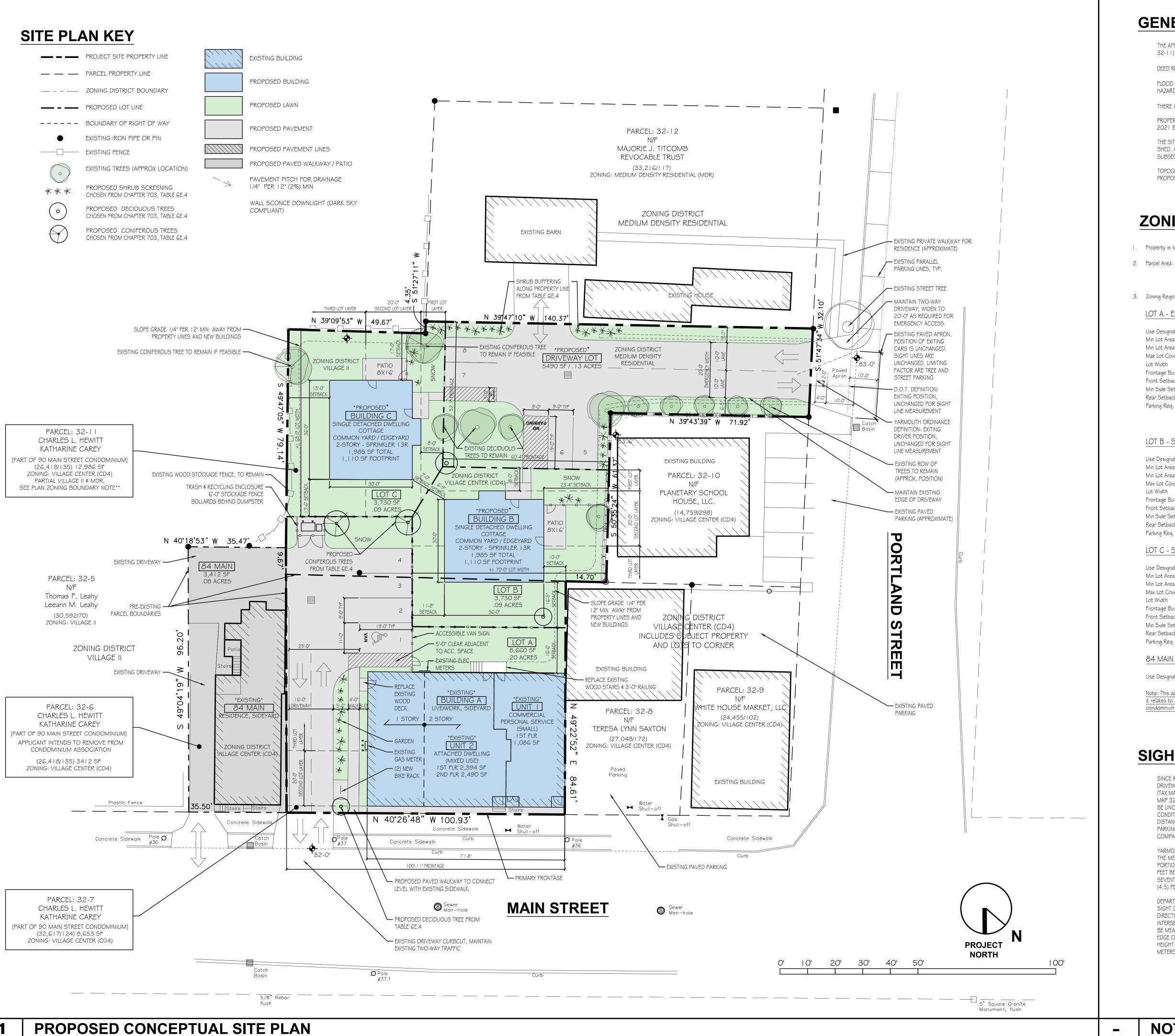
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**EXISTING & DEMO** SITE PLAN AMENDED

SCALE: 1:200

N.T.S.



# **GENERAL SITE PLAN NOTES**

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THERE ARE NO WETLANDS ON THE SUBJECT PROPERTY AS SHOWN.

PROPERTY LOT LINE DESCRIPTIONS ARE DERIVED FROM SURVEY DATED DECEMBER 202 | BY WAYNE WOOD & CO - GRAY, MAINE 04039.

THE SITE IS RELATIVELY FLAT, WITH A LOW SPOT IN THE CENTER BEHIND THE EXISTING SHED. A STORM WATER MANAGEMENT PLAN THAT WILL BE SUBMITTED IN A SUBSEQUENT SUBMISSION.

TOPOGRAPHY LINES (2'-0" INCREMENTS) ARE FROM WWW.ARCGIS.COM. EXISTING AND PROPOSED SPOT ELEVATIONS ARE ESTIMATED.

# **ZONING SUMMARY**

VILLAGE CENTER (CD4) - See Full Analysis on C101 1. Property is located in the

> Parcel 32-7 (Main St) 8,653 square feet(sf) or +/-.20 acres Parcel 32-11 (Portland St) 12,986 square feet(sf) or +/- .30 acres Parcel 32-6 (No Modification) 3,4 | 2 square feet(sf) or +/- .08 acres

> > TOTAL 4 spaces required / 4 provided (I ADA Van Accessible)

Zoning Regs: Required or Allowed / Provided

#### LOT A - EXISTING MIXED USE

Use Designation	Existing = Mixed Use	- Commercial 1st Floor, Residential Unit 2nd Floor & Partial 1st Flo
Min Lot Area	None	/ 8,660 sf
Mın Lot Area Per Unit	None	/ N/A
Max Lot Coverage	85%	
Lot Width	18'-0" to 120'-0"	/   00'-     "
Frontage Buildout	40% to 100%	<u> </u>
Front Setback	0'-0" min 16'-0" max	/ 3'-0"
Mın Sıde Setback	0-0"	/ O'-O"
Rear Setback	3-0"	/  6'-6"
Parking Req.	I to 2 spaces per residential unit = 2 spaces	
	2 spaces min per 100	00 sq. ft. Retail Area - 1,086 SF = 2 spaces (rounded down)

#### LOT B - SINGLE DETACHED DWELLING

Use Designation	Proposed Add = One (1)Detached Residential Unit	
Mın Lot Area	None	/ 3,730 sf
Mın Lot Area Per Unit	None	/ N/A
Max Lot Coverage	85%	/ 36% (1,326 sf / 3,730 sf
Lot Width	18'-0" to 120'-0"	/ +/- 68'-0"
Frontage Buildout	40% to 100%	/ 60% (36'-0" / 60'-4" )
Front Setback	0'-0" min 16'-0" max	/ 8'-0"
Mın Sıde Setback	0-0"	/ 7'-0""
Rear Setback	3-0" (15' @ Res. Zon	e) / 16'-6"
Parking Req.	I to 2 spaces per res	sidential unit / 2 provided

# LOT C - SINGLE DETACHED DWELLING

Use Designation	Proposed Add = One (1)Detached Residential Unit		
Mın Lot Area	None	/ 3,730 sf	
Mın Lot Area Per Unıt	None	/ N/A	
Max Lot Coverage	85%	/ 36% (1,326 sf / 3,730 sf)	
Lot Width	18'-0" to 120'-0"	/ +/- 70'-0"	
Frontage Buildout	40% to 100%	/ 51% (36'-0" / 70'-0" )	
Front Setback	0'-0" min 16'-0" max	/ 8'-0"	
Mın Sıde Setback	0-0"	/ 6'-9"	
Rear Setback	3-0" (15' @ Res. Zone) / 15'-0"		
Parking Req.	I to 2 spaces per res	idential unit / 2 provided	

## 84 MAIN ST - SINGLE DETACHED DWELLING

Use Designation Existing = Residential Home

Note: This application includes no modification to this property. Shown only in reference to proposed work and as it relates to extending an easement through Lot A. It is the intention of the applicant to remove from the

# **SIGHT DISTANCE NOTES**

SINCE REMOVING THE THOROUGHFARE FROM THE SITE, THE TRAFFIC AT PORTLAND STREET DRIVEWAY WILL BE SIMILAR TO ITS EXISTING USE, WHICH CURRENTLY SERVES 18 PORTLAND ST (TAX MAP 32-I 2 - TITCOMB), 84 MAIN ST (TAX MAP 32-6 - RESIDENCE) AND 90 MAIN ST. (TAX MAP 32-7 - MIXED USE) THROUGH EASEMENTS. THE EXITING PORTION OF THE DRIVEWAY WILL BE UNCHANGED FROM THE CURRENT LOCATION, AND THEREFORE THE SIGHT DISTANCES AND CONDITIONS HAVE NOT CHANGED. LOOKING NORTH-EAST ON PORTLAND FROM THE EXIT SIGHT DISTANCE IS LIMITED BY TWO ELEMENTS THE PROPERTY OWNERS DO NOT CONTROL, STREET PARKING AND A TREE. SEE SIGHT POINT COMPARISON PER THE TOWN ORDINANCE AS COMPARED TO THE DOT DEFINITION

## YARMOUTH ORDINANCE (702, PAGE 13)

THE MEASUREMENTS SHALL BE FROM THE DRIVER'S SEAT OF A VEHICLE STANDING ON THAT PORTION OF THE EXISTING DRIVEWAY WITH THE FRONT OF THE VEHICLE A MINIMUM OF TEN (10) FEET BEHIND THE CURB LINE OR EDGE OR SHOULDER WITH THE HEIGHT OF THE EYE THREE AND SEVENTY FIVE HUNDREDTHS (3.75) FEET TO THE TOP OF AN OBJECT FOUR AND FIVE-TENTHS (4.5) FEET ABOVE THE PAVEMENT.

DEPARTMENT OF TRANSPORTATION DEFINITION:

SIGHT DISTANCE ANALYSES. A DETERMINATION OF THE AVAILABLE SIGHT DISTANCE IN ALL DIRECTIONS AT EACH INTERSECTION IN THE VICINITY OF THE PROPOSED DEVELOPMENT. INTERSECTION SIGHT DISTANCE IS THE LENGTH OF ROADWAY VISIBLE TO THE DRIVER. IT MUST BE MEASURED FROM THE INTERSECTION (AT A POINT 10 FEET [3.0 METERS] BACK FROM THE EDGE OF THE TRAVEL WAY) TO THE CENTERLINE OF THE OPPOSING LANE(S), ASSUMING A HEIGHT OF EYE OF 3.5 FEET (I.I METER) AND A HEIGHT OF OBJECT OF 4.25 FEET (I.3

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04-13-2022 No. DESCRIPTION DATE AMENDMENT #1

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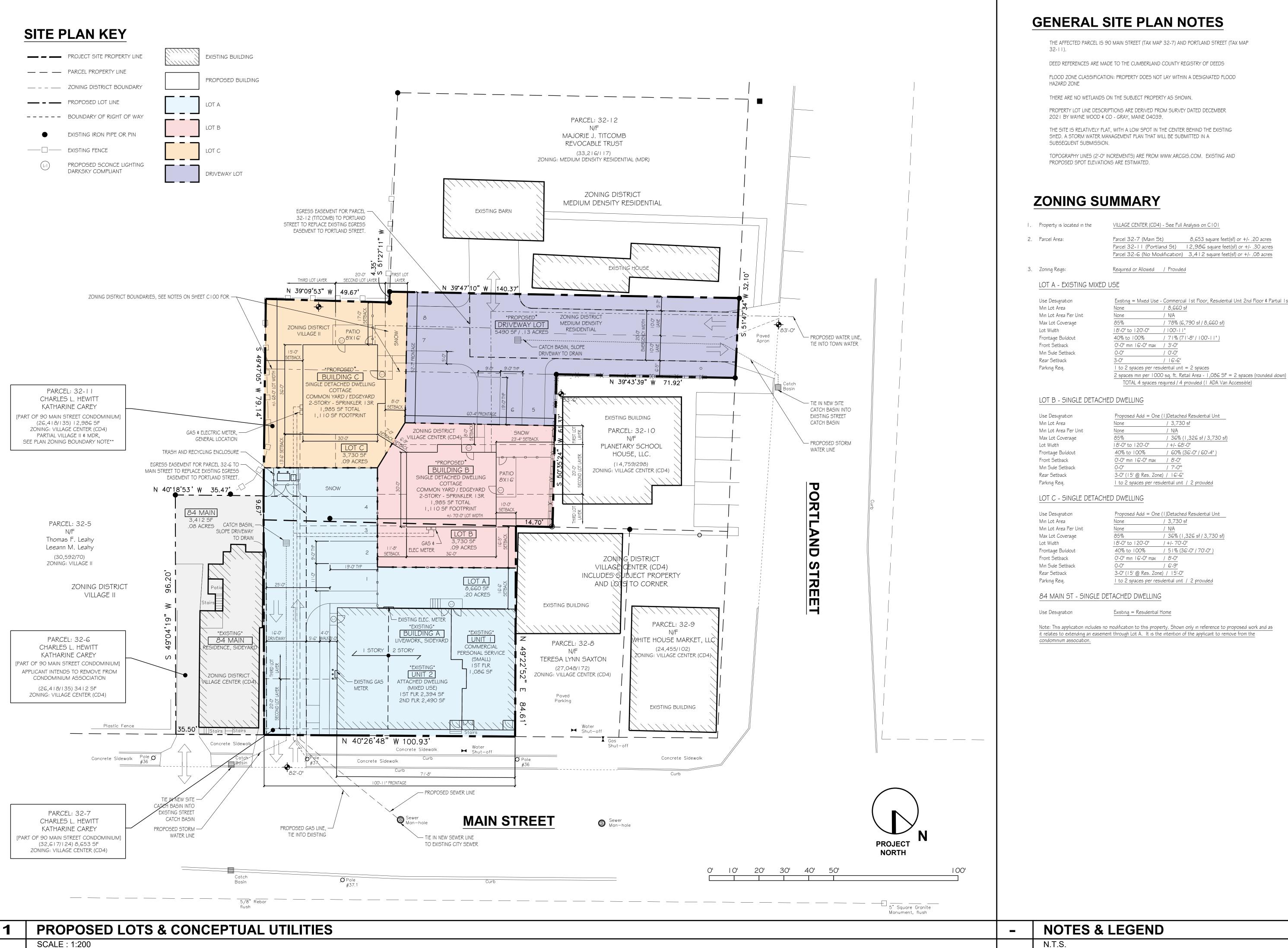
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PROPOSED SITE PLAN - AMENDED

**NOTES** 

N.T.S.

SCALE: 1:200



Existing = Mixed Use - Commercial 1st Floor, Residential Unit 2nd Floor & Partial 1st Floor

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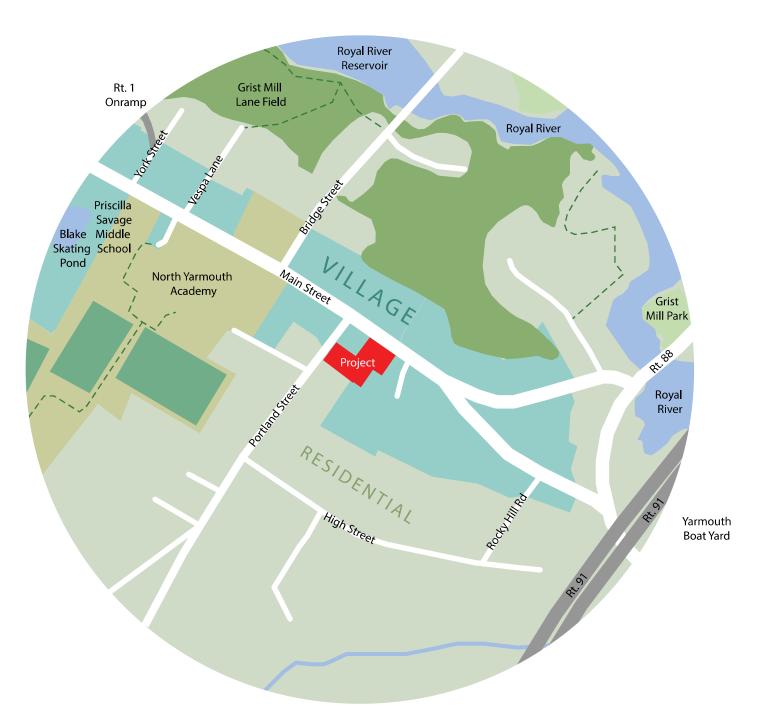
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	AMENDMENT #1	06-15-202	
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**LOT SITE PLAN &** UTILITIES AMENDE

# 90 Main Street Project Pedestrian Shed



1/4 mile radius