

1. Legal Ad

Documents: [PB LGL AD 3-10-15.PDF](#)

2. Agenda

Documents: [PB AGENDA 3-10-15.PDF](#)

3. 605 Stevens Avenue

3.I. Memo

Documents: [STEVENS AVENUE - 605 \(MEMO\).PDF](#)

3.II. Applicants Submittal

Documents: [STEVENS AVENUE - 605 \(APPLICANTS SUBMITTAL\).PDF](#)

3.III. Additional Public Comment (605 Stevens Ave.)

Documents: [STEVENS AVENUE - 605 \(ADDITIONAL PUBLIC COMMENT\).PDF](#)

3.IV. Plans

Documents: [STEVENS AVENUE - 605 \(PLANS\).PDF](#)

4. 89 Anderson Street

4.I. Memo

Documents: [ANDERSON ST. - 89 \(MEMO\).PDF](#)

4.II. Report Attachments

Documents: [ANDERSON ST. - 89 \(REPORT ATTACHMENTS\).PDF](#)

4.III. Applicants Submittal

Documents: [ANDERSON ST. - 89 \(APPLICANTS SUBMITTAL\).PDF](#)

4.IV. Plans

Documents: [ANDERSON ST. - 89 \(PLANS\).PDF](#)

5. Cleeve Street - Great Diamond Island

5.I. Report

Documents: [CLEEVE STREET \(REPORT\).PDF](#)

5.II. Report Attachments

Documents: [CLEEVE STREET \(REPORT ATTACHMENTS\).PDF](#)

5.III. Applicants Submittal

Documents: [CLEEVE STREET \(APPLICANTS SUBMITTAL\).PDF](#)

5.IV. Additional Public Comment (Cleeve Street)

Documents: [CLEEVE STREET \(ADDITIONAL PUBLIC COMMENT\).PDF](#)

5.V. Plans

Documents: [CLEEVE STREET \(PLANS\).PDF](#)

6. Residential R-6 Text Amendments

6.I. Report

Documents: [R6 TEXT AMENDMENT \(REPORT\).PDF](#)

6.II. Attachments

Documents: [R6 TEXT AMENDMENT \(ATTACHMENTS\).PDF](#)

6.III. Public Comment



Documents: [R6 TEXT AMENDMENT \(PUBLIC COMMENT\).PDF](#)  
6.IV. Additional Public Comment

Documents: [R6 TEXT AMENDMENT \(ADDITIONAL PUBLIC COMMENT\).PDF](#)  
7. 300 Rand Road

7.I. Report

Documents: [RAND ROAD - 300 \(REPORT\).PDF](#)  
7.II. Report Attachments

Documents: [RAND ROAD - 300 \(REPORT ATTACHMENTS\).PDF](#)  
7.III. Applicants Submittal

Documents: [RAND ROAD - 300 \(APPLICANTS SUBMITTAL\).PDF](#)  
7.IV. Plans

Documents: [RAND ROAD - 300 \(PLANS\).PDF](#)

**LEGAL ADVERTISEMENT  
PORTLAND PLANNING BOARD MEETING**

The Portland Planning Board will hold a meeting on Tuesday, March 10, 2015, Council Chambers, 2<sup>nd</sup> Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

**Workshop – 4:30 p.m.**

- i. 605 Stevens Avenue, McAuley Place; Zone Change; Seacoast At Baxter Wood Associates LLC, Applicant. The Board will hold a workshop on a proposed zoning map amendment to the R-6A zone, with accompanying zoning text amendments, for 605 Stevens Avenue. The applicant is requesting the zone change in order to redevelop the historic convent into affordable housing units for senior citizens and to develop the surrounding grounds into a senior living community with a choice of living arrangements and a continuum of care and support services.
- ii. 89 Anderson Street, East Bayside Lofts; Level II Site Plan; Redfern Bayside, LLC, Applicant. The Board will hold a workshop on a proposal for a mixed use building to include; ground floor commercial for 2 or 3 businesses, including a restaurant, parking, and 53 residential rental apartments on floors 2 through 4. The mix of housing units includes 10 efficiency, 34 one-bedroom, and 9 two-bedroom units. Ground level parking is proposed with a total of 53 spaces. The project is located in the B-1b zone.

**Public Hearing – 7:00 p.m.**

- i. Cleeve Street – Great Diamond Island; Street Discontinuance; Diamond Island Association, Applicant. The Board will consider at a public hearing the discontinuance of a portion of Cleeve Street (also shown as Cleave) that is located between Diamond and Crescent Avenue on Great Diamond Island. The Association is seeking the discontinuance of Cleeve Street that abuts Elwell Hall along with the adjoining triangle of land in order to restore the porch and balcony of the Hall and meet applicable zoning requirements.
- ii. Residential R-6 Text Amendments, City of Portland, Applicant: The Board will hold a public hearing on proposed text amendments for a comprehensive update of the R-6 zone with an emphasis on revising required dimensional standards, permitting townhouse development on individual lots in the R-6 zone and revising parking standards.
- iii. Amendment to Subdivision Plat for gas line easement, Portland Technology Park, 300 Rand Road, City of Portland, Applicant. The Board will consider an amendment to the 2012 Subdivision Plat to add a 20 ft wide gas line utility easement serving the approved office park. Tree clearance in both the O-P and RPZ parts of the site is associated with the easement.

**STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD**

Stuart G. O'Brien, Chair  
Elizabeth Boepple, Vice Chair  
Sean Dundon  
Bill Hall  
Carol Morrisette  
Jack Soley  
David Eaton

**AGENDA**  
**PORTLAND PLANNING BOARD**

The Portland Planning Board will hold a meeting on Tuesday, March 10, 2015, Room 209, 2<sup>nd</sup> Floor, City Hall, 389 Congress Street. **Public comments will be taken at this meeting.**

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**PUBLIC HEARING – 7:00 p.m.**

**1. ROLL CALL AND DECLARATION OF QUORUM**

**2. COMMUNICATIONS AND REPORTS**

**3. REPORT OF ATTENDANCE AT THE MARCH 3, 2015 MEETING:**

Public Hearing: O'Brien, Boepple, Dundon, Hall, Morrisette and Soley present. Eaton, recused.

**4. REPORT OF DECISIONS AT MARCH 3, 2015 MEETING:**

- i. Midtown Project; Level III Subdivision and Site Plan, Conditional Use, Site Location of Development, and Traffic Movement Permit; Somerset Street; FEDEQ DV001, LLC, Applicant. Boepple moved and Hall seconded a motion to approve the conditional use for the parking garage under Section 14-296 and Section 14-474. Board Voted 6-0, Eaton recused. Boepple moved and Hall seconded seven (7) motions to waive the following standards:

1. Technical Manual transportation standard (Section 1.4.1) for street grades. Board Voted 6-0, Eaton recused.
2. Technical Manual transportation standard (Sec.1.5) for vertical alignment of streets Board Voted 6-0, Eaton recused.
3. Technical Manual standard 2.7.8 for catch basins. Board Voted 6-0, Eaton recused.
4. Site Plan Standard 14-526 (b)(2)(b)iii Street trees with an \$8,000 contribution to the tree fund. Board Voted 6-0, Eaton recused.
5. Technical Manual stormwater flooding standard Chapter 5, E.2. Board Voted 6-0, Eaton recused.
6. Technical Manual standard for soil surveys 7.1. Board Voted 6-0, Eaton recused.
7. Technical Manual standard for street lighting 10.4. Board Voted 6-0, Eaton recused.

Boepple moved and Hall seconded ten (10) waivers of the B-7 Design Standards as follows:

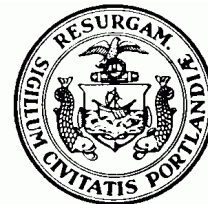
1. B-7 Standard A-4, Views and Landmarks for blockage and partial blockage of view corridors for Cedar and Myrtle Street. Board Voted 6-0, Eaton recused.
2. B-7 Standard B-2, Street Connectivity to waive connectivity for Cedar and Myrtle. Board Voted 6-0, Eaton recused.
3. B-7 Standard B-3, Mid-Block Permeability for secondary internal access through midtown Three subject to three conditions of approval. Board Voted 6-0, Eaton recused.
4. B-7 Standard B-7, Continuity of Street Level to allow service entrances and vehicular entrances on Somerset Street. Board Voted 6-0, Eaton recused.
5. B-7 Standard B-11, Lighting to allow closer spacing of street lighting. Board Voted 6-0, Eaton recused.
6. B-7 Standard C-2 Parking Entrances to allow a combined entry and exit for the garage on Somerset Street. Board Voted 6-0, Eaton recused.
7. B-7 Standard C-5, Decks and Ramps to allow visible non-horizontal ramps on the north face of the garage. Board Voted 6-0, Eaton recused.
8. B-7 Standard C-8, Service, Utility and Mechanical Infrastructure to allow loading docks, delivery areas and truck parking along public ways. Board Voted 6-0, Eaton recused.
9. B-7 Standard E-3, Massing to waive the requirement for a differentiated top to the parking garage. Board Voted 6-0, Eaton recused.
10. B-7 Standard E-12: Materials to allow EIFS on upper stories subject to one condition. Board Voted 6-0, Eaton recused.

Boepple moved and Hall seconded the Traffic Movement Permit with seven (7) conditions of approval. Board voted 6-0, Eaton recused. Boepple moved and Hall seconded the amended subdivision Plan and Subdivision Plans with twenty (20) conditions of approval. Board voted 6-0, Eaton recused. Boepple moved and Hall seconded the motion for the site plan ordinance, including the Maine DEP Chapter 500 permit and the delegated Site Location of Development application, subject to twenty-eight conditions of approval. Boepple moved and Hall seconded an amendment to site plan condition D. 6 to require revised plans addressing massing and articulation for Building #3 for Planning Board review and approval. Board voted on the amendment, 5-1, O'Brien opposed, Eaton recused. The Board voted on the original motion for the site plan with conditions as amended, 6-0, Eaton recused.

## 5. NEW BUSINESS

- i. Amendment to Subdivision Plat for gas line easement, Portland Technology Park, 300 Rand Road, City of Portland, Applicant. The Board will consider an amendment to the 2012 Subdivision Plat to add a 20 ft wide gas line utility easement serving the approved office park. Tree clearance in both the O-P and RPZ parts of the site is associated with the easement.
- ii. Cleeve Street – Great Diamond Island; Street Discontinuance; Diamond Island Association, Applicant. The Board will consider at a public hearing the discontinuance of a portion of Cleeve Street (also shown as Cleave) that is located between Diamond and Crescent Avenue on Great Diamond Island. The Association is seeking the discontinuance of Cleeve Street that abuts Elwell Hall along with the adjoining triangle of land in order to restore the porch and balcony of the Hall and meet applicable zoning requirements.
- iii. Residential R-6 Text Amendments, City of Portland, Applicant: The Board will hold a public hearing on proposed text amendments for a comprehensive update of the R-6 zone with an emphasis on revising required dimensional standards, permitting townhouse development on individual lots in the R-6 zone and revising parking standards.

**STUART O'BRIEN, CHAIR - PORTLAND PLANNING BOARD**



# Memorandum

## Planning and Urban Development Department

### Planning Division

To: Stuart O'Brien, Chair and Members of the Portland Planning Board

From: Jean Fraser, Planner

Date: March 6, 2015

Re: R-6A Zoning Map and Text Amendments for McAuley Place, 605 Stevens Avenue  
Seacoast At Baxter Woods Associates, LLC, Applicant

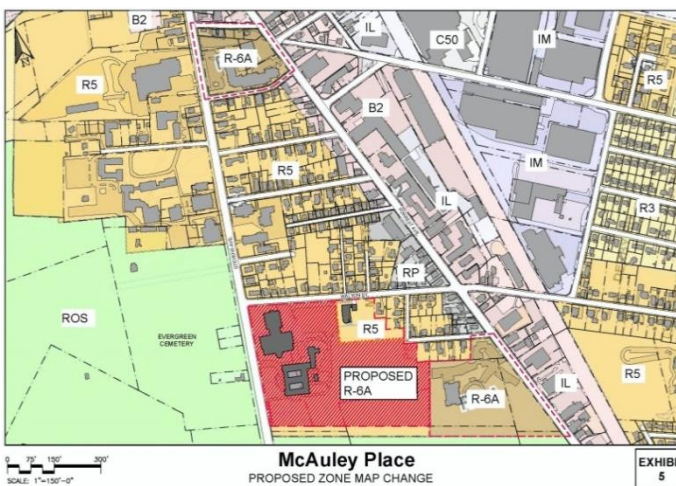
Project #: 2015-022 CBL: 136 E006001

Meeting Date: March 10, 2015

#### I. INTRODUCTION

Seacoast At Baxter Woods Associates, LLC, represented by Licht Environmental Design LLC, has submitted an application for a zoning map amendment and accompanying text amendments for property at 605 Stevens Avenue, for which they have a Purchase and Sale Agreement from the St Joseph's Convent & Hospital c/o Sisters of Mercy of the Americas ([Attachment C](#)). The applicant is seeking to amend the zoning from R5 to R6A to allow for an integrated development of affordable housing and a senior retirement community.

The property proposed for rezoning totals approximately 17 acres and has an approximately 750 foot long frontage on the east side of Stevens Avenue, backing onto the Deering Pavilion and Baxter Woods and opposite Evergreen Cemetery. It also has frontage along Walton, Pershing and Holly Streets.



The property proposed for rezoning to R6A is currently within the R5 zone and includes the following (see description on page 3 of [Attachment B](#)):

- Catherine McCauley High School
- Mother House - existing vacant 5 story building on Stevens Avenue
- Playing fields and parking areas

A notice of this Workshop was sent to 128 property owners within 500 feet and interested citizens, and appeared in the March 2<sup>nd</sup> and March 3<sup>rd</sup>, 2015 editions of the *Portland Press-Herald*. A Neighborhood Meeting is required for this project and the applicant has confirmed this is being arranged; an informal neighborhood meeting was held last week. At the time of preparing this report the Planning Division has not received any written comments, but a number of inquiries have been received.

St Catherines Residence Hall (approx. 1.9 acres on Walton Street) was associated with the current uses but is being retained by the owners because it is occupied and they do not seek rezoning at this time; it is a conforming use in the R5 zone.

Several text amendments to the Land Use Code Definitions, R6A zoning text, and Site Plan Ordinance is also proposed to facilitate the nature of the proposed development and the preparation of a Master Development Plan framework since it will be developed over a number of years:

- Definitions (14-47): amend the existing definition of “congregate care facility” to add in multifamily development (currently specifies planned residential unit development);
- R6/R6A Zoning (14-136): add “congregate care facilities in the R6A residential zone” as a permitted use;
- Site Plan Ordinance Definitions and Applicability (14-522 and 14-523 (g)): to allow a Master Development Plan Review for the components of this R6A zone.

## II. PROJECT DATA

|                  |                                                                                                                                                   |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Parcel Size:     | 17 acres (area for which rezoning is requested)                                                                                                   |
| Existing Zoning: | Residential R-5                                                                                                                                   |
| Existing Uses:   | Former convent; High School                                                                                                                       |
| Proposed Use:    | Affordable Age-restricted Housing in existing building; Residential Elderly Independent Living Units (Congregate Care); Intermediate Care; School |

### Residential Data:

- Affordable housing units: 66 +/- (88 listed in Att B and Plan P4, but this has been updated)
- Approximately 240 to 270 units, multifamily and congregate care independent units (plus 24-36 units intermediate care, which is classified as institutional in the City’s Ordinance)

Parking, access and other aspects are conceptual at this stage (see Conceptual Master Plan below and in Plan P4) and the applicant intends to submit a Master Development Plan for the overall development and the phases. The first phase is the renovation of the Mother House for approx. 66 units of affordable housing and 22 market rate housing units for senior citizens.

## III. EXISTING CONDITIONS AND ZONING

### a. Background

The Cover letter (Attachment B) includes a history of the site, which started as a convent in the late 19<sup>th</sup> century for the Sisters of Mercy in Portland and originally included a church. There are two buildings currently within the area proposed to be rezoned (See Plan P1 Context Map):

- The now-vacant convent, which is known as the Mother House (photo right; additional photos in Attachment E). The developers are seeking historic tax credits for the renovation and reuse of the building. The National Park Service has confirmed its eligibility for those tax credits. While it qualifies for historic tax credits, it has never been identified for designation as a local landmark and currently has no historic designation; and



- Catherine McAuley High School at the corner of Stevens Avenue and Walton Street, which was completed in 1971 on land owned by the Sisters of Mercy.



## b. Existing Conditions

The site is within the R5 zone and abuts the Deering Pavilion (shown on Plans P1 and P3) which is zoned R6A. The north and north-east parts of the site abut an area of single and multifamily homes (all in R5) and the Forest Avenue RP zone is nearby.

## IV. PROPOSED DEVELOPMENT

The applicants are working with the Sisters of Mercy as owners, with funding from a number of different sources, to create a retirement community with several different components (See Attachment B and Conceptual Master Plan in Plan P4):

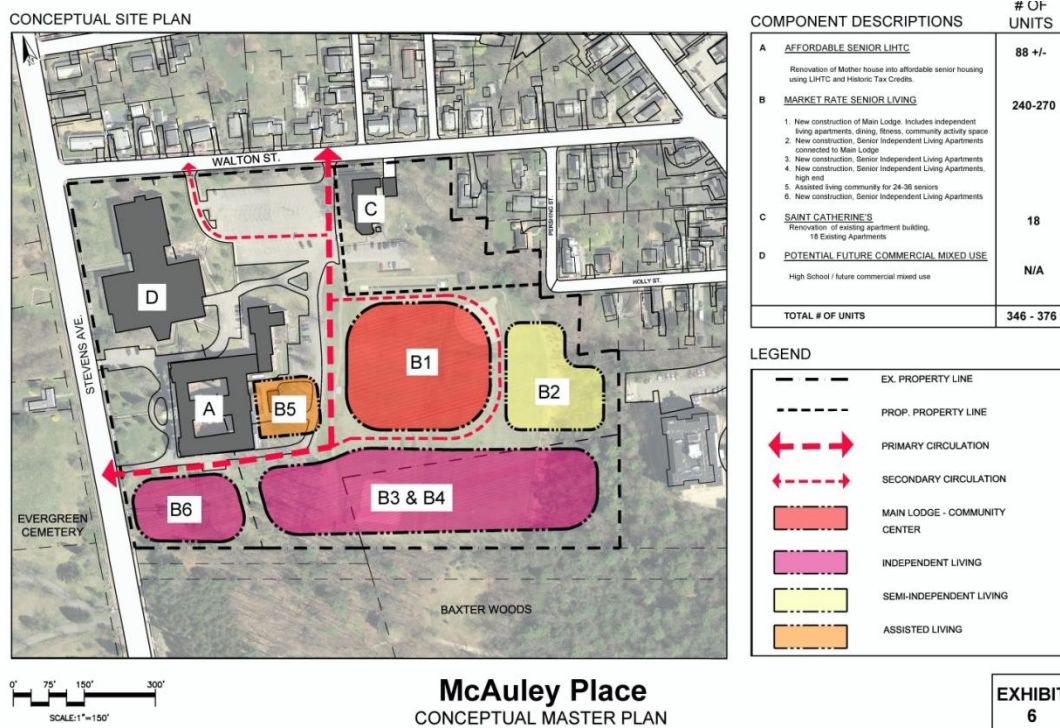
- Affordable multifamily housing (with some market rate) for seniors, in the existing Mother House;
- Independent units for seniors near the Mother House, which would be considered as multifamily;
- Independent apartments that are associated with some level of common facilities (such as a dining room) which would be classified as congregate care.

It is understood that the High School will remain for the time being and although the Conceptual Master Plan (Plan P4) suggest this could be a future commercial mixed use, this is longer term and it is understood the school will remain for the time being. There are also long term ideas for the St Catherines Residence involving expansion from 18 to 38 apartments, but the owners want this use and zoning to remain, with any redevelopment of St Catherines and McAuley School to be considered separately as appropriate in the future.

## V. PROPOSED ZONING AMENDMENTS

The applicant has requested a map change to R6A and have submitted a Zone Map Change Plan (shown above and as Plan P3).

A number of text amendments (listed below and on page 4 of Attachment B) are also proposed to facilitate the mixture of independent units with and without common facilities, and the future inclusion of intermediate care facilities (which are institutional uses because they include medical care). The Conceptual Master Plan below and in Plan P4 illustrates the nature of the proposed retirement community, and Attachment D outlines the continuum of care envisaged for seniors in this development:





## **Proposed Text Amendments (also in Attachment B)**

### **Sec. 14-47. Definitions.**

*Congregate care facility:* A planned residential unit or multifamily development which provides individual living units with support services which provide assistance to residents. Services to be provided shall include:

- (a) Transportation for essential support activities. This service shall be included in the base rent;
- (b) Provision of at least one (1) meal per day;
- (c) Programmed social activities which are facilitated by staff. This service shall be included in the base rent;
- (d) Provision of personal care services including, but not limited to, housekeeping, laundry, and minimal health monitoring; and
- (e) Installation of emergency call buttons or systems in each congregate care living unit.

The population of a congregate care facility shall consist of persons fifty-five (55) years of age or older and their spouses and/or disabled persons and their spouses.

### **Sec. 14-136. Permitted uses.**

The following uses are permitted in the R-6 and R-6A residential zones:

(a) *Residential:*

#### 6. Congregate care facilities in the R-6A residential zone

### **Sec. 14-522. [Site Plan] Definitions**

*Master development plan:* A Master Development Plan is a regulatory option for sites with one acre or more in cumulative lot area that's designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements built in phases over an extended timeframe. This option shall not apply in residential zones except for institutional uses and congregate care facilities in the R6A zone.

### **14-523 [Site Plan] Required approvals and applicability.**

- (g) *Master development plan:* A Master Development Plan meeting the criteria listed below will undergo a master development plan review as follows:
- 1. A Master Development Plan for a site with one acre or larger in a cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
  - 2. The Master Development Plan option shall not apply in residential zones, except for institutional uses and congregate care facilities in the R6A zone.

## **VI. STAFF COMMENTS**

### **A. Rezoning to R6A**

The site abuts the Deering Pavilion which is zoned R6A. The Park-Danforth is also nearby, which is also R6A. In discussions with staff it appeared that the R6A zone was the most appropriate zone to accommodate the retirement community and the overall density that the applicants envisaged.

As the 17+ acre site is currently within the R5 zone, the R5A would appear an option but its purpose statement, the requirement for a contract zone, lower overall density, and exclusion of multifamily development supports the proposed amendment to R6A.

## ZONE COMPARISON RE KEY/RELEVANT FACTORS

|                                            | <b>R5<br/>(14-116)<br/>(Existing Zoning)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>R5A<br/>(14-126)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>R6A<br/>(14-135)</b>                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Purpose Statement</b>                   | To provide appropriate areas of the city for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots; to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unit development on substantially sized parcels. Such PRUD development shall respond to the physical qualities of a site and complement the scale, character and style of the surrounding neighborhood. | To provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have the capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density zone. | To encourage neighborhood livability with higher density multifamily housing on large parcels located off the peninsula. The zone is appropriate in areas that are along major public transportation routes, near service areas, and in redevelopment (underutilized) or infill areas.                                                                                                                                  |
| <b>Relevant residential permitted uses</b> | <ul style="list-style-type: none"> <li>• Single and 2-family</li> <li>• Multiplex (= or &gt; 3)</li> <li>• PRUD</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• Single, 2 &amp; 3 family</li> <li>• PRUD thru Contract Zone</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>• Single and 2-family</li> <li>• Multifamily dwellings (subject to conditions)</li> </ul>                                                                                                                                                                                                                                                                                        |
| <b>Institutional uses</b>                  | <ul style="list-style-type: none"> <li>• School</li> <li>• Long term &amp; extended care facilities</li> <li>• Intermediate care facility for 13 or more persons</li> <li>• Places of Assembly</li> <li>• Hospital</li> </ul>                                                                                                                                                                                                                                                                                                             | (under “Other” rather than “Institutional”) : Intermediate , extended and long term care facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• School</li> <li>• Long term and extended care facilities</li> <li>• Intermediate Care Facility</li> <li>• Hospital</li> </ul>                                                                                                                                                                                                                                                  |
| <b>Minimum Lot Size</b>                    | <ul style="list-style-type: none"> <li>• Res: 6000 sf</li> <li>• Long term care or Intermediate: 2 acres</li> <li>• Multiplex: 9000 sf</li> <li>• PRUD: 2 acres</li> <li>• School: 30,000 sf</li> </ul>                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>• Res: 6000 sf</li> <li>• PRUD: 3 acres</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>• Res: 4 acres</li> <li>• Intermediate care: 1 acre</li> <li>• School: 30,000 sf</li> <li>• Hospital: 2 acres</li> </ul>                                                                                                                                                                                                                                                         |
| <b>Min. Lot Area/<br/>Dwelling Unit</b>    | <ul style="list-style-type: none"> <li>• Multiplex (attached units) with over 250 ft frontage, 4500 sf (otherwise 6000 sf)</li> <li>• PRUD: 3000 sf</li> </ul>                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Res: 1600 sf</li> <li>• PRUD: 1600 sf</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>• Res: 1000 sf -1200sf (Current proposals to amend R6 reduces this to <b>725 sf</b>)</li> <li>• Intermediate Care Facility: 8000 sq ft for the first 35 and 350 sf for each add’l resident (Current proposals to amend R6 reduces this to <b>250 sf</b> per resident)</li> <li>• Long term and extended care: 10,000 sf for first 9, + 750 sf for each add’l resident</li> </ul> |
| <b>Maximum Lot Coverage</b>                | 40%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 40-50% variable<br>(Current proposals to amend R6 increases this to <b>60%</b> )                                                                                                                                                                                                                                                                                                                                        |
| <b>Maximum Height</b>                      | 35 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Not listed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 65 feet                                                                                                                                                                                                                                                                                                                                                                                                                 |

## B. Comments on proposed Text Amendments

- Definitions (14-47): amends the existing definition of “congregate care facility” to add in multifamily development (currently specifies planned residential unit development); this is based on the fact that for “multifamily” there would be a specified area per dwelling unit that is the same as for dwellings in the R6 zone;
- R6/R6A Zoning (14-136): add “congregate care facilities in the R6A residential zone” as a permitted use; this adds this use (Note: the use is defined in the Land Use Ordinance Definitions but has not been added to any zone as a permitted/conditional use);
- Site Plan Ordinance Definitions and Applicability (14-522 and 14-523 (g)): to allow a Master Development Plan Review for the components of this R6A zone. Both staff and the applicant would like a Master Development Plan for the overall site to ensure coordination of access, parking, traffic and pedestrian facilities, stormwater management etc. and clarify phasing. The current wording does not allow this mechanism to be used for residential uses; it only permits the Master Development Plan for institutional uses. While the assisted living (or intermediate care under the City’s definition) is an institutional use, the staff felt it was important to clarify and expand the applicability under the Site Plan Ordinance.

## C. Density considerations

It is difficult to analyze the maximum numbers of units that might be possible under each of the three zones in the table (R5, R5A, and R6A) because the mix of units is not known. The applicant has indicated (Conceptual Master Plan in Plan P4) that the number of dwelling units would be in the order of 300-350, but the R6A zone would allow 2-3 times as many in principle.

## VII. **COMPREHENSIVE PLAN ANALYSIS**

Goals and policies which are relevant to the proposed map amendment have been included below:

**Portland Housing Goal: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of all Portland households, now and in the future.**

### Policies

- Ensure the construction of a diverse mix of housing types that offers a continuum of options across all income levels, which are both renter and owner-occupied, including but not limited to the following:
  - ii. Housing units for decreasing household size, such as young professionals, empty nesters, single-parent households, and senior citizens.
  - viii. Housing with a range of services and medical support for the elderly and special needs population, including assisted living, congregate care, group homes and nursing homes;
- Encourage higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation.
- Increase Portland’s rental housing stock to maintain a reasonable balance between supply and demand yielding consumer choice, affordable rents, and reasonable return to landlords.
- Identify vacant land and redevelopment opportunities throughout the City to facilitate the construction of new housing.

**Portland Housing Goal: Maintain and enhance the livability of Portland’s neighborhoods as the City grows and evolves through careful land use regulations, design and public participation that respects neighborhood integrity.**

## Policies

- Encourage innovative new housing development, which is designed to be compatible with the scale, character, and traditional development patterns of each individual residential neighborhood.
- Encourage new housing development in proximity to neighborhood assets such as open space, schools, community services and public transportation.
- Ensure the integrity and economic value of Portland's neighborhoods.

## VIII. NEXT STEPS

- Further develop the proposed amendments per the Planning Board's guidance
- Advertise the Map Amendments per the Planning Board's guidance
- Schedule a public hearing

## **ATTACHMENTS:**

### **Memo Attachments**

(None)

### **Public Comments**

(None received at time Memo was completed)

### **Applicant's Submittal**

- A. Application
- B. Cover Letter incl proposed zoning amendments
- C. P & S Agreement
- D. Chart of Continuum of Care Community
- E. Photos of the Mother House

### **Plans**

- P1. Context Map
- P2. Proposed Parcel Map
- P3. Proposed Zone Map Change
- P4. Conceptual Master Plan



## **Zoning Map/Text Amendment/Contract or Conditional Rezoning Application Portland, Maine**

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the review of requests for zoning map amendments, zoning text amendments and contract or conditional re-zoning. The Division also coordinates site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Zone Change.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

### **Planning Division**

Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8719

### **Office Hours**

Monday thru Friday  
8:00 a.m. – 4:30 p.m.

**PROJECT NAME:** McAuley Place

**PROPOSED DEVELOPMENT ADDRESS:**

**605 Stevens Avenue and Walton Street**

**PROJECT DESCRIPTION:**

Proposed full continuum of care Senior Retirement Community and Re-Purposing of the former convent "The Motherhouse" into affordable senior housing units.

**CHART/BLOCK/LOT:** 136 E006001 & (143 F004 144 B001)

**CONTACT INFORMATION:**

|                                                                                                                                                                                                                                                 |                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Seacoast At Baxter Woods Associates, LLC<br><br>Business Name, if applicable:<br><br>Address: C/O OceanView , 20 Blueberry Lane<br><br>City/State : Falmouth, ME Zip Code: 04105 | <b>Applicant Contact Information</b><br><br>Work # C/O Matthew Teare<br><br>Home#<br><br>Cell # 207.837.2418 Fax#<br><br>e-mail: mteare@highlandgreenlifestyle.com |
| <b>Owner – (if different from Applicant)</b><br>St Joseph's Convent & Hospital<br>Name: C/O Sisters of Mercy of the Americas<br>Address: Northeast Community, Inc.<br>15 Highland View Road<br>City/State : Cumberland, RI Zip Code: 02864      | <b>Owner Contact Information</b><br><br>Work # Attn: Sister Lindora Cabral<br><br>Home#<br><br>Cell # Fax# 207-333-6450<br><br>e-mail: lcabral@mercyne.org         |
| <b>Agent/ Representative</b><br><br>Name: Frederic (Rick) Licht, PE, LSE,<br>Licht Environmental Design, LLC<br>Address: 35 Fran Circle<br><br>City/State : Gray, Maine Zip Code: 04039                                                         | <b>Agent/Representative Contact information</b><br><br>Work # 207.749.4924<br><br>Cell # 207.749.4924<br><br>e-mail: rlicht@securespeed.net                        |
| <b>Billing Information</b><br><br>Name: Matthew Teare<br>C/O The Highlands<br>Address: 30 Governors Way<br><br>City/State : Topsham, Maine Zip Code: 04086                                                                                      | <b>Billing Information</b><br><br>Work # 207.837.2418<br><br>Cell # 207.837.2418Fax#<br><br>e-mail: mteare@highlandgreenlifestyle.com                              |





**Current Zoning Designation(s):** R-5 Residential Zone

**Proposed Use of Property:** Please describe the proposed use of the subject property. If construction or development is proposed, please describe any changes to the physical condition of the property.

Proposed Retirement Community within the current campus and re-development of the former St. Joseph's Convent

"Motherhouse" into 86-88 units of affordable senior housing. The existing St. Catherine's residence apartments will

remain and allow forexpansion . McAuley High School will remain for the immediate future. **See Cover Letter and Exhibit 6 for additional information.**

**Site Plan:** On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries. This may be a professionally drawn plan, or a carefully drawn plan, to scale, by the applicant. (Scale to suit, range from 1" = 10' to 1' = 50'.) Contract and conditional rezoning applications may require additional site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood.

**(Exhibit 6 Conceptual Masterplan)**

**APPLICATION FEES:**

**Check all reviews that apply. (Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Zoning Map Amendment</b><br/>___ \$2,000.00 (from ___ zone to ___ zone)</p> <p><b>Zoning Text Amendment</b><br/>___ \$2,000.00 (to Section 14-___)</p> <p><b>Combination Zoning Text Amendment and Zoning Map Amendment</b><br/><b>X</b> \$3,000.00</p> <p><b>Conditional or Contract Zone</b><br/>___ \$3,000.00<br/>(A conditional or contract rezoning map be requested by an applicant in cases where limitations, conditions, or special assurances related to the physical development and operation of the property are needed to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations, and compatible with the surrounding neighborhood. Please refer to Division 1.5, Sections 14-60 to 62.)</p> | <p>The City invoices separately for the following:</p> <ul style="list-style-type: none"><li>• Notices (\$.75 each)</li><li>• Legal Ad (% of total Ad)</li><li>• Planning Review (\$40.00 hour)</li><li>• Legal Review (\$75.00 hour)</li><li>•</li></ul> <p>Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**APPLICATION SUBMISSION:**

1. All plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file names which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. **The submission shall include the following materials:**
  - a. One (1) paper set of the zoning amendment application, concept plan and written narrative.
  - b. Contract and conditional rezoning applications must include site plans and written material that address physical development and operation of the property to ensure that the rezoning and subsequent development are consistent with the comprehensive plan, meet applicable land use regulations and compatible with the surrounding neighborhood.

**APPLICANT SIGNATURE:**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

|                                |              |
|--------------------------------|--------------|
| <b>Signature of Applicant:</b> | <b>Date:</b> |
|--------------------------------|--------------|



March 04, 2015

J14.067

Barbara Barhydt  
 Development Review Manager  
 Planning and Urban Development Department  
 Planning Division  
 389 Congress Street, 4<sup>th</sup> Floor  
 Portland, Maine 04101

**McAuley Place, 605 Stevens Avenue and Walton Street  
 Request for Zoning Amendment  
 (CBL 136 E006001, 143 F004000, 144 B001000)**

Dear Barbara:

On behalf of Sisters of Mercy of the Americas Northeast Community, Inc. (Sisters of Mercy) and Sea Coast at Baxter Woods Associates, LLC we are pleased to submit this request for a Zoning Text and Map Amendment for the Sisters of Mercy – Catherine McAuley High School Campus located off Stevens Avenue and Walton Streets in Portland.

Enclosed are one (1) hard copy of the following materials and PDF copies on an attached thumb drive:

- Cover Letter
- City of Portland Zoning Map/Text Amendment Application Form
- Map/Text Amendment Fee (\$3,000)
- Appendix A – Chart of a Continuum of Care Community
- Exhibit 1 – Right, Title & Interest (P&S Agreement)
- Exhibit 2 – Context Map
- Exhibit 3 - Site Photographs
- Exhibit 4 - Proposed Parcel Map
- Exhibit 5 - Proposed Zone Change Map
- Exhibit 6 - Conceptual Site Plan

## **1. INTRODUCTION**

The Sisters of Mercy and John B. Wasileski representing Seacoast at Baxter Woods Associates, LLC are proposing to redevelop the historic St. Joseph's Convent and surrounding grounds into a continuum of care senior living community. The property, located off Stevens Avenue and Walton Streets contains 18.96 acres including the Catherine McAuley High School and fields, St. Joseph's Convent and St. Catherine's residence hall. The general concept is to offer seniors a choice of attractive, living arrangements and an array of support services so that they can remain healthy, active and independent. (*Appendix A* illustrates the components of a continuum of care community.) The highlight of the proposed plan is the re-purposing of the former St. Joseph's Convent "Motherhouse" into affordable dwelling units and common areas.

This type of development and community is uniquely suited for the challenges and opportunities offered by the Convent site. If properly designed and integrated, the existing Catherine McAuley

High School and the senior community will prosper together for decades to come. This success will result from the compatibility of the two communities and the creation of an attractive, unified campus.

The continuum of care senior community will include four main elements in addition to the McAuley High School. The heart of the community will be the renovated and expanded Convent or Motherhouse building into 88 affordable housing units and large common areas under the Maine Limited Liability Company - Motherhouse, LLC. A Low Income Housing Tax Credit (LIHTC) and Historic Tax Credit (HTC) are being pursued in support of this affordable housing initiative. The second element of the community will be the development of a Main Lodge for the McAuley Retirement Community proposed to include up to 60 independent living apartments with full congregate services and common areas. This phase also includes up to 32 connected semi-independent apartments connected to the Main Lodge with full access to all of the Main Lodge supporting congregate services and common areas.

The third component of the proposed development plan would provide for approximately 120 new senior independent living apartments located within attractive apartment buildings and clusters. Finally, to meet the transitional needs of a full continuum of care community, a 24-36 bed Assisted Living Facility is envisioned as either as a free standing structure or attached to the Motherhouse.

Two uses which will remain in use include the McAuley High School and St. Catherine's residence located off Walton Street. As noted above McAuley High School will remain for the immediate future. St. Catherine's will continue for a period of time to house retired Sisters and former priests with a long term plan for renovating and expanding the 18 unit apartment building into 38 market rate senior apartment units with full access to the campus amenities and activities.

In summary the project proposes a unified campus with:

- 88 affordable housing units within the Motherhouse.
- 232 apartment/congregate units
- 18 existing apartment units – St. Catherine's
- 24-36 assisted living units

The project will provide a wide variety of benefits. For the city and the community, it addresses several goals of Portland's comprehensive plan including the preservation of historic resources, redevelopment of buildings with currently unused residential potential, dense development and development that serves a diverse market including seniors. In general, senior communities are an excellent form of real estate development and a good neighbor. They are well-designed, attractive and quiet communities that generate little traffic. They also generate significant tax revenue for the city with little drain on city services.

Finally, it is important to note that the Sisters of Mercy have been searching for a new role of the Convent for well over a decade. For everyone involved in this difficult process, there is strong agreement that a senior living community is the best possible reuse plan for the Convent. The project will provide a financially stable reuse plan for the property and a compatible partner for the Catherine McAuley School.

## **2. PROJECT TIMELINE**

The applicant is seeking approvals on a dual timeline – moving forward with the campus Zoning Amendments and Master Development Plan review simultaneous with the Motherhouse re-

development into 88 affordable apartments as a Level III Site Plan review. It will be critical for the LIHTC Application that the Motherhouse re-development secure Level III Site Plan Approvals by July 2015 in order to retain a strong position for the LIHTC application process. The applicant's team looks forward to working closely with staff to facilitate this process.

### **3. BACKGROUND AND HISTORY**

The primary historic use of the buildings and site since the late nineteenth century was as a Convent. As such, it was the principal center of the educational, residential and spiritual life for the Sisters of Mercy in Portland. However, the property has served many other purposes and uses since first established in the early 1880s. This began with the establishment of a girl's school, known as St. Joseph's Academy, in 1881. St. Joseph's Academy was located in the current McAuley wing of the Motherhouse and is still part of the school today. The current Catherine McAuley High School building was completed in 1971 but the school, in one form or another, has been on the site since 1881.

Also in the early 1880's, the Sisters established St. Joseph's Home for Aged Women on the site. It was first housed in a temporary wooden structure on the site and then moved to the two-story brick structure known as St. Catherine's Hall in 1888. This building still stands along the north boundary of the property facing Walton Street. After the home for the aged was moved to downtown Portland in 1914, St. Catherine's Hall became the first St. Joseph's College in 1917. St. Catherine's was enlarged and remodeled in 1940 to accommodate additional classroom space, residential facilities and a chapel. In 1954, the college moved to Standish, Maine.

The site also housed the original St. Joseph's parish church around 1884. The church was eventually removed after a new church was constructed on a nearby site.

The central Motherhouse, the centerpiece of the site today, was constructed in two phases. The first phase, completed in 1909, included the central main block, north wing and chapel wing. In 1921, the south and rear wings were added. It was at this time that the Motherhouse was joined to the St. Joseph's Academy building by a two-story brick addition. Over the next 100 years, the Motherhouse was home to as many as 300 nuns. As the life-long home for many sisters, the building became a de facto senior living facility. This included a wing designed and devoted to nursing home level care for the sisters.

However, as has happened across the country and around the world, the number of sisters dropped dramatically over time. By the late 20<sup>th</sup> century, a Motherhouse and a campus that had served as a home, church, school and senior care facility needed a new purpose if it was going to continue its mission into the next century.

### **4. EXISTING USE AND ZONING**

The 18.96 acre property is currently located within the R5 - Medium Density Residential District.

The Motherhouse continued to serve as a residence for the sisters until the summer of 2004. At that time, the few sisters remaining in the Motherhouse moved out to other facilities in the Portland area including the former Eunice Frye residential care center. Today, the first floor of the building is used as office space for the Sisters of Mercy. The Chapel is still used by the Sisters of Mercy and by the adjacent Catherine McAuley High School, but the upper floor residential rooms are vacant.

In the 1980s, St. Catherine's Hall was renovated from a residential dormitory type of use into 18 residential apartment units, several of which are occupied by Sisters of Mercy or other individuals with connections to the Sisters. The high school continues to function to this day and also uses space within the former St. Joseph's Academy building –the northern wing of the Motherhouse.

The Portland Land Use Code (LUC) Sec 14-116 for **R5 Zoning** – Purpose states: *"...for medium-density residential development characterized by single-family and low-intensity multifamily dwellings on individual lots to ensure the stability of established medium-density neighborhoods by controlling residential conversions; and to provide for planned residential unity development (PRUD) on substantially sized parcels. ...such PRUD development shall respond to the physical qualities of the site and complements the scale, character and style of the surrounding neighborhood."*

The current R5 zoning was adopted decades after the creation of the Sisters of Mercy campus and reflects the development pattern of the surrounding neighborhood that grew up around the campus. As a result, the Sisters of Mercy campus has never been consistent with or even envisioned by the current zoning.

## **5. PROPOSED ZONING TEXT AND MAP AMENDMENT**

### **A. Proposed Zoning Map Amendment To R-6A –Residential Zone (See Exhibit 6):**

The applicant is proposing to develop a comprehensive and coordinated institutional/residential based retirement community land use plan which mirrors the proposed zoning changes of neighbors to the south (Deering Pavilion) and those several blocks to the north (Park Danforth) to provide quality senior residential living opportunities which are in demand off-peninsula.

**The applicant seeks a Zoning Text and Map Amendment Change from the current R5 Medium Residential Zone to an R-6A Residential Zone with supporting amendments to the R-6A District Ordinance Division 7 - Sections 14-135 to 14-140 as noted below and herein. *Excepted from the requested zone change is the proposed St. Catherine's lot which will remain as R-5.***

In order to consider the rationale and reasoning for the proposed Zoning Change it is important to understand both the history and current uses of the McAuley Campus and the future vision as it relates to the current and future neighborhoods.

1. The R5 Zone is intended to "... provide for moderate-density residential development in off-peninsula sections that can provide a unique residential living experience with a high degree of natural site amenities; and to provide areas of the city in the general proximity of the peninsula that have capability for adequate municipal services, including traffic corridors with adequate traffic capacity, that can appropriately accommodate a more intensive use of land than other lower-density zoned land and be compatible with surrounding neighborhoods; and to increase affordable housing opportunities in off-peninsula locations by providing a moderate-density."

While the R5 Zone in purpose would satisfy the proposed re-purposing and re-development of the current campus the specific dimensional and land use provisions of Zoning District **R6-A** more specifically suit the proposed development plan. For this reason, the applicant is requesting both a **Text and Map Amendment to change the current McAuley Campus from R5 to R6-A.**

The 18-unit St. Catherine's residence hall is not being considered for the zone change as this must remain as a separate lot retained by the Sisters of Mercy and there is insufficient area to meet the 4-acre minimum lot size. A separate 1.86 acre lot meeting current R-5 density requirements will be created for St. Catherine's as shown on the attached exhibits and left in the R-5 zoning district.

2. The **R-6A Zoning** purpose statement (Section 14-135) states: *"The purpose of the R-6A residential zone is: (c) to encourage neighborhood livability with higher density multi-family housing on large parcels locate off the peninsula. The zone is appropriate in areas that are along major transportation routes, near service areas, and in redevelopment (underutilized) or infill areas."*

The proposed McAuley Campus redevelopment plan will create needed housing for seniors in an urban influenced campus- infusing the neighborhood with higher density quality housing; responsible residents who tend to utilize public transportation and walking and providing for an inter-generational demographic mix of residents and students within the existing McAuley Campus. As an infill site the development meets smart growth initiatives to curb sprawl into the suburbs which would otherwise be required to provide the same level of housing needs. The site is located near service areas off Stevens Avenue near the UNE campus and Route 302 (Forest Avenue) yet allows for a major access from a side street, Walton Street.

Furthermore the site abuts the Deering Pavilion property and is within close proximity to the Park Danforth properties – both re-zoned to R-6A as medium to high density housing. The McAuley campus will provide similar uses consistent with these neighborhood developments.

3. Consistency with the Comprehensive Plan: As stated in the City of Portland Zoning Amendment Application, the proposed re-use plan for the property could be a model project for the City of Portland's comprehensive plan. Some of the key areas cited in the Comprehensive Plan and included the project are:
  - Preservation of historic and natural resources
  - Development of currently unused residential potential
  - Seek incentives and partnerships to increase affordable housing options
  - Encourage higher density housing and walk able neighborhoods
  - Identify vacant land and redevelopment opportunities throughout the City
  - Target vacant buildings for maintenance, rehabilitation and reuse
  - Neighborhood stability and integrity
  - Development that is close to city services, transportation and infrastructure
  - Development that serves the diverse market including seniors

In summary, the proposed project and requested zoning amendment is clearly consistent with the goals of the Comprehensive Plan.

3. The proposed use of the property is also consistent with the historic use of the property and therefore consistent with the surrounding neighborhood. The property has been used for a school, college, church, residential apartment building, convent and senior care facility at various times throughout its history. The proposed use as affordable



senior housing and a senior retirement community is entirely consistent with this historic use. Moreover, the long history of this campus in this location with these uses – for approximately 130 years - clearly demonstrates that the proposed use is compatible with both the property and the surrounding neighborhood. As the center-piece of this neighborhood for over a century, the preservation and reuse of this property is essential for maintaining the stability and integrity of the neighborhood.

**B. Proposed R-6A Text Amendments:**

The applicant proposes the following text amendments in support of the proposed project.

Land Use Code Section:

**1. Sec. 14-47. Definitions.**

*Congregate care facility:* A planned residential unit or multifamily development which provides individual living units with support services which provide assistance to residents. Services to be provided shall include:

- (a) Transportation for essential support activities. This service shall be included in the base rent;
- (b) Provision of at least one (1) meal per day;
- (c) Programmed social activities which are facilitated by staff. This service shall be included in the base rent;
- (d) Provision of personal care services including, but not limited to, housekeeping, laundry, and minimal health monitoring; and
- (e) Installation of emergency call buttons or systems in each congregate care living unit.

The population of a congregate care facility shall consist of persons fifty-five (55) years of age or older and their spouses and/or disabled persons and their spouses.

**2. Sec. 14-136. Permitted uses.**

The following uses are permitted in the R-6 and R-6A residential zones:

- (a) *Residential:*

6. Congregate care facilities in the R-6A residential zone.

**3. Sec. 14-522. [Site Plan] Definitions**

*Master development plan:* A Master Development Plan is a regulatory option for sites with one acre or more in cumulative lot area that's designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements built in phases over an extended timeframe. This option shall not apply in residential zones except for institutional

uses and congregate care facilities in the R6A zone.

**4. Sec. 14-523 [Site Plan] Required approvals and applicability.**

(g) *Master development plan:* A Master Development Plan meeting the criteria listed below will undergo a master development plan review as follows:

1. A Master Development Plan for a site with one acre or larger in a cumulative lot area that is designed as a cohesive and integral development program consisting of multiple buildings and associated site improvements proposed to be built in phases.
2. The Master Development Plan option shall not apply in residential zones, except for institutional uses and congregate care facilities in the R6A zone.

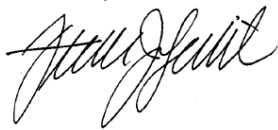
**6. APPENDICES:**

*Appendix A* provides an overview of the structure of a continuum of care community

In summary we believe that the proposed request for a Zoning Amendment to R-6A meets the goals and requirements of the Land Use Code Sections 14-135 to 14-140 both in letter and spirit with the changes and amendments as proposed and is appropriate for re-development of the site and for the neighborhood.

Our project team remains available to meet with staff to review the application in further detail or to provide any additional information and look forward to meeting the Planning Board and City Council in the coming weeks. It will be important for the project timeline and LIHTC process to work through the campus Master Development Plan and Level III Site Plan reviews for the Motherhouse in a cohesive process in the coming months.

Sincerely,



Frederic (Rick) Licht, PE, LSE  
Principal

Encl: As Noted

Cc: (via email - PDF copy)

John Wasileski; Sea Coast at Baxter Woods Associates, LLC  
Sister Lindora Cabral; Sisters of Mercy of the Americas Northeast Community, Inc.  
Daniel Justynski; Sisters of Mercy of the Americas Northeast Community, Inc.  
Dennis Keeler; Pierce Atwood, LP  
Matt Teare; C/O Sea Coast at Baxter Woods Associates, LLC  
Kevin Bunker; Motherhouse, LLC  
Ron Epstein, Natalie Burns; Jensen, Baird, Gardner & Henry  
Pat Carroll; Carroll Associates, Landscape Architects  
Steve Bushey; Fay, Spofford & Thorndike

Memorandum of Purchase and Sale Agreement

Notice is hereby given of the existence of a Purchase and Sale Agreement, dated June 16, 2014 (the "Agreement") between St. Joseph's Convent and Hospital, a Maine non-profit corporation (hereinafter called "Seller") and Sea Coast Healthcare, Inc., a corporation existing under the laws of the State of Maine or its nominee (hereinafter called "SCH"), and of an Assignment, dated September 15, 2014 by SCH to Sea Coast at Baxter Woods Associates, LLC ("Purchaser") of all of its rights as Purchaser under said Agreement.

Under the Agreement, Purchaser has the right and obligation to purchase, on and subject to the terms and conditions of the Agreement, the following property at the First Closing, as hereafter defined: (i) a portion of that certain real property consisting of the real estate situated at 605 Stevens Avenue in Portland, Maine, which portion is to contain approximately 17.36 acres, and all buildings and improvements thereon, including the Motherhouse, the Catherine McAuley school, the land between the Motherhouse and Baxter Woods and the "ball fields" and being the premises described in Exhibit A hereto (but excluding the St. Catherine's Parcel, as hereafter described) and generally shown as Lots 1, 3, 4 and 5 on the Conditional Zone Concept Plan, McAuley Place at Baxter Woods, Stevens Avenue, Portland, Maine prepared by Belanger Engineering, March 21, 2014 attached hereto as Exhibit A (hereinafter the "Plan"), together with easements over the St. Catherine's Parcel for existing and proposed underground drainage and utilities, including sewer, water and other utilities, a parking easement for use of up to a 20 parking space expansion of the parking lot on the St. Catherine's Parcel, and an easement for secondary ingress and egress from Walton Street, all for the benefit of said Lots 1, 3, 4 and 5 (with Purchaser to have the right but not the obligation after the First Closing to construct the drainage and utility lines, parking lot expansion and secondary access permitted by such Easements) (collectively, the "Easements"), which Easements shall be located substantially as shown on the Plan attached hereto as Exhibit A-1 (hereinafter the "Property"), and (ii) an assignment by McAuley Place at Baxter Woods Retirement Community, Inc. of the Credit Enhancement Agreement, dated May 2009 between the City of Portland and McAuley Place at Baxter Woods Retirement Community, Inc. (which is an affiliate of Seller), to the extent assignable, relating to the existing tax increment financing district, with no representations or warranties other than the fact that Seller has not assigned or caused to be assigned such agreement to any third party. At the Second Closing, as hereinafter defined, Purchaser has the right and obligation to purchase, on and subject to the terms and conditions of the Agreement, the following property, for the price and upon the terms and conditions hereinafter set forth, the St. Catherine's Residence, being the land and 18 unit apartment building generally as depicted as Lot 2 on the Plan and referred to herein as the "St. Catherine's Parcel" and also as generally depicted on Exhibit A-1.

The First Closing shall occur on the earlier of the following dates: (a) the date of the construction loan closing with Maine State Housing Authority relating to an award of low income housing tax credits (such loan closing is anticipated to be in April 2015 if low income housing tax credits are awarded to Purchaser or its nominee in the fall of 2014, or in April 2016 if low income housing tax credits are awarded to Purchaser or its nominee in the fall of 2015); or (b) June 30, 2016. The First Closing shall also occur on any earlier date as specified by Purchaser by at least ten days prior written notice to Seller. The Second Closing shall occur on the earlier of: (i) the date that is ten years after the date of this Agreement, or (ii) the date that is 180 days after Seller certifies to Purchaser in writing that all Non-Market Rate Leases have expired or been terminated, and that the Second Closing Date has been scheduled for 180 days after the date of such certification.

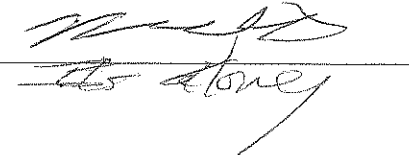
This Memorandum does not modify or alter the terms of the Purchase and Sale Agreement in any way.

Dated as of this \_\_\_ day of October 2014.

WITNESS:

Sea Coast at Baxter Woods Associates, LLC

By: \_\_\_\_\_

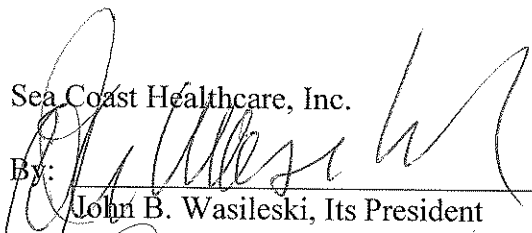


**Assignment**

For value received, Sea Coast Healthcare, Inc. hereby assigns the Purchase and Sale Agreement, dated June 16, 2014, between St. Joseph's Convent and Hospital, as Seller and Sea Coast Healthcare, Inc., as Purchaser, relating to property at 605 Steven's Avenue, Portland, Maine, to Sea Coast at Baxter Woods Associates, LLC, a Maine limited liability company. Baxter Woods Associates, LLC hereby assumes and agrees to perform all obligations as purchaser under said Agreement.

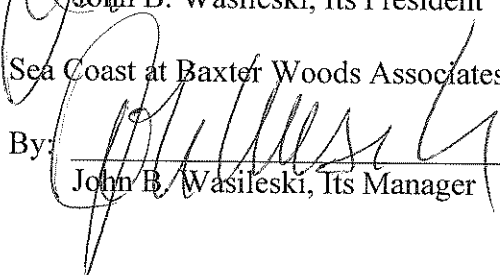
Dated: Sept 25, 2014.

Sea Coast Healthcare, Inc.

By: 

John B. Wasileski, Its President

Sea Coast at Baxter Woods Associates, LLC

By: 

John B. Wasileski, Its Manager

### Chart of a Continuum of Care Community

#### **Independent Resident Townhouses/Apartments**

- ◆ **Resident Profile.** Healthy, active, independent seniors who still cook and drive. Up to 50% couples. Assume 1 car per apartment.
- ◆ **Unit Summary.** 140 cooperative housing units for sale at *market rates*
- ◆ **Product Summary.** Senior-friendly construction, maintenance / security services and social activities allows residents to remain healthy and independent
- ◆ **Market Summary.** Fastest growing segment of senior housing market. Largest potential market and greatest income potential.



#### **Independent Resident Apartments**

- ◆ **Resident Profile.** Seniors who require assistance with basic services such as cleaning, cooking and transportation in order to remain independent. Over 75% are single and approximately 50% to 60% of residents will have one car.
- ◆ **Unit Summary.** 60 + 32 = 92 +/- congregate apartments including a number of affordable apartments (20% to 40%) and the balance being market rate.
- ◆ **Product Summary.** Senior-friendly construction and an array of support services allow residents to remain independent in an apartment setting.
- ◆ **Market Summary.** Seniors choosing independent apartments today are increasingly frail and in need of support services.



#### **Assisted Living Apartments in the Motherhouse**

- ◆ **Resident Profile.** Seniors who can no longer live independently and require assistance with activities of daily living such as bathing, dressing, dining and medication management. Over 85% are single and none will drive a car.
- ◆ **Unit Summary.** 24-36 +/- assisted living apartments with rent based services required.
- ◆ **Product Summary.** Senior-friendly construction, support services and assistance with activities of daily living helps residents remain in an apartment setting.
- ◆ **Market Summary.** Important to keep occupancy near 100% due to high cost of services and staffing. Strong demand for affordable assisted living.

# Sisters of Mercy -- St. Joseph's Convent

Att. E





# Exterior Views of Motherhouse



# Interior Views of Motherhouse







**Memorandum**  
**Planning and Urban Development Department**  
**Planning Division**

---

**To:** Stuart O'Brien, Chair, and Members of the Portland Planning Board  
**From:** Nell Donaldson, Planner  
**Date:** March 10, 2015  
**Re:** **Addendum to Cleeve Street Discontinuance Planning Board Report**  
**(Project #2014-216)**

---

Following publication of the Planning Board Report related to the Diamond Island Association's petition for the discontinuance of a portion of Cleeve Street, staff received several supplemental materials. These included comments from numerous Great Diamond Island property owners, all in support of the proposal, as well as letters from the two outstanding utilities verifying that they have no objection to the proposed discontinuance. All of these materials are attached here.

The proposed motion has been redrafted to reflect the recent submission of the utility letters.

**VII. MOTION**

Based on the application for the discontinuance of a portion of Cleeve Street (#2014-216), material provided in this report, public testimony, and other information, the Planning Board **[does/does not]** recommend passage of the proposed Order Discontinuing a Portion of Cleeve Street on Great Diamond Island to the City Council.

**IX. ATTACHMENTS**

**PLANNING BOARD REPORT ATTACHMENTS**

13. Public comment (email from Regina Momnie, 3/5/15)
14. Public comment (email from Phil Laughlin, 3/5/15)
15. Public comment (email from John Harris, 3/7/15)
16. Public comment (email from Michael Burton, 3/8/15)
17. Public comment (email from Robert McAndrew, 3/8/15)
18. Public comment (email from Nancy Burton, 3/8/15)
19. Public comment (email from Jeff Putnam, 3/9/15)
20. Public comment (email from Lyn Sala, 3/9/15)
21. Public comment (letter from Robert Laughlin, 3/10/15)
22. Letter from Fairpoint Communications
23. Letter from Central Maine Power

PC13

**From:** Regina <remomnie@hotmail.com>  
**To:** "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>  
**Date:** 3/5/2015 3:22 PM  
**Subject:** Great Diamond Island

As a property owner on the island and a member of the Diamond Island Association, I want to indicate to you that I am in support of the closing of Cleeve St. I live out of state and am unable to attend the meeting on March 10.

Thank you for your attention.

Regina Momnie

Sent from my iPad

PC 14

**From:** Phil Laughlin <phil.laughlin@pmac.com>  
**To:** "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>  
**Date:** 3/5/2015 4:28 PM  
**Subject:** Great Diamond

I am in favor of the new balcony

F Philip Laughlin  
Senior Loan Officer | NMLS# 8420  
2320 Congress Street Suite C Portland, ME 04102  
T 207-321-5326 | M 207-838-8101 | F 207-321-5370

\*Ranked in the top 1% of mortgage originators in America in 2013

[Phil Laughlin 11-08]

[PMAC High Res Logo]<<http://www.pmac.com/>>

PMAC Lending Services, Inc. | NMLS #167441 | Equal Housing Lender. This message is intended only for the use of the individual or entity to which it is addressed. This message may contain legally privileged, nonpublic personal information, and/or confidential information. Any unauthorized use, disclosure, reproduction, or distribution is prohibited. If you are not the intended recipient, please notify me immediately and delete/destroy the original and any copies

PC 15

**From:** John Harris <jjharrismc@gmail.com>  
**To:** <hed@portlandmaine.gov>  
**Date:** 3/7/2015 6:07 PM  
**Subject:** Cleeve Street Discontinuance--Great Diamond Island

\*Ms. Nell Donaldson,\*

\*I Support the balcony project on Elwell Hall and am unable to make the planning meeting on Tuesday, March 10th at 7:00pm at Portland City Hall. \*

\*My family is a DIA member and we have been present on the island for over 70 years. We see no issue with the discontinuance of Cleeve street and are in favor of allowing this to occur so that the DIA may complete the balcony project. We enjoy being a member of DIA and the historic Elwell Hall is a great meeting place for all islanders, and visitors, and allowing the balcony project to proceed will make Elwell Hall even more enjoyable to all.\*

\*If you would like to speak to me, my phone number is 207-415-3299. I would be glad to speak with you and answer any questions.\*

\*Thanks for your consideration in this matter!\*

\*John J Harris\*

\*Island Address: 1 Bay Avenue---\*\*Great Diamond Island\*

\*Home Address: 40 Anderson Rd. Windham, ME 04062\*

\*207-415-3299\*

PC ~~116~~ 16

**From:** Nancy Burton <mnburton@gmail.com>  
**To:** "HCD@portlandmaine.gov" <HCD@portlandmaine.gov>  
**Date:** 3/8/2015 4:58 PM  
**Subject:** Cleeve Street

Dear Ms. Donaldson,

My name is Michael Burton and I own a cottage on Great Diamond Island and I'm the current Vice President of the Diamond Island Association. I'm writing in support of closing Cleeve Street so DIA can restore the balcony to Elwell Hall. Cleeve Street is currently a grassy slope that very few people use to access the beach. The much more common way to access the beach is using Diamond Avenue which is only 50 feet to the North of Elwell Hall. Without this street closure the DIA can't obtain the required building permit as the Hall doesn't have the necessary set backs.

In addition, the DIA is willing to grant the City of Portland an easement for pedestrian, bicycles and golf carts. It is my hope the Planning Board will support this request.

Best regards,  
Michael Burton  
128 Valley Avenue  
Great Diamond Island

PC 17

**From:** Robert McAndrew <rmac0104@sbcglobal.net>  
**To:** "hed@portlandmaine.gov" <hed@portlandmaine.gov>  
**Date:** 3/8/2015 5:00 PM  
**Subject:** closing of cleve street

To whom it may concern,

My name is Robert McAndrew and I own a house at 36 Meadow Ave, Great Diamond Island. I have been a summer resident on the island for 48 years. I am writing to express my support for the closing of Cleve Street adjacent to the Diamond Island Association Hall for the purpose of reconstructing the deck that was present many years ago.  
Thank You.

Robert McAndrew  
36 Meadow Ave.  
Great Diamond Island  
Portland, ME

PC 18

**From:** Nancy Burton <mnburton@gmail.com>  
**To:** "HCD@portlandmaine.gov" <HCD@portlandmaine.gov>  
**Date:** 3/8/2015 5:09 PM  
**Subject:** Cleeve Street Closure

Dear Ms. Donaldson,

My name is Nancy Burton and I own a cottage on Great Diamond Island. I'm writing to you to support the closing of Cleeve Street so the DIA can restore the historic balcony on the 125 year old Elwell Hall. I have 2 daughters and we often use the beach in front of the Hall and I can tell you from experience I use Diamond Avenue with my golf cart or we walk down. Very few people use Cleeve Street as it's more like a grassy park then a "road". In fact most island residents probably wouldn't even know that Cleeve Street exists.

I hope the Planning Board will support this request.

Sincerely,  
Nancy Burton  
128 Valley Avenue  
Great Diamond Avenue



7C19

March 9, 2015

Dear Nell Donaldson:

Good Afternoon. I am a yearly 7 month resident of Great Diamond Island and have been on the island as a visitor, renter and finally a resident of the same family cottage for a total of 39 years. I was one of the individuals who attended the work shop on the matter of the discontinuation of Cleeve Street on Great Diamond Island, and who spoke in favor of the discontinuance. I will try to summarize the points that I made at that time. Diamond Avenue currently is the primary means of access to the beach. Most of the individuals, who use the beach, live on the north end of the island. Their natural approach brings them to Diamond Avenue first and they use it as the road to access the beach. Diamond Avenue, while in need of some maintenance, is neither treacherous, nor impassible by either, foot or golf cart traffic. As I stated at the workshop if the road was so treacherous, why hadn't anyone complained to the Diamond Island Association or to the City of Portland about the condition of the road. The portrayal of Cleeve Street as a gentle grade towards the beach is erroneous as at the beginning of Cleeve Street there is a fairly steep drop off from the main road, (Crescent Avenue), that runs in front of Elwell Hall. As Cleeve Street proceeds past the hall there is another drop-off that while negotiable, is not gradual. I also feel that since the hall is already encroaching on Cleeve Street, it makes simple sense for the discontinuance of the street to happen.

Thank you for your time.

Jeffrey S. Putnam  
37 Diamond Ave  
Great Diamond Avenue  
Portland, Maine 04109

PC 20

**From:** Susan Sala <psala1@cox.net>  
**To:** "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>  
**Date:** 3/9/2015 9:33 AM  
**Subject:** Cleeve Street Discontinuance

We support the discontinuance of Cleeve Street on Great Diamond Island. We have vacationed on GDI since 1979 and have owned a home there since 1992. We had no idea that we were on Cleeve Street when we walked around Elwell Hall. A majority of Diamond Island Association members approved the construction of the balcony and contributed over \$25,000 to the cost of that construction. The balcony will enhance our enjoyment of Elwell Hall. We urge you to vote for the discontinuance of Cleeve Street so that the construction of the balcony can go forward.

Thank you,  
Susan and Peter Sala  
124 Sunset Avenue  
Great Diamond Island  
Sent from my iPad

DC 21

103 Valley Avenue  
Great Diamond Island  
Portland, Maine  
March 9, 2015

Dear Ms. Donaldson,

My name is Robert Laughlin and I am writing to support the proposed discontinuance of a portion of Cleeve Street to allow the construction of the balcony project at Elwell Hall on Great Diamond Island. My family have been summer residents on the island since 1900, one hundred and fifteen years, and I have been spending summers there for nearly seventy years (less four days!). I remember the original balcony and, in fact, one of my first summer jobs was to pull nails and sort debris after the balcony had been demolished. Replacing the balcony is important architecturally because the current Elwell Hall was designed by John Calvin Stevens to replace the Diamond Island Association's original hall which burned in 1911. Rebuilding the balcony will be a tribute to Stevens and will restore an original, and long missing, feature to a truly unique and historic building.

Those of you on the Council who have dealt with Great Diamond Island issues on other occasions will have observed that an almost unanimous vote of DIA members supported this reconstruction and that many members donated money for this project. You will understand that such unanimity is in itself noteworthy!

Ironically, the discontinuance of Cleeve Street should really be a non-issue. Both Cleeve Street and Diamond Avenue originally provided access to Casco Wharf, the 19<sup>th</sup> Century landing site for the Diamond Island Association, and at that time the wharf and all island streets were the property of the DIA. Casco Wharf was discontinued in the 1890s, and since then there has been negligible traffic on both Cleeve Street and Diamond Avenue. Today the occasional golf cart navigates Diamond Avenue to access the beach, and the portion of Cleeve Street under consideration is essentially not passable. Had the balcony been properly maintained, it would still be standing in the "street," and we wouldn't be having this discussion at all.

I urge you to consider the changed circumstances, the common support, the architectural significance of this project, and vote in favor of the issue and to once again celebrate the genius of John Calvin Stevens.

Thank you,



Robert R. Laughlin  
Resident of Great Diamond Island  
Member of the DIA's History Committee  
grtdia@aol.com

5 Davis Farm Road  
Portland, Maine 04103  
Office (207) 797-8251  
Cell (207) 712-8047  
dmurphy@fairpoint.com

March 6, 2015

Mr. James Katsiaficas  
Perkins Thompson  
One Canal Plaza  
Portland, ME 04112

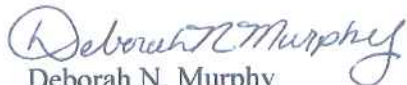
Subject: Request for response regarding the proposed discontinuance of a portion of  
Cleeve Street, on Great Diamond Island, Maine

Dear Mr. Katsiaficas,

In response to your October 31, 2014 and your February 12, 2015 letters, FairPoint Communications has no facilities or interests within the portion of Cleeve Street proposed to be discontinued. Therefore, for purposes related to current or future telecommunication facilities, FairPoint does not object to the discontinuance.

If you have any questions or desire further information, please call me at my office on (207) 797-8251, or on my cell phone at 207 712-8047, or you can contact me by email at [dmurphy@fairpoint.com](mailto:dmurphy@fairpoint.com).

Very truly yours,  
FairPoint Communications

  
Deborah N. Murphy  
Right of Way Manager, Maine

PC 23



CENTRAL MAINE  
POWER

March 5, 2015

James Katsiaficas  
One Canal Plaza  
PO Box 426  
Portland, ME 04112

RE: Request for Utility Information on Facilities Located in or on Portion of Cleeve Street/Application to Discontinue Portion of Cleeve Street, Great Diamond Island, Portland Maine

Dear Mr. Katsiaficas,

Per your letter dated February 12, 2015 here is our response to your request.

Central Maine Power Company has no facilities or interest on that side of the building, we have one on the opposite side but that portion will be staying roadside. CMP has no opposition to the Diamond Island Association's discontinuance of this section of Cleeve Street, so-called, located on Great Diamond Island, Portland, Maine.

Sincerely,

Tyler Bradbury  
ROW Agent  
207-699-1058  
[Tyler.Bradbury@CMPCO.com](mailto:Tyler.Bradbury@CMPCO.com)

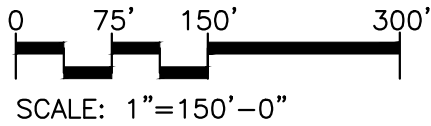
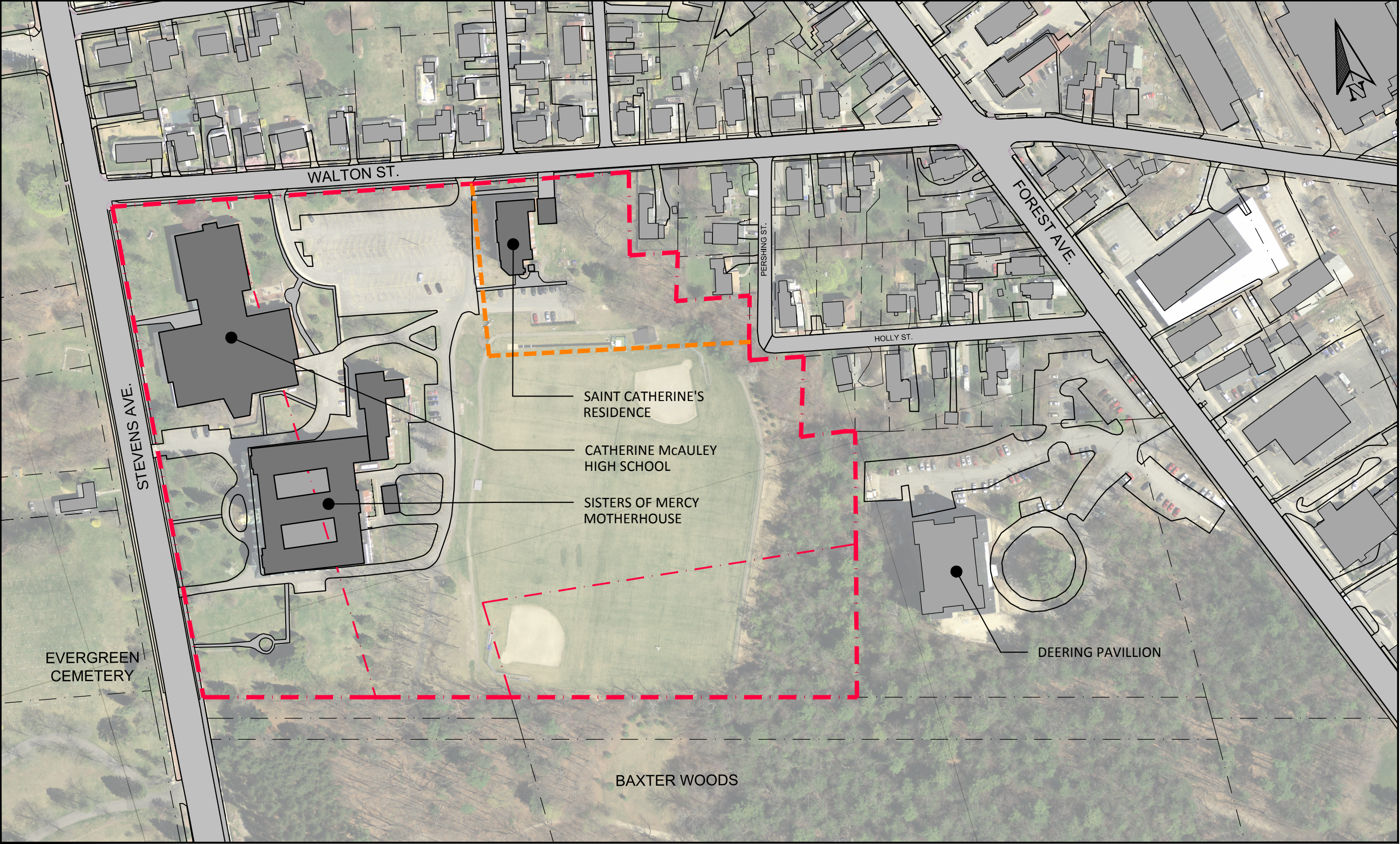
83 Edison Drive, Augusta, ME 04336  
Telephone 800.750.4000, Fax 207.621.3881  
[www.cmpco.com](http://www.cmpco.com)



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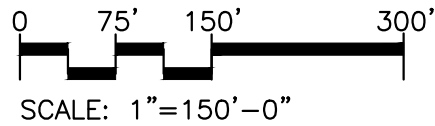
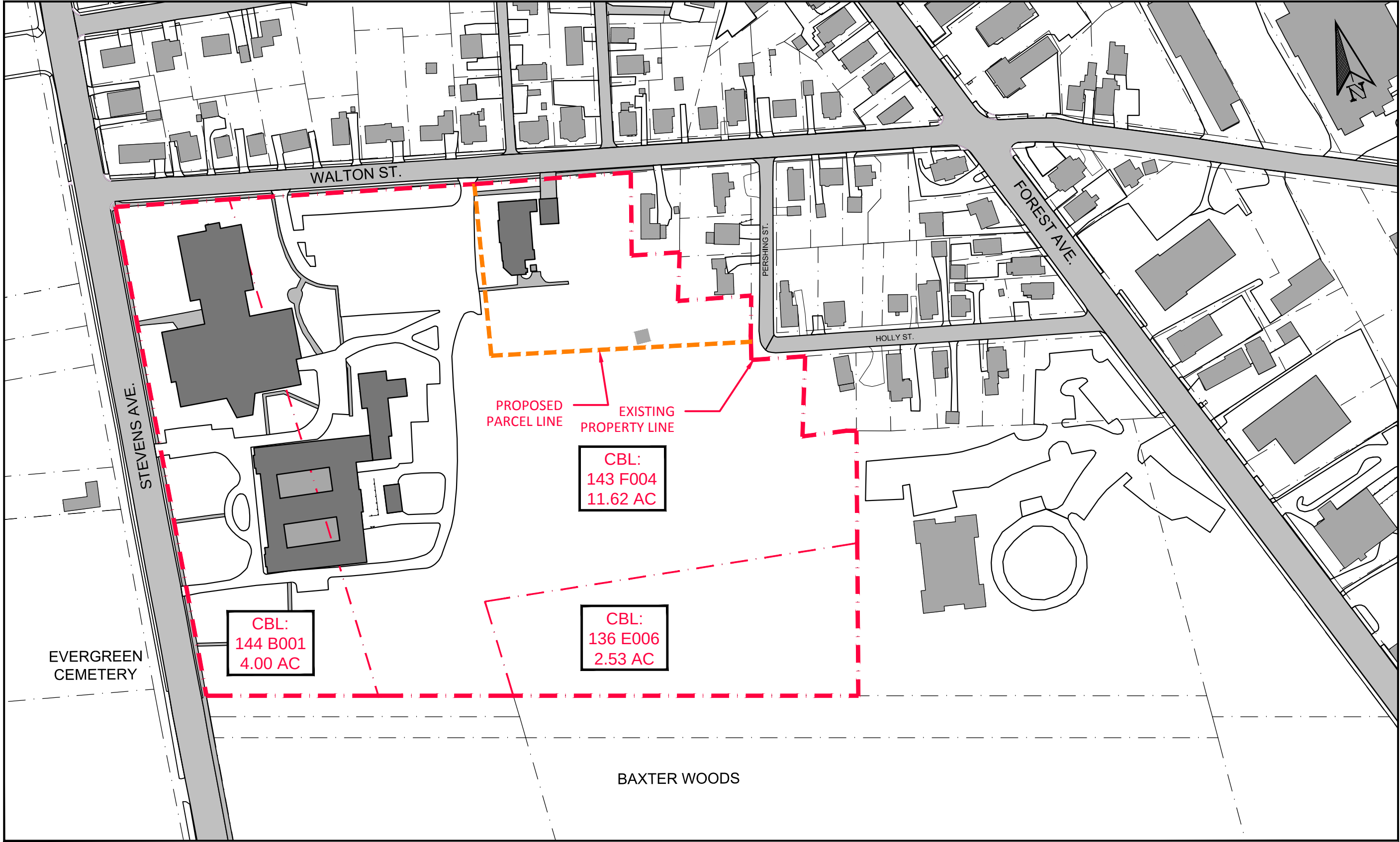




# McAuley Place

CONTEXT MAP



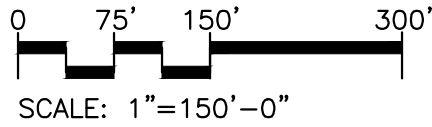
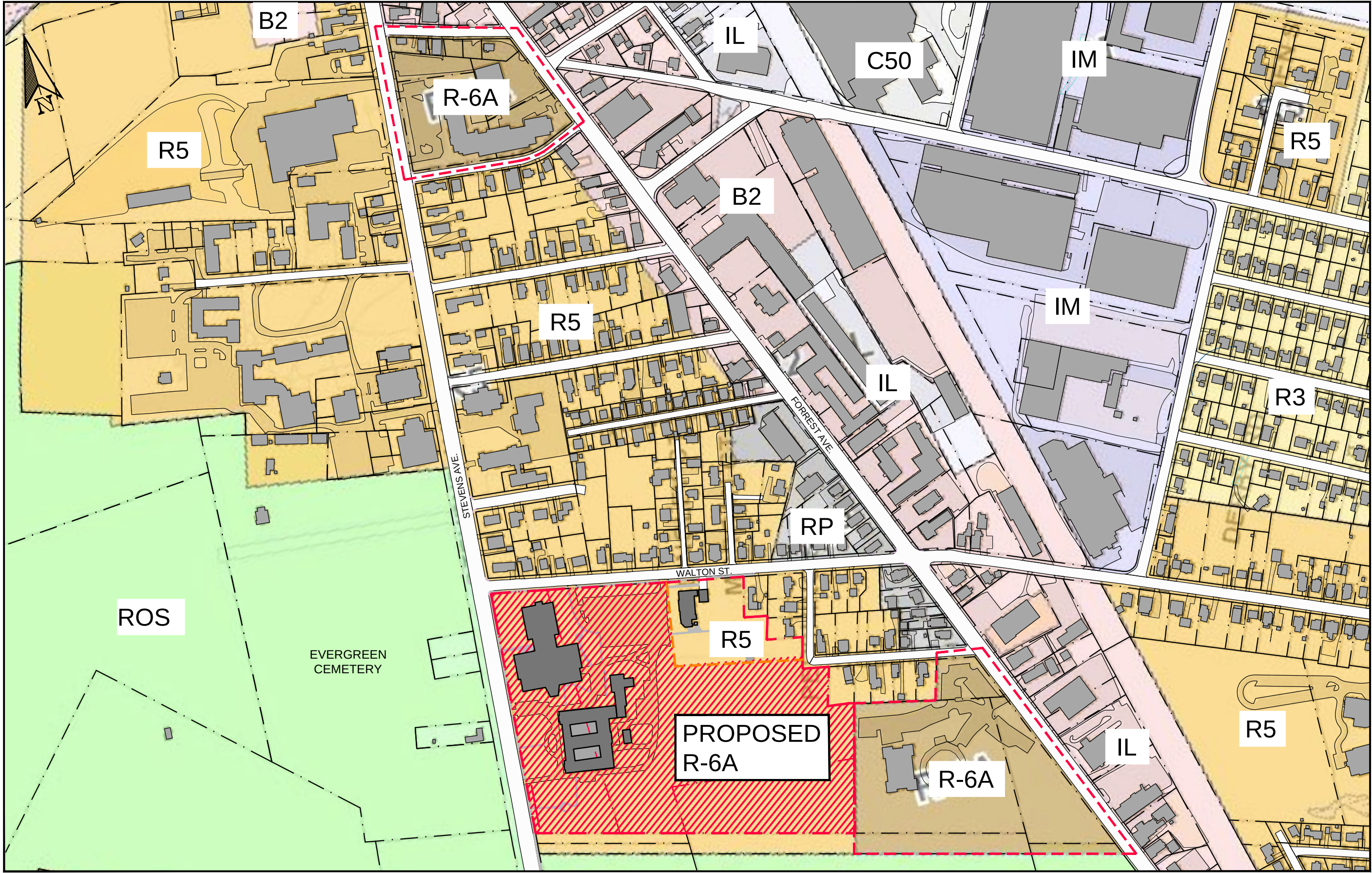


# McAuley Place

PROPOSED PARCEL MAP

**EXHIBIT**  
**4**





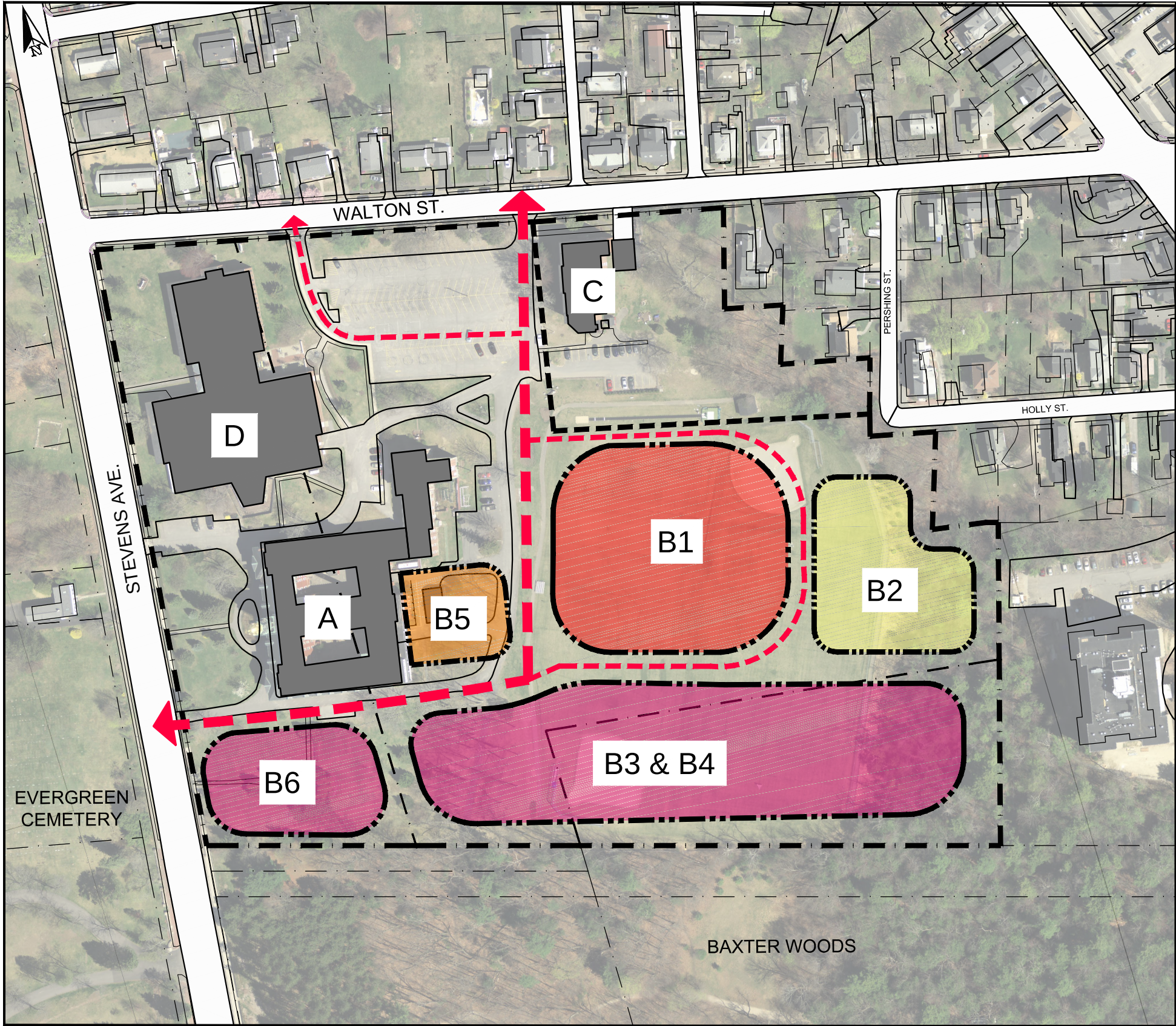
# McAuley Place

PROPOSED ZONE MAP CHANGE

EXHIBIT  
5



CONCEPTUAL SITE PLAN



McAuley Place  
CONCEPTUAL MASTER PLAN

COMPONENT DESCRIPTIONS

# OF  
UNITS

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>A</b>                | <u>AFFORDABLE SENIOR LIHTC</u><br><br>Renovation of Mother house into affordable senior housing using LIHTC and Historic Tax Credits.                                                                                                                                                                                                                                                                                                                                                                | <b>88 +/-</b>    |
| <b>B</b>                | <u>MARKET RATE SENIOR LIVING</u><br><br>1. New construction of Main Lodge. Includes independent living apartments, dining, fitness, community activity space<br>2. New construction, Senior Independent Living Apartments connected to Main Lodge<br>3. New construction, Senior Independent Living Apartments<br>4. New construction, Senior Independent Living Apartments, high end<br>5. Assisted living community for 24-36 seniors<br>6. New construction, Senior Independent Living Apartments | <b>240-270</b>   |
| <b>C</b>                | <u>SAINT CATHERINE'S</u><br>Renovation of existing apartment building, 18 Existing Apartments                                                                                                                                                                                                                                                                                                                                                                                                        | <b>18</b>        |
| <b>D</b>                | <u>POTENTIAL FUTURE COMMERCIAL MIXED USE</u><br><br>High School / future commercial mixed use                                                                                                                                                                                                                                                                                                                                                                                                        | <b>N/A</b>       |
| <b>TOTAL # OF UNITS</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>346 - 376</b> |

LEGEND

|  |                               |
|--|-------------------------------|
|  | EX. PROPERTY LINE             |
|  | PROP. PROPERTY LINE           |
|  | PRIMARY CIRCULATION           |
|  | SECONDARY CIRCULATION         |
|  | MAIN LODGE - COMMUNITY CENTER |
|  | INDEPENDENT LIVING            |
|  | SEMI-INDEPENDENT LIVING       |
|  | ASSISTED LIVING               |





# Memorandum

## Planning and Urban Development Department

### Planning Division

**To:** Stuart O'Brien, Chair, and Members of the Portland Planning Board  
**From:** Nell Donaldson, Planner  
**Date:** March 6, 2015  
**Re:** East Bayside Lofts – 89 Anderson Street  
**Project #:** 2015-009 **CBL:** 12-I-001 and -005  
**Meeting Date:** March 10, 2015

#### I. INTRODUCTION

Redfern Properties has requested a preliminary Level III site plan and subdivision review for a four-story mixed-use development, the East Bayside Lofts, at the corner of Fox and Anderson Streets in East Bayside. The proposed 44,000 SF development includes first floor commercial and 53 market rate apartment units above. The proposal also includes 53 parking spaces and sidewalk and landscaping improvements. The site is currently occupied by 3Gs Tire and Auto Service, and was recently the subject of a zoning map amendment approved by the city council on the recommendation of the planning board.

This development is being referred to the planning board for compliance with the site plan and subdivision standards. A total of 145 notices were sent to property owners within 500 feet of the site and a legal ad ran on March 2 and 3, 2015.

**Applicant:** Jonathan Culley, Redfern Properties

**Consultants:** Will Savage, Acorn Engineering; Ryan Senatore, Ryan Senatore Architecture; Jim Nadeau, Nadeau Land Surveyors

#### II. REQUIRED REVIEWS

| <b>Waiver Requests</b>                                                                                                                                    | <b>Applicable Standards</b>                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Driveway width – To allow an 18 foot opening at overhead door on Everett Street<br><i>Supported by consulting traffic engineer</i>                        | Technical Manual, <i>Section 1.7.2.3</i> . Any site with a two-way driveway access to the street shall have a minimum width of 20 feet.                                                                                                                                                                                                                                                                    |
| Aisle width – To allow a 23 foot aisle in the parking area                                                                                                | Technical Manual, <i>Section 1.14</i> , requiring that aisle width for right-angle parking be 24 feet per Figure I-27                                                                                                                                                                                                                                                                                      |
| Compact parking spaces and parking dimensions – To allow 83% compact size (44 spaces), 17% standard size (9 spaces) <i>Calculations likely to change.</i> | Technical Manual, <i>Section 1.14 and Figures I-27 to I-29</i> . Parking lots with greater than 10 spaces may be comprised of up to 20% compact spaces. <i>53 spaces proposed = 11 compact permitted by right</i>                                                                                                                                                                                          |
| Motorcycle and scooter parking – To allow for none                                                                                                        | Site Plan Standard, <i>Section 14-526(a)(4)c(i)</i> . The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.                                                                                                                                                                                                                              |
| Parking lot landscaping – <i>Applicant to provide additional detail in final submittal</i>                                                                | Site Plan Standard, <i>Section 14-526(b)2.b(ii)</i> . Developments with 5+ parking spaces shall include at least 2 trees (or 1 tree and 3 shrubs) per 5 parking spaces planted in landscaped islands. Waiver permitted where site constraints prevent it, with applicant contributing proportionate amount to Tree Fund. <i>53 parking spaces proposed = 22 trees or 11 trees &amp; 32 shrubs required</i> |
| Street trees – To plant 12 street trees, less than required                                                                                               | Site Plan Standard, <i>Section 14-526(b)2.b(iii)</i> and Technical Manual, <i>Section 4.6.1</i> . All multi-family development shall provide one street tree per unit. Waiver permitted where site constraints prevent it, with applicant contributing proportionate amount to Tree Fund. <i>53 units = 53 street trees required</i>                                                                       |

| <b>Review</b> | <b>Applicable Standards</b> |
|---------------|-----------------------------|
| Site Plan     | Section 14-526              |
| Subdivision   | Section 14-497              |

### III. PROJECT DATA

|                              |                                                                        |
|------------------------------|------------------------------------------------------------------------|
| Existing Zoning              | B-1b                                                                   |
| Existing Use                 | Auto repair and parking lot                                            |
| Proposed Use                 | Mixed use (commercial and residential)                                 |
| Proposed Development Program | App. 2,500 SF commercial (restaurant and office), 53 residential units |
| Parcel Size                  | 23,360 SF                                                              |

|                           | <i>Existing</i> | <i>Proposed</i>     | <i>Net Change</i> |
|---------------------------|-----------------|---------------------|-------------------|
| Building Footprint        | 6,225 SF        | 13,334 SF           | 7,109 SF          |
| Building Floor Area       | 6,225 SF        | 44,050 SF           | 37,825 SF         |
| Impervious Surface Area   | 23,360 SF       | 21,024 SF           | -2,336 SF         |
| Parking Spaces (on site)  | 17              | 53 (zoning req. 66) | 36                |
| Bicycle Parking Spaces    | 0               | 24 (meets standard) | 24                |
| Estimated Cost of Project | \$6,500,000     |                     |                   |



Figure 1: 89 Anderson Street site

### IV. BACKGROUND & EXISTING CONDITIONS

The site of the proposed East Bayside Lofts lies at the southeast corner of Fox and Anderson Streets in East Bayside. The site technically consists of two parcels and is currently occupied by 3Gs Tire and Auto Service. The eastern half of the site houses a one-story brick garage building. The remainder of the site, including the corner at Anderson and Fox Streets, is largely dedicated to surface parking. The zoning for the site was recently amended from R-6 to B-1b at the request of this applicant.

The site lies at the intersection of several zones and thus several disparate patterns of use and form. The property is surrounded on two sides by the R-6 zone and its residential uses, including some large three-story multi-family housing to the east. Most of the adjacent housing is of a smaller scale, with a mix of single and two-family buildings characteristic of the city's East End. A sizable Recreation Open Space (ROS) parcel, the site of the



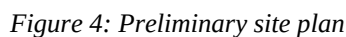
Figures 2 and 3 (from top): 89 Anderson Street, zoning context; rendering of proposed development looking east up Fox St. Kennedy Park basketball courts and Fox Field, sits directly to the southwest. An Industrial IL-b zone, with uses typical of the evolving East Bayside, including Coffee By Design's roastery, Tandem coffee roasters, and Bunker Brewery, lies across Fox Street. The Urban Commercial Business B-5 zone is the nearest commercial zone; portions of Anderson Street north of Fox are zoned B-5. This B-5 zone is home to numerous multi-family properties, including a recent condominium development.

## V. PROPOSED DEVELOPMENT

The East Bayside Lofts are proposed as a mixed-use commercial/residential project with major frontages on Anderson and Everett Streets (Figure 3). Ground floor retail would include a 1,500 SF restaurant space as well as two smaller commercial spaces (600 SF and 400 SF). The upper three floors would include 10 efficiency units, 34 one-bedroom units, and 9 two-bedroom units, all market rate apartments. Primary entrances to all interior spaces, residential and commercial, would be from Anderson Street, with the restaurant entrance positioned at the prominent corner of Fox and Anderson.

Cars would access the development via an overhead door from Everett Street. As proposed, the driveway cuts through the first floor of the building and enters a 53-space parking area at the interior of the site, some of which is located below the building. The applicant has proposed to shield these spaces from Fox Street with a "decorative screen."





## VI. PUBLIC COMMENT

C:\Users\JMY\Desktop\PB 3-10-15\89 Anderson St\PB Memo\_89 Anderson.doc.docx

should be addressed prior to final site plan review.

It should be noted that, over the course of the zoning map amendment review related to this proposal, the planning board received numerous public comments. In general, many of the questions and concerns expressed in this correspondence focused on issues regarding traffic generation and impacts to Washington Avenue/Walnut Street/Fox Street and Fox Street itself; geometry and sight lines at Fox Street/Anderson Street and Washington Avenue/Walnut Street/Fox Street, particularly with respect to pedestrian (but also vehicular) safety (as noted above); and Fox Street width, in combination with the existing parking situation, grades, speeds, and snow. Nearby residents have called for traffic calming, pedestrian upgrades, signal improvements, and the elimination of tractor trailer parking along lower Fox as a way to mitigate some of these concerns. Safety was a general, overriding issue.

Residents also previously expressed opposition regarding the scale of the building, both in terms of mass and in terms of number of units. Neighbors argued that the eventual project will be out of context with the surrounding neighborhood. In conjunction with these concerns, residents also expressed a desire for additional open space on the site.

Lastly, residents voiced concerns regarding the market rate nature and size of the housing units to be developed, expressing fears about what small footprint market rate housing might mean in terms of the affordability and character of the surrounding neighborhood. These and other comments reflect a general concern about the changing nature of East Bayside.

Over the course of the zone change review, there were also numerous comments in support of the project, citing the 89 Anderson site as an ideal location for mixed-use development.

## **VII. RIGHT, TITLE, & INTEREST**

The applicant's submittal includes a purchase and sale agreement as evidence of right, title, and interest. It should be noted that there is an existing easement, now held by Fairpoint Communications, on the southeast corner of the property at Anderson and Everett Streets. This easement measures 7.65 feet by 12.5 feet and grants Fairpoint the right to "place and maintain underground electric and communication cables, conduits, cabinets, and appurtenances along with a pad-type foundation" within the easement area.

## **VIII. FINANCIAL & TECHNICAL CAPACITY**

The estimated cost of the development is \$6.5 million. The applicant has submitted a letter from Androscoggin Bank indicating that their intent to consider financing for the project (*Attachment H*).

## **IX. ZONING ANALYSIS**

Ann Machado, Acting Zoning Administrator, and planning staff have conducted a preliminary zoning analysis and identified several issues with respect to the B-1b dimensional requirements:

- The applicant's preliminary site plan shows a building balcony and doors encroaching into the right-of-way in several locations. The applicant has resolved this in the architectural drawings, and has indicated their intent to revise the site plans as well;
- The B-1b includes a maximum front yard setback equal to the average of the adjacent lots. The applicant has submitted documentation regarding the adjacent lot setbacks, which result in an average of 3.2', or slightly less than is depicted in the applicant's preliminary drawings. The applicant has engaged staff in discussion about a resolution of this issue prior to final plan submittal;
- The applicant is showing a transformer in the "pervious area," all of which is required to keep the project below the impervious surface limits for the B-1b zone; and
- Per Division 20 of the city's land use ordinance, the applicant has not shown sufficient parking for all of the proposed uses on site.

The applicant will be required to resolve these issues prior to public hearing.

**X. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)**

Per the city's land use ordinance, the following materials should be submitted at time of final review:

- A subdivision plat meeting all plat requirements as noted in 14-496; and
- Final plan submittal requirements as noted in 14-527(e) and (f), including a construction management plan. The final site plan should include:
  - o State plane coordinates to the four property corners to be set;
  - o A delineation of the Fairpoint easement;
  - o Clarification regarding the location of curbing;
  - o Documentation of distance to rear property line at ground floor and above 35', where a stepback applies per the B-1b zone; and
  - o The stamp of a professional engineer.

**XI. SUBDIVISION REVIEW (14-497(a). Review Criteria)**

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below.

**1. Water, Air Pollution**

The site is currently occupied by an auto garage and surface parking lots and is completely impervious. A total of approximately 21,024 SF of impervious area is proposed, representing a net decrease of 2,336 SF. The majority of the post-development impervious surface is comprised of roof, which is expected to improve the quality of the water leaving the site. No detrimental water or air quality impacts are anticipated.

**2 & 3. Adequacy of Water Supply**

The applicant has provided evidence of capacity from the Portland Water District (*Attachment L*).

**4. Soil Erosion**

No unreasonable soil erosion or reduction in the capacity of the land to hold water is anticipated.

**5. Impacts on Existing or Proposed Highways and Public Roads**

The applicant has provided a traffic impact assessment, prepared by Bill Bray of Traffic Solutions. Tom Errico, the city's consulting traffic engineer, has reviewed this traffic study and provided comments, discussed in detail under site plan review below.

**6. Sanitary Sewer/Stormwater Disposal**

The applicant has submitted a wastewater capacity application to the Department of Public Services (*Attachment L*). Verification of capacity will be required at the time of final plan. All sewer connections are proposed to the separated system in Anderson Street.

As noted above, the proposed development would result in a net decrease in impervious surfaces on site. As proposed, all runoff would enter into catch basins or roof drains leading to the separated system in Fox Street. Both David Senus, consulting civil engineer, and David Margolis-Pineo, of the city's Department of Public Services, have requested more detail as to the site's stormwater system (*Attachments 4 and 5*).

**7. Solid Waste**

The applicant has proposed a solid waste enclosure near the restaurant for restaurant use. This is accompanied by an interior trash room for residential use. The applicant should provide additional details on the management of residential and commercial trash and recycling at the time of final review.

**8. Scenic Beauty**

This proposal is not deemed to have an adverse impact on the scenic beauty of the area.

**9. Comprehensive Plan**

Over the course of the related zoning map amendment review, the board essentially deliberated on the compatibility

of the project with Comprehensive Plan goals and policies, finding the proposed project generally in conformance. The project was deemed to achieve goals related to “support[ing] Portland’s livable neighborhoods by encouraging a mix of uses that provide needed goods and services within walking distance of most residents,” “encourag[ing] neighborhood business centers throughout the city to reduce dependence on the car and make neighborhood life without a car more practical,” “encourag[ing] higher density housing for both rental and home ownership opportunities, particularly located near services, such as schools, businesses, institutions, employers, and public transportation,” and “increas[ing] Portland’s rental housing stock.”

#### **10. Financial and Technical Capacity**

The applicant has submitted a letter from Androscoggin Bank indicating the intent to consider project financing (*Attachment H*).

#### **11. Wetland/Water Body Impacts**

There are no anticipated impacts to wetlands.

#### **12. Groundwater Impacts**

There are no anticipated impacts to groundwater supplies.

#### **13. Flood-Prone Area**

Per the city’s existing flood maps, the site is not located in a flood zone. However, the applicant has elected to raise the finished floor elevation to the extent practicable while maintaining accessibility. The applicant writes that the FFE should “provide for approximately 5-6 ft. of storm surge, sea level rise, or a combination thereof” (*Attachment I*).

### **XII. SITE PLAN REVIEW**

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland’s site plan ordinance. Staff comments are below.

#### **1. Transportation Standards**

##### **a. Impact on Surrounding Street Systems**

The applicant provided a traffic impact assessment as part of the zoning map amendment request related to this proposal, which was previously considered by the planning board in late 2014. The study, conducted by William Bray of Traffic Solutions in the fall of 2014 and subsequently revised at the request of Tom Errico, the city’s consulting traffic engineer, included summaries of existing bicycle and pedestrian volumes and safety trends at several locations near the 89 Anderson site; estimated trip generation from the proposed site uses; and calculated existing and future anticipated levels of service at several nearby intersections, taking into account traffic to be generated by other approved projects in the vicinity. The traffic study and associated submittals generally found the following:

- There are “moderate” bicycle and pedestrian volumes through the intersections studied, with higher volumes occurring in the PM peak hour than in the AM peak hour. Of the three intersections studied, the highest bicycle volumes were observed at the Washington Avenue/Fox Street intersection and the highest pedestrian volumes were observed at the Anderson Street/Cumberland Avenue intersection;
- Of the roadway segments and intersections studied, the Washington Avenue/Walnut Street/Fox Street intersection meets MaineDOT’s criteria for a high crash location. Of the nine accidents observed at this location over a three year timeframe, the plurality involved vehicles heading eastbound on Fox Street turning left onto Washington Avenue. Given the safety concerns at this location, Mr. Bray conducted a full traffic signal warrant analysis. This analysis found that the existing traffic volumes and crash patterns fail to warrant a signal.
- A trip generation analysis for the proposed development at 89 Anderson Street yielded projected peak hour volumes of 27 AM and 41 PM trips from the site under the proposed buildout scenario, including the restaurant use. When existing trips from 3Gs are taken into account, the resulting net peak hour trip generation is reduced to 15 AM and 17 PM peak hour trips. Given these numbers, Mr. Bray projected very little impact on level of service at the surrounding intersections studied,



including Washington Avenue/Walnut Street/Fox Street, Fox Street/Anderson Street, and Anderson Street/Cumberland Avenue (*Attachment O*).

It should be noted that, over the course of the zone change review, Mr. Bray completed several rounds of traffic counts at the Washington Avenue/Walnut Street/Fox Street and Anderson Street/Fox Street intersections. These counts were completed at the request of both the neighborhood and Mr. Errico. Mr. Bray's counts generally corroborated the findings of his initial level of service analysis, which found no significant degradation of service at the three area intersections studied.

The applicant did not provide additional traffic impact study material as part of the subdivision or site plan application. Mr. Errico has reviewed the applicant's previous submittals with respect to potential traffic impacts (*Attachment 3*). He writes,

*The applicant conducted a trip generation analysis assuming the commercial space is occupied by a Specialty Retail use and therefore would add approximately 8 vehicles to the road system during the PM Peak hour. If the commercial space is assumed to be a High-Turnover restaurant, 32 additional PM peak hour trips can be expected. I would note that not all of this traffic would be new and in fact a reduction in trips is likely given the projects urban location. The applicant notes that the original traffic study did not account for a reduction of vehicle trips due to the elimination of the 3G's business. I concur with the applicant that when considering this trip credit, the level of service analysis conclusion should remain valid (that the intersection will operate at a very good level of service), even under a restaurant use assumption. With that said, the applicant shall provide a final estimate of traffic generation according to proposed land uses.*

*A detailed traffic signal warrant analysis was conducted at the Washington Avenue/Walnut Street/Fox Street intersection. The methods and analyses meet those contained in the Manual on Uniform Traffic Control Devices, Federal Highway Administration and I find them to be acceptable. The conclusion uses existing traffic volumes and concludes that a traffic signal is not warranted under current October 2014 traffic volume conditions. Based upon a detailed review of the warrant analysis, a warrant is closely met, and in my professional opinion, given development growth activity in the area, a traffic signal is likely to be needed in the future. Given both safety and capacity needs at this location, the applicant will be required to make a monetary contribution to this intersection. I will provide a contribution estimate in the future.*

In this regard, it should be noted that the Department of Public Services has prepared an improvement plan for the Washington Avenue/Walnut Street/Fox Street intersection to enhance sight distances and improve the safety of pedestrian crossings.

As noted previously, the public comments received by staff on the preliminary plans revolve around this traffic impact study, the underlying traffic counts, the trip generation calculations, and the assumptions regarding future trip assignment, given other area planning efforts (*Attachments 1 and 2*). The comments also raise concerns about the corner of Fox Street/Anderson Street and the potential for obstructed sight lines as a result of the proposed development. These concerns are extensions of those expressed during the zone change review, where residents articulated reservations about volumes at the Fox Street/Anderson Street intersection, the existing geometry of this intersection, the profile of Fox Street, and pedestrian and vehicular safety more broadly in this area. Given the timing of these comments, formal responses on the part of the applicant's traffic engineer have not been developed. Responses should be provided at the time of final review.

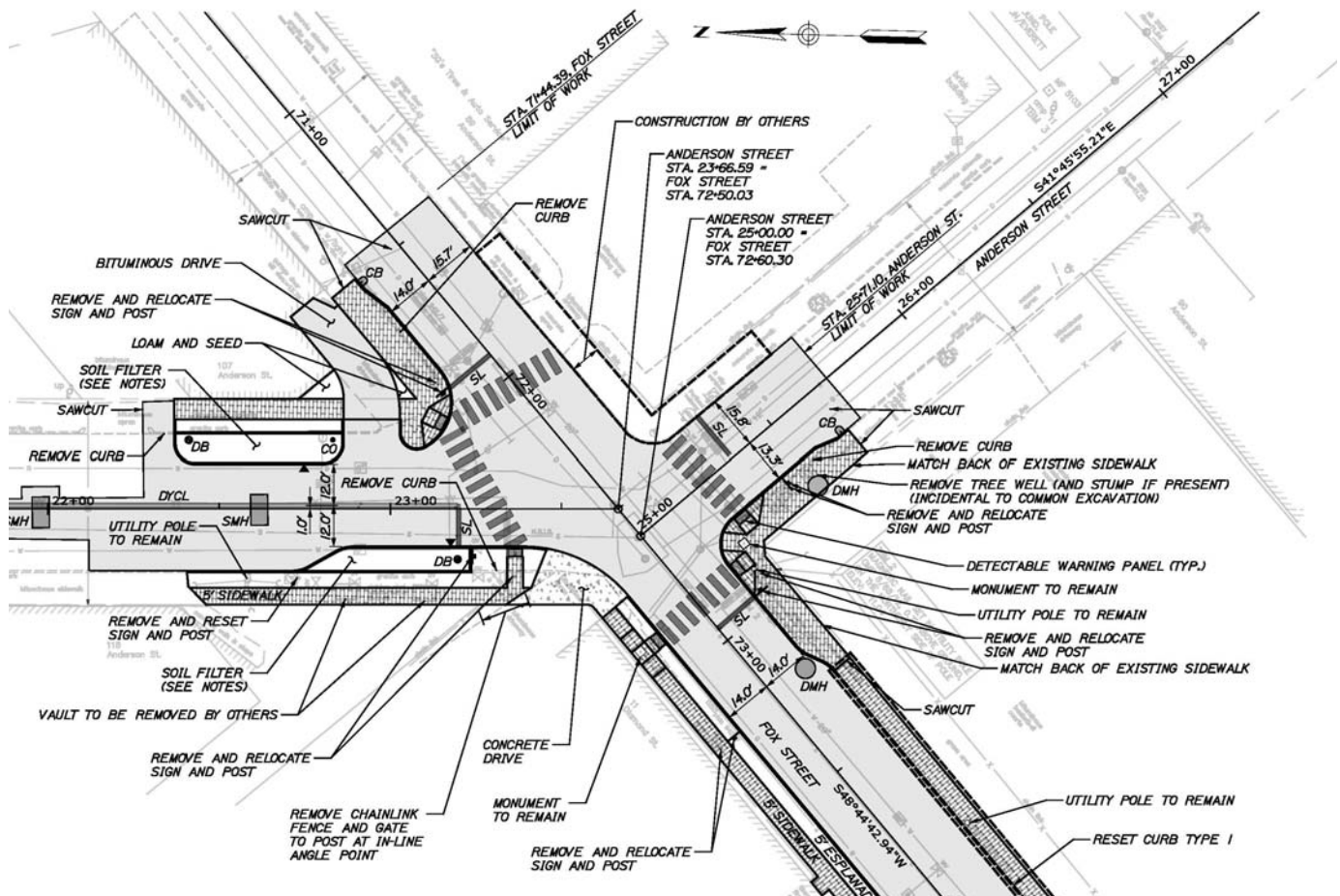


Figure 5: Phase I, Anderson Street Byway Project

In both written correspondence and at planning board meetings, Mr. Errico has previously stated that crash data does not indicate safety problems at Fox Street/Anderson Street, that he is comfortable with the analysis that this intersection will continue to operate at a high level of service in the future, and that since this intersection is designed as a four-way stop, he does not have concerns about the existing geometry (*Attachment 10*). He also noted that the capital investments associated with the Anderson Street Byway project should improve the overall function of the Fox Street/Anderson Street intersection. The Byway project is a city initiative to improve the pedestrian and bicycle facilities along the length of Anderson Street in this area (*Figure 5*). The project includes bumpouts at the Fox Street/Anderson Street intersection. The city expects Phase I of the Byway project, which involves the Fox Street/Anderson Street intersection improvements, to be completed by early summer. The applicant will be responsible for constructing the curb and sidewalk along their frontages in accordance with the Byway project. As noted above, contributions for proposed improvements at the Washington Avenue/Walnut Street/Fox Street intersection and related signal are also anticipated.

b. *Access and Circulation*

The proposed plans include new brick sidewalks on three frontages and new ramps at the Fox Street/Anderson Street and Everett Street/Anderson Street intersections. Block-style crosswalks are proposed at the Fox Street/Anderson Street intersection as part of the city's Anderson Street Byway project. Pedestrian access to the residential and commercial units is proposed from Anderson Street; pedestrian or bicycle access to the open space at the interior of the site could also be achieved via two doors in the

decorative screen on Fox Street, or a door at the building's eastern corner. Regarding pedestrian and bicycle access, Mr. Errico writes,

*I have reviewed the sidewalk design in respect to conformance with the Anderson Street Neighborhood Byway Project. The proposed plan generally matches the plan, but the applicant shall review the handicap ramp design to ensure there is adequate maneuvering space at the top of the ramp and thus meets ADA standards.*

Bruce Hyman, the city's Transportation Program Manager, adds the following,

*Each curb ramp needs to show more specific detail as to their construction and meeting ADA/City Technical Standards*

- *all of the curb ramp flares/tip-downs are too short for new construction*
- *the 2 ramps on Anderson Street are not perpendicular to the curb*
- *the 1 ramp on Fox Street does not have a minimum 4' wide landing at the top, requiring sidewalk users to traverse the flares of the ramps - if necessary, the entire sidewalk should ramp down to the curb ramp to provide a maximum 2% cross-slope and ramp slope within the curb ramp*

*The curb ramp on Fox Street should be relocated to provide a perpendicular/shortened crossing across Fox Street.*

*Driveway: the construction detail and plan view (Sheet C-10) should show how the driveway will provide the required ADA-compliant accessible pedestrian route across the driveway (max 2% cross-slope) - if needed, this can be accomplished by having a steeper slope for the first 2'-3' of the driveway (where it meets the street) and then a maximum cross-slope of 2% for the 4'-5' closest to the building.*

*Sheet C-30 should document the required ADA-compliant pedestrian access route (max 2% cross-slope) will be attained along the project's frontage within the public ROW, and if not, provide any required easements to meet the requirements*

The plans include vehicular access via an overhead door on Everett Street and internal vehicular circulation in the parking area at the interior of the site. Of this, Mr. Errico writes,

*The layout includes a parking space located at the garage entrance. This space is extremely difficult to enter and exit. The applicant has provided a auto-turn graphic for this space, but I need to review further.*

*The applicant is proposing a driveway that will be 18-feet wide at the garage door opening. Given low traffic volumes entering and exiting the project and slow speeds and low traffic volumes on Everett Street, I support a waiver from the City's driveway width standard.*

*The proposed driveway location meets City corner clearance standards and accordingly I find it to be acceptable.*

#### **Public Transit Access**

The proposed development is not located along a public transit route. As such, no provisions for transit access are required.

#### **c. Parking**

Division 20 of the land use ordinance requires one parking space/unit for residential development located on the peninsula (Section 14-332(a)3). At this ratio, the project would be required to provide 53 parking spaces for the 53 residential units. Division 20 also requires parking for restaurant uses at a rate of one space/150 SF not used for food preparation and for office uses at a rate of one space/400 SF. Given these ratios, and understanding that the restaurant space is not entirely programmed (meaning that the gross

square footage has been used in the parking calculation), the applicant would be required to provide up to 10 spaces for the restaurant use and 3 spaces for the office uses. This raises the total parking requirement to 66 spaces.

The preliminary plans show 53 spaces, failing to meet the parking requirement. Since the proposal does not meet the 50,000 SF floor area threshold that qualifies a project for a discretionary parking review by the planning board, the applicant is required to comply with the parking requirements of *Section 14-332*. As a mixed use development on the peninsula, however, the applicant has a variety of tools at their disposal in terms of making up the difference between the parking requirement and the proposed parking supply, among these the use of off-site parking (per *Section 14-334*), shared use parking (per *Section 14-343*), or payment of the peninsula in-lie fee (per *Section 14-345*). The applicant will be required to provide additional information in this regard at the time of final site plan review.

According to the applicant's submittal, 83%, or 44, of the proposed parking spaces are designed as compact spaces. Per the city's Technical Manual (*Section 1.14*), up to 20% of parking provided may be compact in design. In this case, then, only 11 compact parking spaces are technically permitted. The applicant has requested a waiver (*Attachment G*). Mr. Errico writes of this waiver request,

*The proposed project exceeds the allowable percentage of compact spaces according to City standards. The applicant should provide information that supports this request.*

Regarding overall parking dimensions and the parking plan, he adds,

*The parking area has several dimensional elements that do not meet City standards and my specific comments are noted below:*

- Parking aisle widths are less than 24 feet and do not meet standards. In general the project is providing an aisle width of 23 feet and therefore it is nearly meeting the required standard. However, the project is also assuming a significant percentage of compact parking spaces and thus in combination I do have some concerns. The applicant should provide additional auto-turn graphics for a representative sample of the parking spaces.*
- The City does not allow vehicle overhang as part of meeting dimensional parking stall size standards. Accordingly, it should not be assumed as part of the engineering evaluation. The length of a parking space shall be assumed to be 16 feet.*

*The applicant shall provide a final parking plan for the project for review and approval.*

Further, in terms of on-street parking, Mr. Errico writes,

*The applicant shall provide an evaluation of on-street parking recommendations along their property frontages. It should be noted that the project will require changes to the Traffic Schedule for on-street parking regulations and thus will require City Council approval. The applicant shall be responsible for providing supporting documentation as part of the City Council review packet.*

The preliminary plans include 24 bike parking spaces, 22 in an enclosed bike storage area at the building's rear and two in a bike rack in front of the residential entrance on Anderson Street. This number meets the site plan standard of two spaces/five dwelling units for residential structures (*Section 14-526(a)4.b*). Of the bicycle parking, Mr. Hyman writes,

*The bike rack on Anderson St should be installed parallel to the curb a minimum of 24" but ideally 30" or 36" from the back of curb*



*Ideally at least a second bike rack should be installed near the Commercial 2 and Commercial 3 storefront areas to provide bicycle parking for their customers - this could be offset by a reduction to the interior/resident bicycle parking*

*A detail should be provided that shows the layout of the interior bicycle parking*

*Bicycle rack installation: the detail specifies a 'surface mount' bicycle rack within a brick sidewalk. The detail should specify how this is to be accomplished (e.g., concrete/sonotube base?)*

In addition, the applicant has been asked to clarify the access to the bicycle storage area in the final submittal.

d. *Transportation Demand Management*

A transportation demand management plan is not required.

## 2. **Environmental Quality Standards**

a. *Preservation of Significant Natural Features*

There are no known significant natural features on the site.

b. *Landscaping and Landscape Preservation*

The preliminary landscaping plans include red maples along the street frontages. Bearberry, inkberry holly, and fountain grass are proposed along the Anderson and Everett Street facades, as well as in the interior parking area. The plans have been reviewed by Jeff Tarling, City Arborist, who writes,

*Street-trees - the project proposes to plant 12 Red Maple trees, we would recommend that the cultivars be an upright variety such as 'Karpick', 'Bowhall' or 'Armstrong' Red Maple if they are in the public way. The tree location on Anderson Street near Everett Street should be located at least 15' from any utility pole to avoid future overhead utility / tree conflicts.*

*Tree planter detail - the proposed treatment of the planter should be from the City standards or approved equal.*

*Parking Court - the parking court area is in need of at least two trees in the center island, these two trees will help shade the parking lot paved surface. The proposed Bearberry planting should*

*be 3 gallon size vs the very tiny 1 gallon size or at least a mix of the two. The proposed Public Art Privacy Screen should be adequate to screen the parking area and should cover both the Fox Street and the space to the Northeast of the parking lot.*



Figure 6: Rendering, corner of Anderson and Everett, showing treatment of Fairpoint box

The applicant has requested waivers from both the street tree and the parking lot landscaping requirements, offering compensatory contributions to the city's tree fund. Additional details are needed on the parking lot landscaping waiver request at the time of final submittal.

Planning staff have also requested that the applicant provide additional detail regarding the proposed screening treatment around the existing Fairpoint box at the Everett

Street/Anderson Street corner of the building. This area is not shown with screening in the preliminary plans (*Figure 6*). However, some sort of landscaping or decorative treatment could greatly enhance the pedestrian experience in this location. At least ostensibly, it appears that the Fairpoint easement on the site does not preclude this.

The design review on the project has also offered some suggestions regarding landscaping, particularly with respect to the area between the entrances on Anderson Street, suggesting a more vertical treatment in this area to create a higher level of visual interest (*Attachment 9*).

c. *Water Quality/Storm Water Management/Erosion Control*

The site is sloped from a low point at the corner of Fox and Anderson Streets to a high point at the lot's southeast corner, with a grade change of almost 10 feet. The applicant proposes to cut near the rear of the site, along the interior of the block where the property abuts the adjacent residential buildings, and develop a five foot retaining wall in this location. David Senus, the city's consulting civil engineer, has reviewed the plans and provided the following comment related to retaining walls and erosion,

*The General Note on Sheet C-30 refers to the Structural Engineer's Plans for retaining wall design and temporary soil restraint measures. At this time, it does not appear that the Structural Engineer's Plans have been received. The Applicant should also clarify whether a geotechnical evaluation of the proposed retaining wall has been performed.*

The applicant has provided a preliminary stormwater management plan (*Attachment J*). As noted above, the site is entirely impervious under the existing condition. Permeability will actually increase under the proposed buildout. The applicant proposes to run stormwater into the existing separated storm drain in Fox Street. Treatment is neither proposed nor required. Mr. Senus has reviewed the plans and writes,

*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:*

*Basic Standard: The Applicant has provided an Erosion Control Plan to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; however, the locations of proposed erosion control measures, such as inlet protection devices, should be noted on Sheet C-30.*

*The grading plan (C-30) indicates some spot grades, but the existing contour elevations are unclear and it is unclear how proposed grades will tie into existing grades. The Applicant should clarify.*

*The Applicant has provided a sloped granite curb detail; the Applicant should clarify where sloped granite curb is proposed.*

*The Applicant has provided a "City of Portland Typical Pipe Trench Detail" (Sheet C-42), and a separate "Storm Drain, Sewer, and Water Typical Trench Section Detail" (Sheet C-43). The Applicant should clarify where these two details are to be used. The "City of Portland Typical Pipe Trench Detail" should be utilized for all storm drain and sewer pipe work within the City Right-of-Way.*

*It is unclear how / where the roof drains are connected to the storm drain system.*

*There is an insufficient number of drainage inlets proposed within the site, and the proposed grading to direct drainage to these inlets is not properly detailed on C-30. Additional attention is needed with regard to drainage and grading within the site.*

### **3. Public Infrastructure and Community Safety Standards**

#### **a. Consistency with Related Master Plans**

As noted above, the project is generally deemed consistent with related master plans.

#### **b. Public Safety and Fire Prevention**

In preliminary comments, staff has raised some concerns with respect to the location of the Fairpoint box, which is currently designed to be enclosed on three sides and above by the building's Everett Street façade (Figure 6). At this time, the applicant has not provided plans to control access into the space immediately surrounding the box and between the box and building wall. This area raises some Crime Prevention through Environmental Design (CPTED) concerns. The applicant should address these concerns in the final submittal.

The applicant has provided a life safety summary for review by the city's Fire Prevention Bureau (Attachment M). Per this summary, the building will be "protected by a full NFPA 13 sprinkler system with standpipes in each of the egress stairs." Craig Messinger, of the Fire Prevention Bureau, has indicated general approval (Attachment 8).

#### **c. Availability and Capacity of Public Utilities**

At the time of final site plan review, the applicant will need to present evidence that there is sufficient sewer capacity to service the commercial and residential units on the site. Regarding sewer capacity and design, Mr. Senus writes,

*The Applicant has submitted a request to confirm the ability to serve the project's sewer demands to the City of Portland Department of Public Services; the Applicant should provide a letter documenting the Department's approval upon receipt.*

*The Applicant proposes to demolish and plug the existing sewer service in Fox Street; the Applicant should provide a masonry plug detail.*

The Portland Water District has provided documentation of capacity to serve the project. Mr. Senus writes,

*The Applicant has provided a letter from the Portland Water District dated December 17, 2014, confirming that the District has the capacity to serve the proposed project; however, the Applicant should note that the letter does not constitute approval of the project and that review and approval of the final plans by PWD is required.*

Regarding utilities and work within the right-of-way, David Margolis-Pineo, of the city's Department of Public Services, writes,

*The proposed grease interceptor is shown within the street right of way. This will require an easement from the City. Please contact Frank Brancely [FJB@portlandmaine.gov](mailto:FJB@portlandmaine.gov) 874-8832 for design guidance or questions.*

Staff has also requested that the applicant reconsider the location of the transformer.

### **4. Site Design Standards**

#### **a. Massing, Ventilation, and Wind Impact**

No comments at this time.

b. *Shadows*

As currently designed, the East Bayside Lofts would front on Everett and Anderson Streets, to the south and west. As such, most of the shadow impacts would be to the interior of the site and to Anderson Street. A brief assessment of potential shadow impacts on the part of staff indicates that there are not likely to be impacts on publicly accessible open spaces.

c. *Snow and Ice Loading*

Snow storage areas should be delineated on the revised plans. Mr. Senus writes,

*The Applicant has provided a Snow Storage Plan; however the plan does not appear to specify proposed snow storage locations. The Applicant should clarify.*

d. *View Corridors*

There are no comments at this time.

e. *Historic Resources*

There are no comments at this time.

f. *Exterior Lighting*

No lighting plans have been provided to date. A lighting plan, complete with photometrics, should be submitted at the time of final review. The applicant will be required to provide street lights in accordance with the Anderson Street Byway Project

g. *Noise and Vibration*

Information on the location of HVAC vents and mechanical equipment should be provided with the final plans.

Related to the issue of noise, David Margolis-Pineo has noted the following,

*As I'm sure the Board members are aware, there is a heavily used athletic complex across Anderson Street from this proposed development. Although the adjacent basketball courts do not have lights, in the summer, kids sometimes play by the street lights well into the night. Profanity is currently a common complaint around such playgrounds. With proposed decks on the upper floors facing the ground, future complaints can be expected. The Board may choose to discuss how to address this issue.*

h. *Signage and Wayfinding*

No signage or wayfinding is proposed at this time.

i. *Zoning-Related Design Standards*

The city's site plan ordinance states that "development in the...B-1b...business zone shall provide an established street wall with entrances and public portions of the building oriented to and directly accessible from the public sidewalk and shall be designed and scaled to be compatible with surrounding residential and commercial development as demonstrated by compliance with all applicable design standards listed in the Design Manual" (Section 14-526(d)9.a(iii)). The Design Manual further includes design guidelines for the B-1b zone, as well as design standards for multi-family housing.

The applicant has provided a narrative explaining the design intent of the project, including choices surrounding scale, materials, and the use of color and texture, as well as floor plans, elevations, and renderings (*Attachment N and Plans 18-37*). The building has generally been designed to hold the corner at Fox and Anderson Streets and present an active presence at ground level. Given early concerns about building scale and mass, the architect devotes a large portion of the narrative to these questions, describing





Figures 7, 8, and 9 (from top): Anderson Street elevation; Everett Street elevation; Fox Street elevation, showing decorative screen



Figures 10 and 11 (from top): Rendering, corner of Fox and Anderson Street; rendering looking north up Anderson Street efforts to use projecting masses and varied material and color palettes to “scale the building down” in reference adjacent structures (*Attachment N*). Caitlin Cameron, the city’s urban designer, has provided design review comments based on both this narrative and the preliminary drawings (*Attachment 9*). These comments include the following,

*There are some outstanding concerns regarding the screening/landscaping of the site at the parking area, commercial storefront area, and the Fairpoint service box.*

*Where “public art” is indicated on the Fox Street elevation, staff would prefer to see better-defined plans for this wall. Use of an architectural metal screen (one example is Bok Modern <http://bokmodern.com/>) is preferred for visual interest as well as some level of visual transparency. This type of product could also be used for gates, balcony railings, and screening of the Fairpoint service area.*

*Service entry to the parking area/service area should be a double door or gate to better accommodate service needs.*



*Consider roll-up overhead doors for the two commercial spaces to allow for flexibility of use in keeping with the types of uses in the adjacent Light Industrial zone.*

**(d) B-1b Commercial Business Zone Standards**

*Standard (1) e. Façade Character – Street-facing facades are oriented to and/or adjacent to public sidewalk. Design of the parking screen should provide visual interest since it is located at ground level of an active street.*

*Standard (1) f. Building Design – Overall, the building design is compatible with the surrounding context in its scale, roof pitch, and fenestration. Adjust fenestration on Fox Street elevation top floor to have vertical alignment/local symmetry with fenestration below.*

*Standard (1) g. Building Materials – Dark or black masonry is not compatible with the surrounding uses, especially the residential uses – select a masonry finish that corresponds to the predominant character of the neighborhood. All other material choices seem appropriate and in character with the surrounding context. Please provide more information about the metal siding proposed (gauge, scale).*

**Standard (1) i. Landscaping and Buffers**

- *More information is needed about the design of the wall/fence screening the parking on Fox Street.*
- *On Anderson Street, the proposed landscaping interferes with the active façade of the two commercial spaces. Staff recommends a more vertical landscaping treatment between the fenestration in this area to create a higher level of visual and physical connection to the commercial spaces from the street. Landscaping should not be placed in front of the windows of the commercial spaces.*
- *Staff finds that the screening of the Fairpoint access box is not adequate and recommends a full screen with gate.*

**Appendix 2: Guidelines, Development in the B-1, B-1b, B-2, B-2b**

*Standard 3: Orientation of Buildings and their Entrances to the Street – Entry orientation is to the street. Entries to commercial spaces can be made more prominent and obvious with the use of features such as signage, canopies, or lights.*

**(i) Two-family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters**

*Standard 1 – The street-facing façades provide a high level of fenestration and visual interest with façade variation, changes in materials, and projecting balconies. The form, scale, and roof line are consistent with and complement the surrounding residential context. Adjust fenestration on Fox Street elevation top floor to have vertical alignment/local symmetry with fenestration below.*

*Standard 5 – More information is needed about the design of the wall/fence screening the parking on Fox Street.*

**XIII. NEXT STEPS**

1. Address staff comments;
2. Address additional comments of the Planning Board;
3. Prepare final plan submission, including subdivision and site plan submittal requirements as included in 14-496(a) and (b) and 14-527(e) and (f) for review by the Planning Authority and Planning Board; and
4. Hold final Planning Board Hearing.

**XIV. ATTACHMENTS****PLANNING BOARD REPORT ATTACHMENTS**

1. Public comment (email from Cynthia Cochran, 3/2/15)
2. Public comment (email from Cynthia Cochran, 3/4/15)
3. Traffic Engineer review (memo from Thomas Errico, 2/16/15)
4. Civil Engineer review (memo from David Senus, 2/13/15)
5. Department of Public Services review (memo from David Margolis-Pineo, 2/12/15)
6. Transportation Program Manager review (memo from Bruce Hyman, 2/17/15)
7. City Arborist review (memo from Jeff Tarling, 2/11/15)
8. Fire Prevention Bureau review (memo from Craig Messinger, 2/11/15)
9. Design review (memo from Caitlin Cameron, 2/11/15)
10. Traffic Engineer review (memos from Thomas Errico, 9/17/14 and 11/5/14, generated during review of related zone change application)

**APPLICANT'S SUBMITTALS**

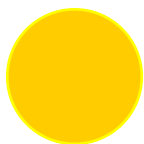
- A. Cover Letter (from Jonathan Culley, Redfern Properties, 1/21/15)
- B. Level III Site Plan application
- C. Evidence of Right, Title, and Interest
- D. Evidence of State and/or Federal Permits
- E. Zoning Analysis
- F. Summary of Easements
- G. Written Request for Waivers
- H. Evidence of Financial Capacity
- I. Civil Engineer Cover Letter (from Will Savage, 1/14/15)
- J. Preliminary Stormwater Management Plan
- K. Preliminary Erosion and Sedimentation Control Report
- L. Capacity to Serve Letters
- M. Summary of Fire Safety
- N. Architectural Design Narrative
- O. Traffic Impact Study (including signal warrant analysis)
- P. Neighborhood Meeting Packet

**PLANS**

- Plan 1. Cover Sheet & Legend
- Plan 2. General Notes
- Plan 3. Boundary Survey
- Plan 4. Site Layout Plan
- Plan 5. Utility Plan
- Plan 6. Grading, Drainage, & Erosion Control Plan
- Plan 7. Site Details - 1
- Plan 8. Site Details - 2
- Plan 9. Utility Details
- Plan 10. Drainage Details
- Plan 11. Erosion Control Details & Notes
- Plan 12. Snow Storage Plan
- Plan 13. Circulation Plan
- Plan 14. Landscape Plan
- Plan 15. First Floor Plan
- Plan 16. Second Floor Plan
- Plan 17. Fourth Floor Plan
- Plan 18. Anderson Street Elevation
- Plan 19. Fox Street Elevation
- Plan 20. Everett Street Elevation
- Plan 21. Looking NW from Anderson (Before)

- Plan 22. Looking NW from Anderson (After)
- Plan 23. Looking SE from Anderson (Before)
- Plan 24. Looking SE from Anderson (After)
- Plan 25. Anderson/Everett (Before)
- Plan 26. Anderson/Everett (After)
- Plan 27. Fox/Anderson (Before)
- Plan 28. Fox/Anderson (After)
- Plan 29. Looking NE from Fox (Before)
- Plan 30. Looking NE from Fox (After)
- Plan 31. Looking SE at Fox/Anderson (Before)
- Plan 32. Looking SE at Fox/Anderson (After)
- Plan 33. Looking SW from Fox (Before)
- Plan 34. Looking SW from Fox (After)
- Plan 35. Looking Up Everett (Before)
- Plan 36. Looking Up Everett (After)
- Plan 37. Fox Street (After)





# Cynthia L. Cochran

## Certified Public Accountant

17 Hammond St., Portland, Maine 04101

Phone: (207) 773-0522

E-mail: ccochran@maine.rr.com

To: Nell Donaldson, Portland City Planning Office  
From: Cynthia L. Cochran, East Bayside Resident and Property Owner  
Re: Redfern's Level III Site Plan for 89 Anderson Street  
Date: March 2, 2015

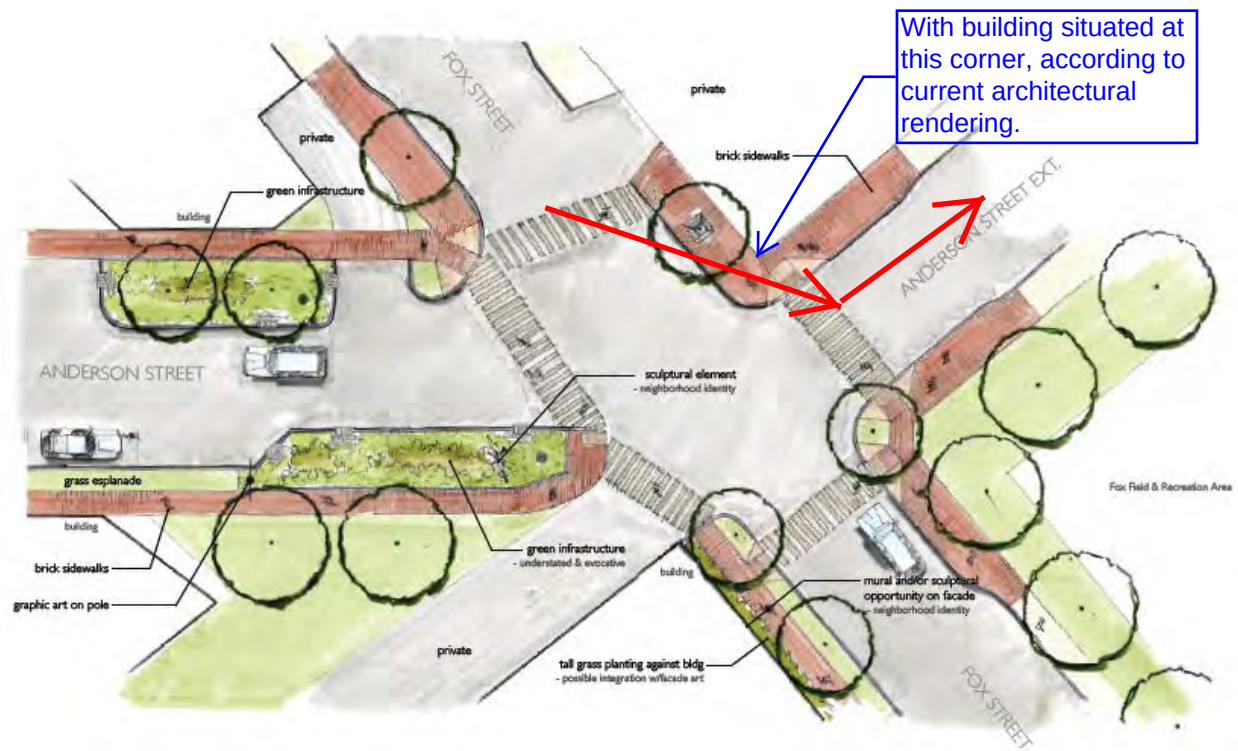
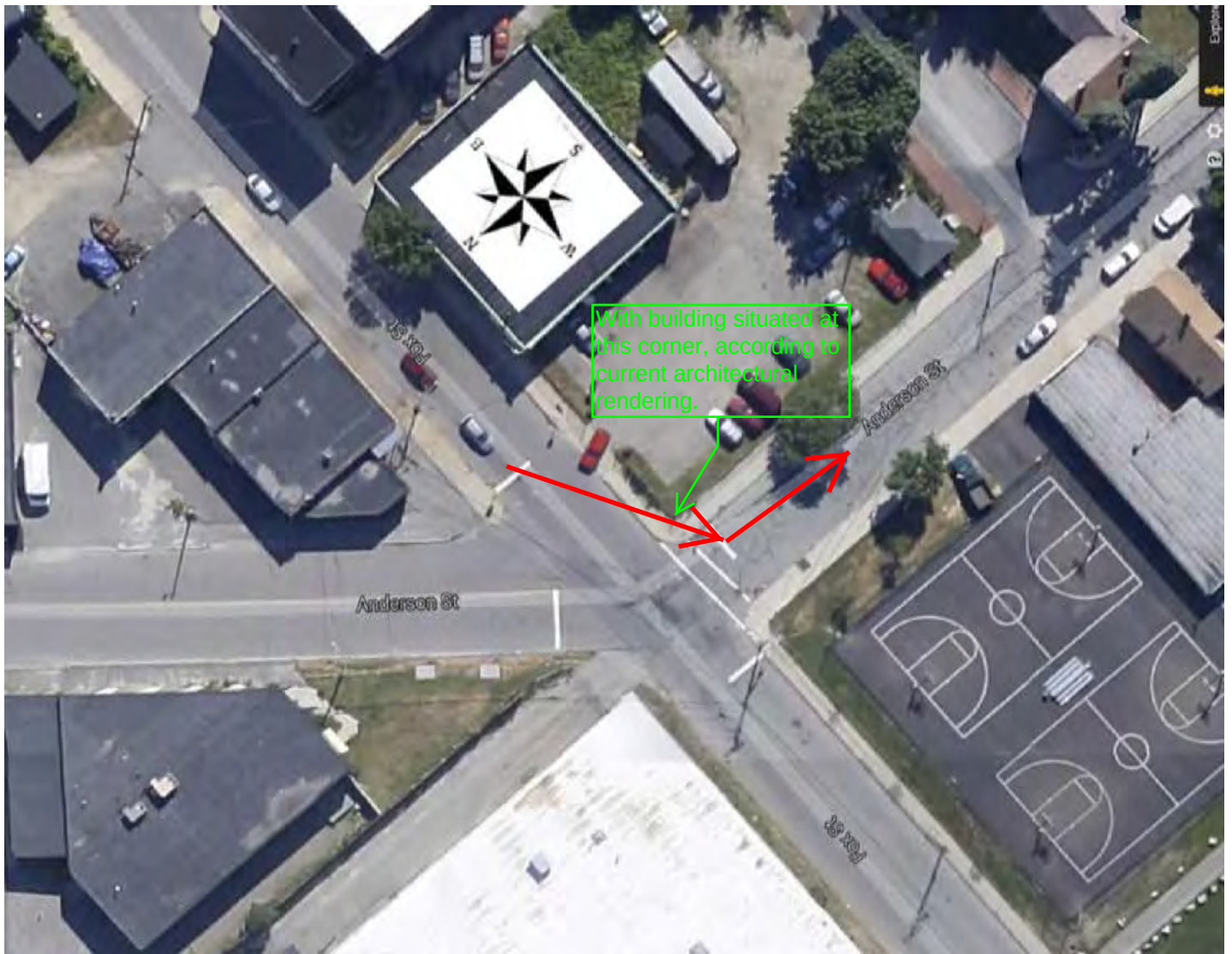
Since July 20, 2014, I have repeatedly raised grave concerns about the obstruction of sight lines at the corner of Fox and Anderson Street that will result from implementing the building design presented by Jonathan Culley for Redfern's development at 89 Anderson Street. At every planning board workshop and public hearing, neighborhood organization meeting, or project related neighborhood meeting I have attended, I have raised this issue, so I hope it is no surprise to anyone that I am raising it once again.

I was greatly disappointed, but not surprised, when Jonathan presented his latest, updated architectural renderings for the proposed building at the January 20, 2015 East Bayside Neighborhood Organization meeting, to see that no effort had been made to alter the designs in order to reduce the sight line obstruction that the building will impose at this corner. Jonathan's response to my repeated concerns about this matter is that he is relying on the traffic experts' (both William Bray's and Tom Errico's) previous testimonies that having four-way stop signs at this corner will be sufficient to keep us all safe.

Given the particularities of this specific intersection and the potential increased risk to public safety, I am not willing to accept unsubstantiated assertions on this matter, even from experts. However, I am willing to be convinced. So, today, I request the following from Portland's Planning Office staff/experts, Planning Board members, and Jonathan Culley (Redfern):

1. Please provide the measurement of the actual sight-line distance that will remain after construction of the currently designed building, at this intersection, as follows: From a driver's point of view, stopped at the stop sign, behind the soon-to-be created crosswalk, located at the base of the hill traveling west on Fox Street, when he/she looks left, in the southerly direction, down Anderson Street, to see cars (stopped at that stop sign, behind that soon-to-be-created crosswalk), and pedestrians, runners, bikers, etc. coming towards the intersection from that direction. I request that this distance be measured so that we can all compare it to the sight line distances recommended by the MDOT and Portland's Technical Design Manual.

I include below an aerial view of the intersection with markups depicting the specific sight line described above and an image from the Anderson Street Byway project plans showing the placement of proposed crosswalks for this intersection.



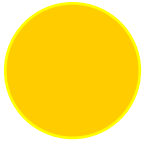


2. Please provide evidence to support the traffic expert's assertion that the four-way stop signs will be sufficient safety mechanisms at this corner. In addition to providing a citation to the authoritative literature relied upon, evidentiary materials could be multiple year (5-10 yr.) accident records from similarly designed street intersections, with similarly adjacent multiple-use zones, that show that this method (four-way stop signs) has kept people and vehicles safe while walking, driving, biking, etc. through such intersections. Similar intersections could be located elsewhere in the City of Portland or in other similar cities.
3. Please research alternative, and/or additional (to the four-way stop signs) remedies, including architectural options (i.e. cantilevering, see photo below) for this corner of the building that would allow a greater sight line distance, and present these alternatives, additions, and options for discussion at the planning board workshop, March 10, or a subsequent workshop.



I cannot support this project in its current design because it will cause an unnecessary safety risk to all residents and visitors to my neighborhood. I am hoping that you will take these further analytical steps, as responsible stewards and agents for public safety in the City of Portland, before allowing this project to move forward.

Thank you for your consideration of these requests.



# Cynthia L. Cochran

## Certified Public Accountant

17 Hammond St., Portland, Maine 04101

Phone: (207) 773-0522

E-mail: ccochran@maine.rr.com

To: Nell Donaldson, Portland City Planning Office  
 From: Cynthia L. Cochran, East Bayside Resident and Property Owner  
 Re: Redfern's Level III Site Plan for 89 Anderson Street  
 Date: March 4, 2015

I looked back at my previous comments for the November 12, 2014 Public Hearing and realized that many of the concerns I brought forward for that meeting were not addressed at the hearing and remain unaddressed to date. At that time, Planning Board Chair, Stuart O'Brien, indicated to Jonathan Culley (Redfern) that these concerns would need to be addressed during the Site Plan Review workshops/hearing. I believe that this meeting is then the time for that to occur.

These specific issues pertain to the previously conducted traffic impact study, revisions, and follow up responses to concerns brought forward at the September 23, 2014 public workshop, as well as, to the continuing lack of a plan for providing parking for the commercial spaces (i.e. the restaurant and office spaces) on the first floor. The details from my previous comments are presented again here, as follows:

1. At the Sept 23 workshop, both the public and the planning board specifically requested that field events at Kennedy Park (Fox Field) be taken into account. This was not accomplished by the applicant, apparently due to bad weather on the one day selected. The schedule of athletic events for the period Sept 24 – Oct 24 indicates there were 23 week days with field events available for conducting this count. The applicant chose the very last day, and, unfortunately, the weather was bad and the events were cancelled. The applicant conducted and submitted the Friday, Oct 24, 3:45-4:45 PM peak counts anyway, and compares them with the previous Tuesday, Aug 14, 4:30-5:30PM counts, although the day of the week, the PM peak hour, and the weather conditions were all completely different. This comparison is not valid due to the many different conditions.

The applicant also states:

***"The noted intersection was projected to operate at the absolutely best level of service (Level of Service A) under post-development conditions, and based upon that determination, it is highly reasonable to assume that more than acceptable traffic operations would remain at the intersection even with the addition of significantly heavier peak hour volumes of traffic generated by the Sports fields."***

The attached photographs, taken on Friday, Oct 10, between 5:10 – 5:17 PM document that level of service issues for both Washington/Fox and Franklin/Fox intersections impact traffic congestion and motorist decision-making at the Fox/Anderson intersection. Youth Football League practice was occurring at this time. However, most of the related vehicles were parked, so this level of traffic congestion is not solely attributable to that event.

The applicant's initial traffic impact study, revisions, and additions have not included counts at the Franklin/Fox intersection, although it is just as close to the 89 Anderson Street site as the three that have been included.

Also attached is a yearly schedule of athletic events held at Fox Field from Oct 2013 thru Oct 2014. Please note the heavy, daily use of this field in all months of the year except the 4½ month period starting Nov 10, 2013 and ending March 29, 2014.

2. The applicant's response to the request that counts be included for the commercial spaces proposed in this rezoning request:

Applicant backed away from previous declarations and architectural drawings that indicated a 1,977 SF restaurant and a 716 SF commercial space, and states that the usage of 2,780 SF of commercial space is undetermined at this time. New drawings show 3 separate commercial spaces of differing sizes. However, the applicant chose to submit traffic impact data based upon the category #814 - "Specialty Retail Center" from the 8<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and calculates a total of 8 additional PM Peak Hour trips for the total commercial space on this site. This is based upon 2.71 trips per 1,000 SF indicated for this category of use:

$$2,780 \text{ SF} / 1,000 \text{ SF} \times 2.71 = 8 \text{ PM Peak Hour trips}$$

The ITE Common Trip Generation Rates for the PM Peak Hour is attached. This is from the 9<sup>th</sup> edition of the ITE Trip Generation Manual, and although the Specialty Retail Center category number has changed, the rate is the same, and other relevant rates are most likely unchanged. I have highlighted in yellow a number of the more likely, permitted uses for commercial space at this site, based on the recent modifications to the land use ordinance code for the B-1/B-1b zones.

The trips per unit for these most likely uses range from low to high, 1.49 per 1,000 SF for general office building, to 40.75 for Coffee/Donut Shop without Drive-Through Window. These rates result in a range of 5 to 114 PM Peak Hour trips.

The applicant's selected category is highlighted in red. The 2.71 trips per 1,000 SF resulting in 8 PM peak hour trips is on the very low end of this range. Given that the applicant states that the usage of this commercial space is undetermined, and that



this aspect of the project design is clearly mutable, the board should consider the traffic impacts of the broadest range of commercial uses at this site.

The applicant had originally proposed a restaurant and community center/office space. Using the 2,000 SF limit on restaurant space in the recently amended B-1b ordinance, the result would be something like this, depending on the type of restaurant and other commercial use:

**Restaurant Space at 2,000 SF ( $2,000/1000 = 2$  units): 15 to 52 PM peak hour trips**

**#931 – Quality Restaurant at 7.49 trips per unit = 15**

**#932 – High-Turnover (Sit Down) Restaurant at 11.15 trips per unit = 23**

**#933 Fast Food Restaurant without Drive Through Window at 26.15 trips per unit = 53**

**Commercial Space at 780 SF ( $780/1000 = .78$  units): 2 to 30 PM peak hour trips**

**#710 – General Office Building at 1.49 trips per unit = 2**

**#715 – Single Tenant Office Building at 1.74 trips per unit = 2**

**#936 – Coffee/Donut Shop without Drive-Through Window at 40.75 trips per unit = 32**

**Totals for Commercial Space: 17 to 85 PM peak hour trips**

Note that these calculations are only for the PM peak hour trips. No calculation was provided for AM peak hour trips. Perhaps Tom Errico can supply this missing information.

3. The applicant has used different methods to determine the number of peak vehicle trips generated by the proposed 89 Anderson Street project and generated by the existing 3G's automobile repair center. The 8<sup>th</sup> edition of the ITE Trip Generation Manual was used to determine peak vehicle trips for the proposed development, but field counts, conducted on Thursday, Sept 11, 2014, were used to determine the numbers for 3G's. The field count amounts are subtracted from the ITE Trip Generation Manual amounts to determine the volume of "new" trips generated by the proposed project. This mixed methodology does not produce a reasonable estimate.

The attached ITE Common Trip Generation Rates for the PM Peak Hour indicates that the rate for Category #942 – Automobile Care Center is 3.11 per 1,000 SF (highlighted in blue). Applying this method to the 5,698 SF 3G's building results in 18 PM peak hour trips, an amount that is 25% less than the 24 amount, indicated by the field count. One could conclude that, based on the actual field count, the ITE rates are 25% too low, and, perhaps unreliable; or, at least the very least, if the ITE rates are used to determine estimated peak vehicle trips, they should be applied consistently.

I was unable to locate a free source for the ITE AM peak hour rates, so am unable to calculate how much less that would be from the applicant's field count of 12. Perhaps this information can be supplied by Tom Errico. If the same 25% reduction is applied, the equivalent ITE count would be 9.

4. No consideration has been given to the anticipated, increased traffic volumes on Anderson, Cove, and Fox Streets that will result from restrictions on traffic leaving East Bayside via Marginal Way, as proposed by the Franklin Street Redesign Committee in its effort to reduce congestion at the Marginal Way/Franklin Street intersection. The Committee has determined that this restriction is the “best option.”

Counts were conducted by the Franklin Redesign Committee in their efforts to evaluate the effectiveness of this restriction which should be utilized by the planning board to evaluate the accumulated traffic impacts of this proposed development. See attached counts for Urban Street #1 and #2. The net increased traffic count for Urban Street #1 is 94 for the AM peak, and 115 for the PM peak. The net increased traffic count for Urban Street #2 is 100 for the AM peak, and 84 for the PM peak. This net increase will be routed to Fox Street via either Cove, Diamond, or Anderson Streets.

Each of the issues, cited above, change the results of the traffic impact study originally conducted by the applicant. A summary is provided below.

#### Traffic Impact Data Analysis for 89 Anderson Street

|                                                                                               | Anderson/Fox Intersection |           |
|-----------------------------------------------------------------------------------------------|---------------------------|-----------|
|                                                                                               | AM Peak                   | PM Peak   |
| Site Traffic - #220 - Apartment                                                               | 28                        | 33        |
| Site Traffic - Restaurant                                                                     | ???                       | 15 - 53   |
| Site Traffic - Other Commercial Space                                                         | ???                       | 2 - 32    |
| Totals for site                                                                               | 28 - ???                  | 50 - 118  |
| Current Use - 3Gs - #942 - Automobile Care Center                                             | -9                        | -18       |
| Net increase for site                                                                         | 19 - ???                  | 32 - 100  |
| Kennedy Park (Fox Field) Use - Impact on PM Peak                                              |                           | ???       |
| Other Development Traffic including:<br>(From Applicant's Traffic Impact Study, figures 5& 6) | 24                        | 37        |
| Washington Avenue Efficiencies                                                                |                           |           |
| PHA Bayside Anchor Project                                                                    |                           |           |
| Munjoy Heights                                                                                |                           |           |
| Intermodal Transportation Facility - 122 Anderson St.                                         |                           |           |
| Total traffic impact at Anderson/Fox Streets                                                  | 43 - ???                  | 69 - 137  |
| Franklin Street Redesign - Marginal Way restriction                                           | 94 - 100                  | 115 - 84  |
| Accumulated Traffic Impact to Fox Street                                                      | 137 - 143+???             | 184 - 221 |

Portion of 11/12/2014 Summary:

During all the public meetings, from July through today, I have researched and presented a great deal of information to the board, regarding this location and its many challenges. The parking implications for this mixed use project have not yet been addressed at any of these meetings. Parking, at this location, is already a huge problem, due to increasing customers for the Fox Street industrial zone businesses, the lack of adequate parking for Coffee By Design patrons, the lack of off-street parking for Fox Field, and the deluge of parental vehicles, needing parking spaces that occurs for each Fox Field athletic event.

Added Today:

I recently heard the news that Nova Star received funding support from Nova Scotia to carry on its 2015 season. The intermodal staging for that enterprise will add to the traffic congestion and parking challenges along Fox Street and particularly at the intersection with Anderson Street. The Nova Star season coincides with the high levels of athletic activities scheduled at Fox Field.

I look forward to hearing from Redfern's representatives, Planning Staff and experts, and Planning Board Members regarding these issues.

More pictures of Fox Street traffic/parking congestion:

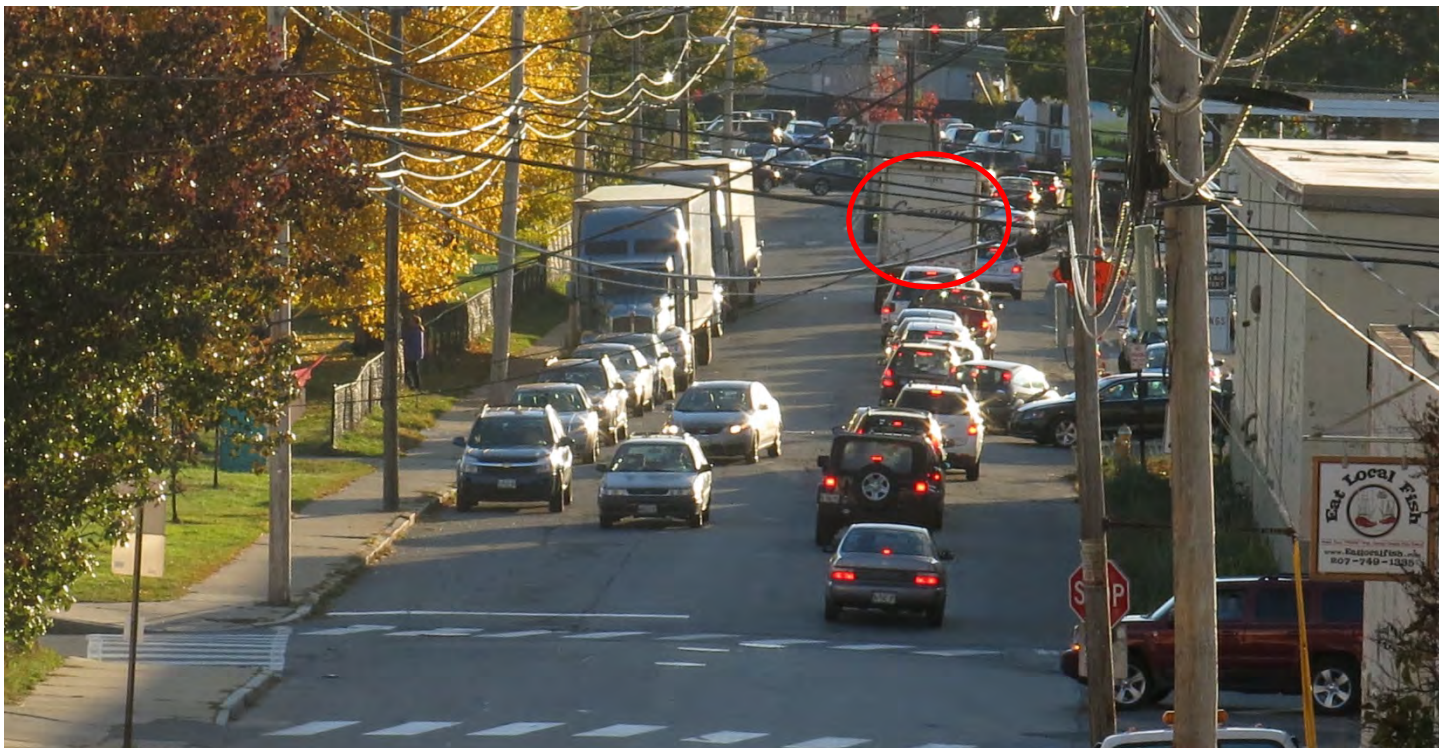


From Hammond St intersection, facing east, towards Washington Ave, 5:10:36 PM, Friday, Oct 10, 2014



From Anderson St intersection facing east, towards Washington Ave, 5:15:55 PM, Friday, Oct 10, 2014  
Please note the position change of the circled vehicle in the two pictures after more than 5 minutes.



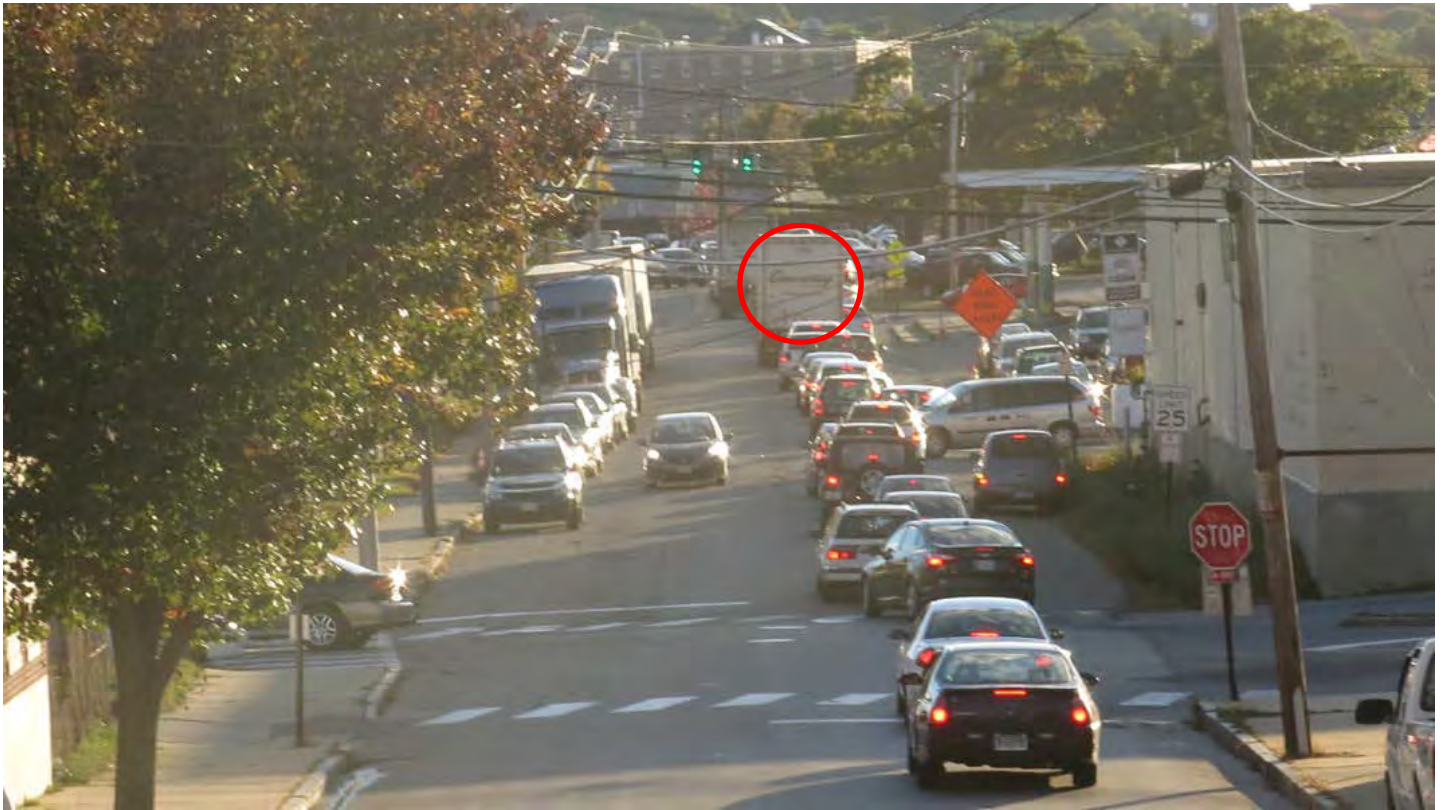


Anderson St, facing west, towards Franklin St, 5:11:45 PM, Friday, Oct 10, 2014. Light is red.

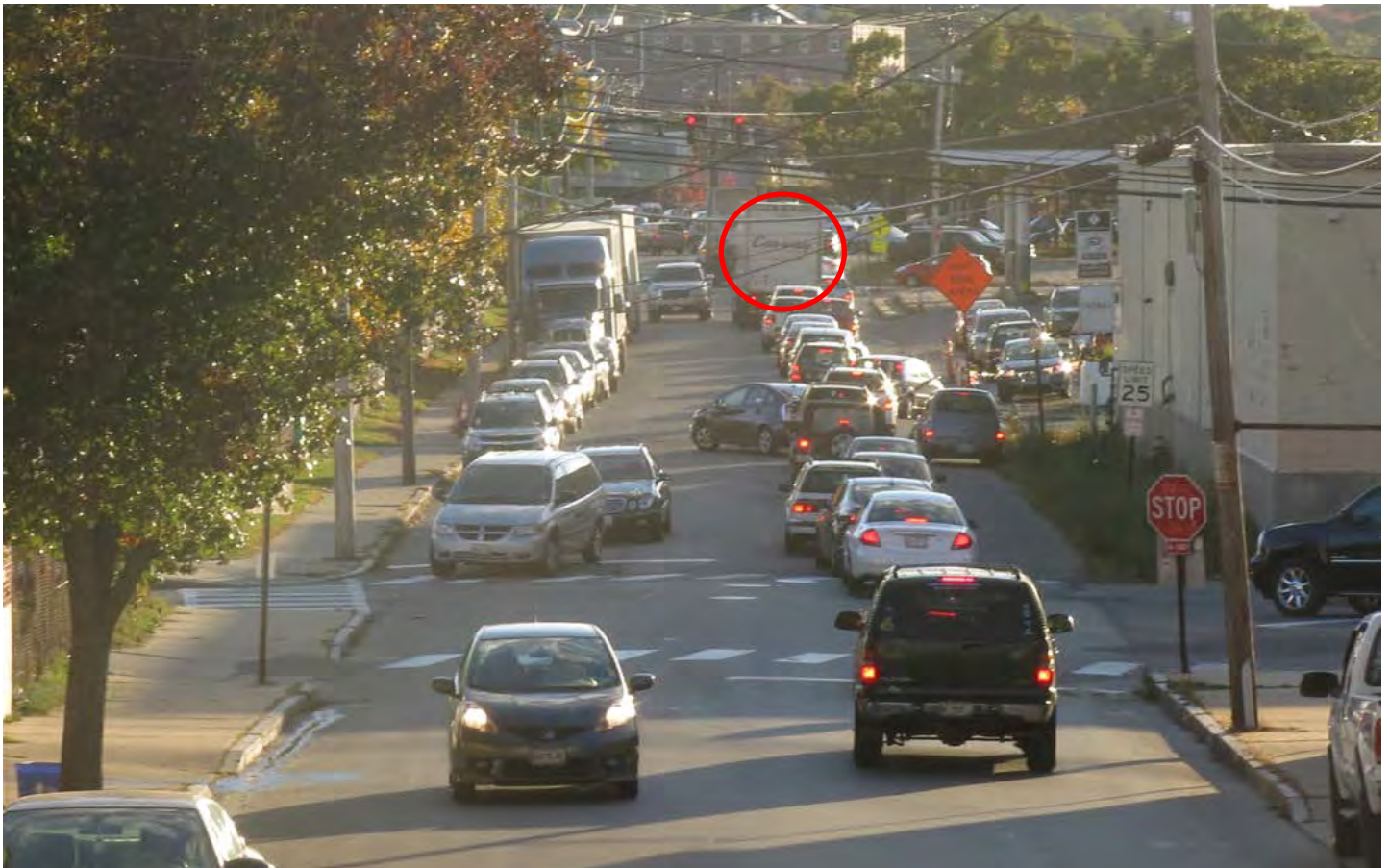


Anderson St, facing west, towards Franklin St, 5:12:06 PM, Friday, Oct 10, 2014. Light is still red.



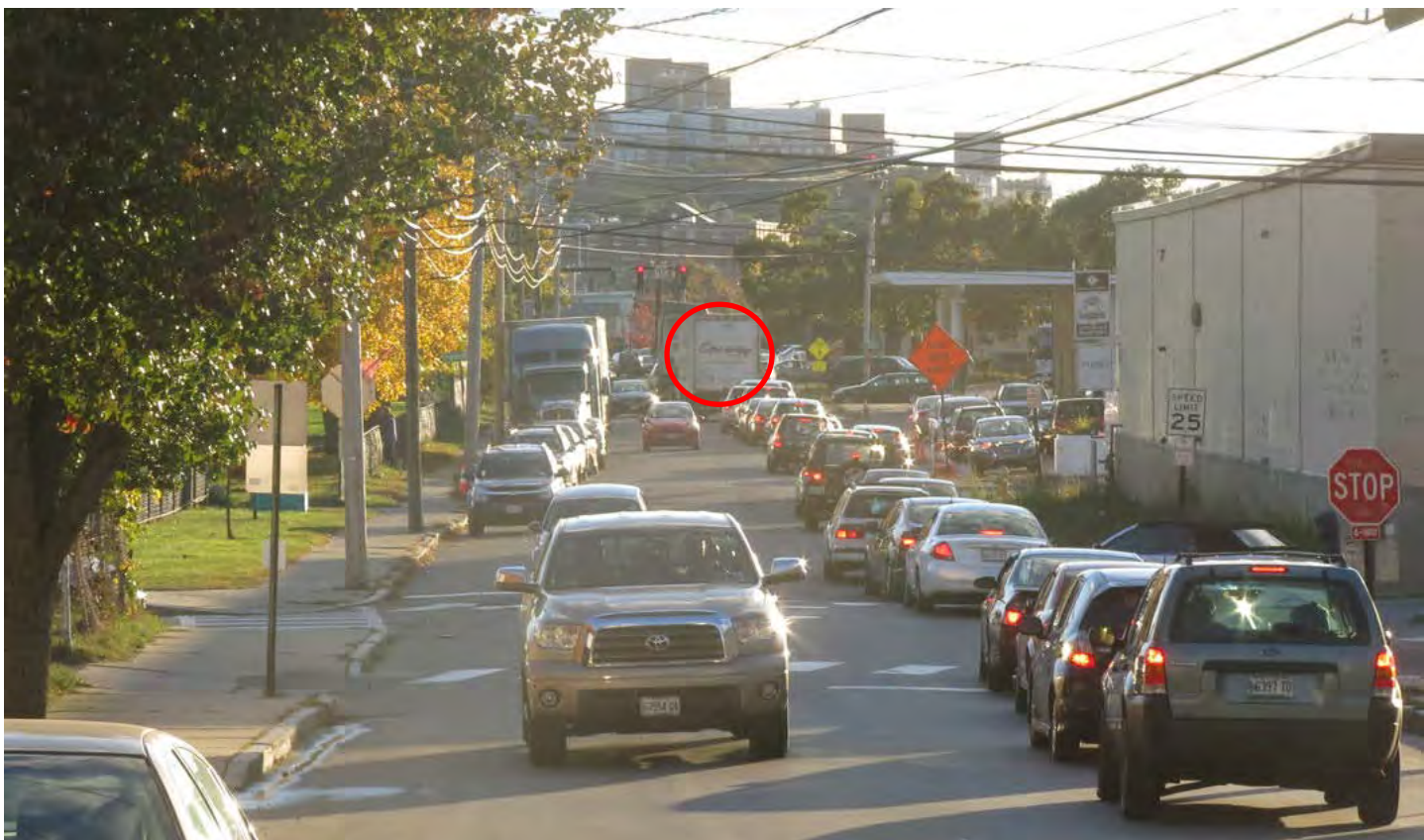


Anderson St, facing west, towards Franklin St, 5:12:35 PM, Friday, Oct 10, 2014. Light is green.



Anderson St, facing west, towards Franklin St, 5:12:53 PM, Friday, Oct 10, 2014. Light is red.





Anderson St, facing west, towards Franklin St, 5:13:36 PM, Friday, Oct 10, 2014. Light is red.



Anderson St, facing west, towards Franklin St, 5:16:51 PM, Friday, Oct 10, 2014. Light is yellow.  
Con-way truck just makes it through the yellow light, three light cycles and more than 5 minutes later.

# October 2013

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                                                                                                                                                                  | Tuesday                                                                                                                                                                                                                                                                 | Wednesday                                                                                                                                                                                                                                                               | Thursday                                                                                                                                                                                                                                                                | Friday                                                                                                                                                                                                                                                                  | Saturday                                                                                                                                  |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|           |                                                                                                                                                                                                                                                                         | <b>1</b>                                                                                                                                                                                                                                                                | <b>2</b>                                                                                                                                                                                                                                                                | <b>3</b>                                                                                                                                                                                                                                                                | <b>4</b>                                                                                                                                                                                                                                                                | <b>5</b>                                                                                                                                  |
|           |                                                                                                                                                                                                                                                                         | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>12:00 PM-4:00 PM</b><br>Portland Rugby Match<br>AF Field Rental<br><br>Portland Rugby Club - Men's / Matthew Winch<br>12:00 PM-4:00 PM |
| <b>6</b>  | <b>7</b>                                                                                                                                                                                                                                                                | <b>8</b>                                                                                                                                                                                                                                                                | <b>9</b>                                                                                                                                                                                                                                                                | <b>10</b>                                                                                                                                                                                                                                                               | <b>11</b>                                                                                                                                                                                                                                                               | <b>12</b>                                                                                                                                 |
|           | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM |                                                                                                                                           |
| <b>13</b> | <b>14</b>                                                                                                                                                                                                                                                               | <b>15</b>                                                                                                                                                                                                                                                               | <b>16</b>                                                                                                                                                                                                                                                               | <b>17</b>                                                                                                                                                                                                                                                               | <b>18</b>                                                                                                                                                                                                                                                               | <b>19</b>                                                                                                                                 |
|           | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b>                                                                                                        | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b>                                                                                                        | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b>                                                                                                        | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b>                                                                                                        | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b>                                                                                                        | <b>12:00 PM-4:00 PM</b><br>Portland Rugby Match<br>AF Field Rental<br><br>Portland Rugby Club - Men's / Matthew Winch<br>12:00 PM-4:00 PM |



# October 2013

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                                                                                                                                                                  | Tuesday                                                                                                                                                                                                                                                                 | Wednesday                                                                                                                                                                                                                                                               | Thursday                                                                                                                                                                                                                                                                | Friday                                                                                                                                                                                                                                                                  | Saturday  |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>13</b> | <b>14</b>                                                                                                                                                                                                                                                               | <b>15</b>                                                                                                                                                                                                                                                               | <b>16</b>                                                                                                                                                                                                                                                               | <b>17</b>                                                                                                                                                                                                                                                               | <b>18</b>                                                                                                                                                                                                                                                               | <b>19</b> |
|           | PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM                                                                                                                                                                     | PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM                                                                                                                                                                     | PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM                                                                                                                                                                     | PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM                                                                                                                                                                     | PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM                                                                                                                                                                     |           |
| <b>20</b> | <b>21</b>                                                                                                                                                                                                                                                               | <b>22</b>                                                                                                                                                                                                                                                               | <b>23</b>                                                                                                                                                                                                                                                               | <b>24</b>                                                                                                                                                                                                                                                               | <b>25</b>                                                                                                                                                                                                                                                               | <b>26</b> |
|           | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM |           |
| <b>27</b> | <b>28</b>                                                                                                                                                                                                                                                               | <b>29</b>                                                                                                                                                                                                                                                               | <b>30</b>                                                                                                                                                                                                                                                               | <b>31</b>                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                         |           |
|           | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM |                                                                                                                                                                                                                                                                         |           |

# November 2013

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                             | Tuesday                                                                                                                            | Wednesday                                                                                                                          | Thursday                                                                                                                           | Friday                                                                                                                                                                                                                                                                  | Saturday                                                                                                                                  |
|-----------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|           |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    | <b>1</b>                                                                                                                                                                                                                                                                | <b>2</b>                                                                                                                                  |
|           |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM<br><br><b>5:00 PM-7:00 PM</b><br>PYFL PRACTICE<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-7:00 PM | <b>12:00 PM-4:00 PM</b><br>Portland Rugby Match<br>AF Field Rental<br><br>Portland Rugby Club - Men's / Matthew Winch<br>12:00 PM-4:00 PM |
| <b>3</b>  | <b>4</b>                                                                                                                           | <b>5</b>                                                                                                                           | <b>6</b>                                                                                                                           | <b>7</b>                                                                                                                           | <b>8</b>                                                                                                                                                                                                                                                                | <b>9</b>                                                                                                                                  |
|           | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM | <b>2:00 PM-5:00 PM</b><br>PHS practice<br>AF Game Field Prep<br><br>Portland High School / High School Portland<br>2:00 PM-5:00 PM                                                                                                                                      | <b>12:00 PM-4:00 PM</b><br>Portland Rugby Match<br>AF Field Rental<br><br>Portland Rugby Club - Men's / Matthew Winch<br>12:00 PM-4:00 PM |
| <b>10</b> | <b>11</b>                                                                                                                          | <b>12</b>                                                                                                                          | <b>13</b>                                                                                                                          | <b>14</b>                                                                                                                          | <b>15</b>                                                                                                                                                                                                                                                               | <b>16</b>                                                                                                                                 |
|           |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                                                                                                                                                         |                                                                                                                                           |
| <b>17</b> | <b>18</b>                                                                                                                          | <b>19</b>                                                                                                                          | <b>20</b>                                                                                                                          | <b>21</b>                                                                                                                          | <b>22</b>                                                                                                                                                                                                                                                               | <b>23</b>                                                                                                                                 |
|           |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                    |                                                                                                                                                                                                                                                                         |                                                                                                                                           |

# November 2013

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| 17     | 18     | 19      | 20        | 21       | 22     | 23       |
| 24     | 25     | 26      | 27        | 28       | 29     | 30       |
|        |        |         |           |          |        |          |

# December 2013

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| 1      | 2      | 3       | 4         | 5        | 6      | 7        |
|        |        |         |           |          |        |          |
| 8      | 9      | 10      | 11        | 12       | 13     | 14       |
|        |        |         |           |          |        |          |
| 15     | 16     | 17      | 18        | 19       | 20     | 21       |
|        |        |         |           |          |        |          |
| 22     | 23     | 24      | 25        | 26       | 27     | 28       |
|        |        |         |           |          |        |          |
| 29     | 30     | 31      |           |          |        |          |
|        |        |         |           |          |        |          |



# January 2014

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
|        |        |         | 1         | 2        | 3      | 4        |
|        |        |         |           |          |        |          |
| 5      | 6      | 7       | 8         | 9        | 10     | 11       |
|        |        |         |           |          |        |          |
| 12     | 13     | 14      | 15        | 16       | 17     | 18       |
|        |        |         |           |          |        |          |
| 19     | 20     | 21      | 22        | 23       | 24     | 25       |
|        |        |         |           |          |        |          |
| 26     | 27     | 28      | 29        | 30       | 31     |          |
|        |        |         |           |          |        |          |

# February 2014

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
|        |        |         |           |          |        | 1        |
|        |        |         |           |          |        |          |
| 2      | 3      | 4       | 5         | 6        | 7      | 8        |
|        |        |         |           |          |        |          |
| 9      | 10     | 11      | 12        | 13       | 14     | 15       |
|        |        |         |           |          |        |          |
| 16     | 17     | 18      | 19        | 20       | 21     | 22       |
|        |        |         |           |          |        |          |
| 23     | 24     | 25      | 26        | 27       | 28     |          |
|        |        |         |           |          |        |          |

# March 2014

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
|        |        |         |           |          |        | 1        |
|        |        |         |           |          |        |          |
| 2      | 3      | 4       | 5         | 6        | 7      | 8        |
|        |        |         |           |          |        |          |
| 9      | 10     | 11      | 12        | 13       | 14     | 15       |
|        |        |         |           |          |        |          |
| 16     | 17     | 18      | 19        | 20       | 21     | 22       |
|        |        |         |           |          |        |          |
| 23     | 24     | 25      | 26        | 27       | 28     | 29       |
|        |        |         |           |          |        |          |

# March 2014

## East Bayside Athletic Facility

| Sunday | Monday                                                                                                                                                                                                                                                                        | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|----------|--------|----------|
| 30     | 31                                                                                                                                                                                                                                                                            |         |           |          |        |          |
|        | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM |         |           |          |        |          |



# April 2014

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                                                                                                                                                                        | Tuesday                                                                                                                         | Wednesday                                                                                                                                                                                                                                                                     | Thursday                                                                                                                        | Friday                                                                                                                          | Saturday                                                                                                                           |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
|           |                                                                                                                                                                                                                                                                               | <b>1</b>                                                                                                                        | <b>2</b>                                                                                                                                                                                                                                                                      | <b>3</b>                                                                                                                        | <b>4</b>                                                                                                                        | <b>5</b>                                                                                                                           |
|           |                                                                                                                                                                                                                                                                               | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM |                                                                                                                                    |
| <b>6</b>  | <b>7</b>                                                                                                                                                                                                                                                                      | <b>8</b>                                                                                                                        | <b>9</b>                                                                                                                                                                                                                                                                      | <b>10</b>                                                                                                                       | <b>11</b>                                                                                                                       | <b>12</b>                                                                                                                          |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>8:00 AM-1:00 PM</b><br>Rugby Games<br>AF Field Rental<br><br>Portland Womens Rugby<br>Club / Rugby Women's<br>8:00 AM-1:00 PM   |
| <b>13</b> | <b>14</b>                                                                                                                                                                                                                                                                     | <b>15</b>                                                                                                                       | <b>16</b>                                                                                                                                                                                                                                                                     | <b>17</b>                                                                                                                       | <b>18</b>                                                                                                                       | <b>19</b>                                                                                                                          |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b>                                                                                                          | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b>                                                                                                          | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>8:00 AM-12:30 PM</b><br>Rugby Games<br>AF Field Rental<br><br>Portland Womens Rugby<br>Club / Rugby Women's<br>8:00 AM-12:30 PM |

For Facility: East Bayside Athletic Facility | For Room: Fox Multipurpose Field | From Date: 10/1/2013 |

Thru Date: 10/1/2014

Recreation & Facilities Management



# April 2014

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                                                                                                                                                                        | Tuesday                                                                                                                         | Wednesday                                                                                                                                                                                                                                                                     | Thursday                                                                                                                        | Friday                                                                                                                          | Saturday  |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>13</b> | <b>14</b>                                                                                                                                                                                                                                                                     | <b>15</b>                                                                                                                       | <b>16</b>                                                                                                                                                                                                                                                                     | <b>17</b>                                                                                                                       | <b>18</b>                                                                                                                       | <b>19</b> |
|           | Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM                                                                                                                                                                         |                                                                                                                                 | Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM                                                                                                                                                                         |                                                                                                                                 |                                                                                                                                 |           |
| <b>20</b> | <b>21</b>                                                                                                                                                                                                                                                                     | <b>22</b>                                                                                                                       | <b>23</b>                                                                                                                                                                                                                                                                     | <b>24</b>                                                                                                                       | <b>25</b>                                                                                                                       | <b>26</b> |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM |           |
| <b>27</b> | <b>28</b>                                                                                                                                                                                                                                                                     | <b>29</b>                                                                                                                       | <b>30</b>                                                                                                                                                                                                                                                                     |                                                                                                                                 |                                                                                                                                 |           |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM |                                                                                                                                 |                                                                                                                                 |           |

# May 2014

## East Bayside Athletic Facility

| Sunday    | Monday                                                                                                                                                                                                                                                                        | Tuesday                                                                                                                         | Wednesday                                                                                                                                                                                                                                                                     | Thursday                                                                                                                        | Friday                                                                                                                                 | Saturday                                                                                                                                 |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
|           |                                                                                                                                                                                                                                                                               |                                                                                                                                 |                                                                                                                                                                                                                                                                               | <b>1</b>                                                                                                                        | <b>2</b>                                                                                                                               | <b>3</b>                                                                                                                                 |
|           |                                                                                                                                                                                                                                                                               |                                                                                                                                 |                                                                                                                                                                                                                                                                               | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        | <b>9:00 AM-1:00 PM</b><br>Rugby Games<br>AF Field Rental<br><br>Portland Womens Rugby<br>Club / Rugby Women's<br>9:00 AM-1:00 PM         |
| <b>4</b>  | <b>5</b>                                                                                                                                                                                                                                                                      | <b>6</b>                                                                                                                        | <b>7</b>                                                                                                                                                                                                                                                                      | <b>8</b>                                                                                                                        | <b>9</b>                                                                                                                               | <b>10</b>                                                                                                                                |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:00 PM-7:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>5:00 PM-7:00 PM | <b>11:00 AM-2:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>11:00 AM-2:00 PM |
| <b>11</b> | <b>12</b>                                                                                                                                                                                                                                                                     | <b>13</b>                                                                                                                       | <b>14</b>                                                                                                                                                                                                                                                                     | <b>15</b>                                                                                                                       | <b>16</b>                                                                                                                              | <b>17</b>                                                                                                                                |
|           | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        |                                                                                                                                          |

# May 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                      | Monday                                                                                                                                                                                                                                                                        | Tuesday                                                                                                                         | Wednesday                                                                                                                                                                                                                                                                     | Thursday                                                                                                                        | Friday                                                                                                                          | Saturday                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>18</b>                                                                                                                                   | <b>19</b>                                                                                                                                                                                                                                                                     | <b>20</b>                                                                                                                       | <b>21</b>                                                                                                                                                                                                                                                                     | <b>22</b>                                                                                                                       | <b>23</b>                                                                                                                       | <b>24</b>                                                                                                                                |
|                                                                                                                                             | <b>4:00 PM-5:30 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>4:00 PM-5:30 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>11:00 AM-2:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>11:00 AM-2:00 PM |
| <b>25</b>                                                                                                                                   | <b>26</b>                                                                                                                                                                                                                                                                     | <b>27</b>                                                                                                                       | <b>28</b>                                                                                                                                                                                                                                                                     | <b>29</b>                                                                                                                       | <b>30</b>                                                                                                                       | <b>31</b>                                                                                                                                |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM                                                                                                                                               | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>3:00 PM-5:00 PM</b><br>Portland Youth Rugby<br>AF Field Rental<br><br>U19 High School Rugby /<br>Rocco Frenzilli<br>3:00 PM-5:00 PM<br><br><b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM |                                                                                                                                          |



# June 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                      | Monday                                                                                                                                 | Tuesday                                                                                                                                | Wednesday                                                                                                                              | Thursday                                                                                                                               | Friday                                                                                                                                 | Saturday  |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>1</b>                                                                                                                                    | <b>2</b>                                                                                                                               | <b>3</b>                                                                                                                               | <b>4</b>                                                                                                                               | <b>5</b>                                                                                                                               | <b>6</b>                                                                                                                               | <b>7</b>  |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        | <b>5:30 PM-7:00 PM</b><br>Youth Lax<br>AF Field Rental<br><br>Back Bay Youth Lacrosse /<br>Lacrosse Back Bay<br>5:30 PM-7:00 PM        |           |
| <b>8</b>                                                                                                                                    | <b>9</b>                                                                                                                               | <b>10</b>                                                                                                                              | <b>11</b>                                                                                                                              | <b>12</b>                                                                                                                              | <b>13</b>                                                                                                                              | <b>14</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |           |
| <b>15</b>                                                                                                                                   | <b>16</b>                                                                                                                              | <b>17</b>                                                                                                                              | <b>18</b>                                                                                                                              | <b>19</b>                                                                                                                              | <b>20</b>                                                                                                                              | <b>21</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |           |
| <b>22</b>                                                                                                                                   | <b>23</b>                                                                                                                              | <b>24</b>                                                                                                                              | <b>25</b>                                                                                                                              | <b>26</b>                                                                                                                              | <b>27</b>                                                                                                                              | <b>28</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |           |
| <b>29</b>                                                                                                                                   | <b>30</b>                                                                                                                              |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |           |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep                                                                               | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental                                                                                |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |                                                                                                                                        |           |

# June 2014

## East Bayside Athletic Facility

| Sunday                                                                 | Monday                                                                  | Tuesday | Wednesday | Thursday | Friday | Saturday |
|------------------------------------------------------------------------|-------------------------------------------------------------------------|---------|-----------|----------|--------|----------|
| <b>29</b>                                                              | <b>30</b>                                                               |         |           |          |        |          |
| Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |         |           |          |        |          |

# July 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                      | Monday                                                                                                                                 | Tuesday                                                                                                                                                                                                                                                                  | Wednesday                                                                                                                              | Thursday                                                                                                                               | Friday                                                                                                                                 | Saturday                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
|                                                                                                                                             |                                                                                                                                        | <b>1</b>                                                                                                                                                                                                                                                                 | <b>2</b>                                                                                                                               | <b>3</b>                                                                                                                               | <b>4</b>                                                                                                                               | <b>5</b>                                                                                       |
|                                                                                                                                             |                                                                                                                                        | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>3:00 PM-7:30 PM</b><br>Lax Practice<br>AF Field Rental<br><br>Maineiax Lacrosse / Mimi<br>Sokolowski<br>3:00 PM-7:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |                                                                                                |
| <b>6</b>                                                                                                                                    | <b>7</b>                                                                                                                               | <b>8</b>                                                                                                                                                                                                                                                                 | <b>9</b>                                                                                                                               | <b>10</b>                                                                                                                              | <b>11</b>                                                                                                                              | <b>12</b>                                                                                      |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>3:00 PM-7:30 PM</b><br>Lax Practice<br>AF Field Rental<br><br>Maineiax Lacrosse / Mimi<br>Sokolowski<br>3:00 PM-7:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>2:00 PM-4:00 PM</b><br>Soccer<br>AF Game Field Prep<br><br>Lawum Kayamba<br>2:00 PM-4:00 PM |
| <b>13</b>                                                                                                                                   | <b>14</b>                                                                                                                              | <b>15</b>                                                                                                                                                                                                                                                                | <b>16</b>                                                                                                                              | <b>17</b>                                                                                                                              | <b>18</b>                                                                                                                              | <b>19</b>                                                                                      |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM                                                                                                                                   | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |                                                                                                |

For Facility: East Bayside Athletic Facility | For Room: Fox Multipurpose Field | From Date: 10/1/2013 |

Thru Date: 10/1/2014

Recreation & Facilities Management



# July 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                      | Monday                                                                                                                                 | Tuesday                                                                                                                                | Wednesday                                                                                                                              | Thursday                                                                                                                               | Friday                                                                                                                                 | Saturday  |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>20</b>                                                                                                                                   | <b>21</b>                                                                                                                              | <b>22</b>                                                                                                                              | <b>23</b>                                                                                                                              | <b>24</b>                                                                                                                              | <b>25</b>                                                                                                                              | <b>26</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |           |
| <b>27</b>                                                                                                                                   | <b>28</b>                                                                                                                              | <b>29</b>                                                                                                                              | <b>30</b>                                                                                                                              | <b>31</b>                                                                                                                              |                                                                                                                                        |           |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM |                                                                                                                                        |           |



# August 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                      | Monday                                                                                                                                                                                                                                                                 | Tuesday                                                                                                                                                                                                                                                                | Wednesday                                                                                                                                                                                                                                                              | Thursday                                                                                                                                                                                                                                                               | Friday                                                                                                                                                                                                                                                                 | Saturday |
|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
|                                                                                                                                             |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        | 1                                                                                                                                                                                                                                                                      | 2        |
|                                                                                                                                             |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM                                                                                                                                 |          |
| 3                                                                                                                                           | 4                                                                                                                                                                                                                                                                      | 5                                                                                                                                                                                                                                                                      | 6                                                                                                                                                                                                                                                                      | 7                                                                                                                                                                                                                                                                      | 8                                                                                                                                                                                                                                                                      | 9        |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |          |
| 10                                                                                                                                          | 11                                                                                                                                                                                                                                                                     | 12                                                                                                                                                                                                                                                                     | 13                                                                                                                                                                                                                                                                     | 14                                                                                                                                                                                                                                                                     | 15                                                                                                                                                                                                                                                                     | 16       |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>9:30 AM-12:30 PM</b><br>Field use<br>AF Field Rental<br><br>Portland Housing Authority /<br>Emily Mancini-Fitch<br>9:30 AM-12:30 PM<br><br><b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |          |

# August 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                                                                                                                                                                 | Monday                                                                                                                   | Tuesday                                                                                                                  | Wednesday                                                                                                                | Thursday                                                                                                                 | Friday                                                                                                                   | Saturday  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>17</b>                                                                                                                                                                                                                                                                              | <b>18</b>                                                                                                                | <b>19</b>                                                                                                                | <b>20</b>                                                                                                                | <b>21</b>                                                                                                                | <b>22</b>                                                                                                                | <b>23</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM                                                                                                                                            | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |           |
| <b>24</b>                                                                                                                                                                                                                                                                              | <b>25</b>                                                                                                                | <b>26</b>                                                                                                                | <b>27</b>                                                                                                                | <b>28</b>                                                                                                                | <b>29</b>                                                                                                                | <b>30</b> |
| <b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM                                                                                                                                            | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |           |
| <b>31</b>                                                                                                                                                                                                                                                                              |                                                                                                                          |                                                                                                                          |                                                                                                                          |                                                                                                                          |                                                                                                                          |           |
| <b>10:45 AM-1:15 PM</b><br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM<br><br><b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM |                                                                                                                          |                                                                                                                          |                                                                                                                          |                                                                                                                          |                                                                                                                          |           |

# September 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                                                                                                                                                              | Monday                                                                                                                   | Tuesday                                                                                                                  | Wednesday                                                                                                                | Thursday                                                                                                                 | Friday                                                                                                                   | Saturday                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                     | <b>1</b>                                                                                                                 | <b>2</b>                                                                                                                 | <b>3</b>                                                                                                                 | <b>4</b>                                                                                                                 | <b>5</b>                                                                                                                 | <b>6</b>                                                                                                                            |
|                                                                                                                                                                                                                                                                                     | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>11:00 AM-3:00 PM</b><br>W rugby<br>AF Field Rental<br><br>Portland Womens Rugby Club / Brittney Braasch<br>11:00 AM-3:00 PM      |
| <b>7</b>                                                                                                                                                                                                                                                                            | <b>8</b>                                                                                                                 | <b>9</b>                                                                                                                 | <b>10</b>                                                                                                                | <b>11</b>                                                                                                                | <b>12</b>                                                                                                                | <b>13</b>                                                                                                                           |
| <b>10:45 AM-1:15 PM</b><br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John Buro<br>10:45 AM-1:15 PM<br><br><b>2:00 PM-6:00 PM</b><br>Soccer League<br>AF Game Field Prep<br><br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>12:00 PM-4:00 PM</b><br>Men's Rugby<br>AF Game Field Prep<br><br>Portland Rugby Club - Men's / Matthew Winch<br>12:00 PM-4:00 PM |
| <b>14</b>                                                                                                                                                                                                                                                                           | <b>15</b>                                                                                                                | <b>16</b>                                                                                                                | <b>17</b>                                                                                                                | <b>18</b>                                                                                                                | <b>19</b>                                                                                                                | <b>20</b>                                                                                                                           |
| <b>10:45 AM-1:15 PM</b><br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John Buro<br>10:45 AM-1:15 PM                                                                                                                                                    | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>11:00 AM-3:00 PM</b><br>W rugby<br>AF Field Rental<br><br>Portland Womens Rugby Club / Brittney Braasch<br>11:00 AM-3:00 PM      |
| <b>21</b>                                                                                                                                                                                                                                                                           | <b>22</b>                                                                                                                | <b>23</b>                                                                                                                | <b>24</b>                                                                                                                | <b>25</b>                                                                                                                | <b>26</b>                                                                                                                | <b>27</b>                                                                                                                           |
| <b>10:45 AM-1:15 PM</b><br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John Buro                                                                                                                                                                        | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth                    | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth                    | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth                    | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth                    | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth                    | <b>11:00 AM-3:00 PM</b><br>W rugby<br>AF Field Rental<br><br>Portland Womens Rugby Club / Brittney Braasch                          |

# September 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                           | Monday                                                                                                                   | Tuesday                                                                                                                  | Wednesday       | Thursday        | Friday          | Saturday         |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|------------------|
| <b>21</b>                                                                                                                        | <b>22</b>                                                                                                                | <b>23</b>                                                                                                                | <b>24</b>       | <b>25</b>       | <b>26</b>       | <b>27</b>        |
| 10:45 AM-1:15 PM                                                                                                                 | 5:00 PM-8:00 PM                                                                                                          | 5:00 PM-8:00 PM                                                                                                          | 5:00 PM-8:00 PM | 5:00 PM-8:00 PM | 5:00 PM-8:00 PM | 11:00 AM-3:00 PM |
| <b>28</b>                                                                                                                        | <b>29</b>                                                                                                                | <b>30</b>                                                                                                                |                 |                 |                 |                  |
| <b>10:45 AM-1:15 PM</b><br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John Buro<br>10:45 AM-1:15 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | <b>5:00 PM-8:00 PM</b><br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                 |                 |                 |                  |

# October 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                       | Monday                                                                                                            | Tuesday                                                                                                           | Wednesday                                                                                                         | Thursday                                                                                                          | Friday                                                                                                            | Saturday                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                              |                                                                                                                   |                                                                                                                   | <b>1</b>                                                                                                          | <b>2</b>                                                                                                          | <b>3</b>                                                                                                          | <b>4</b>                                                                                                                        |
|                                                                                                                              |                                                                                                                   |                                                                                                                   | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 12:00 PM-4:00 PM<br>Men's Rugby<br>AF Game Field Prep<br><br>Portland Rugby Club - Men's<br>/ Matthew Winch<br>12:00 PM-4:00 PM |
| <b>5</b>                                                                                                                     | <b>6</b>                                                                                                          | <b>7</b>                                                                                                          | <b>8</b>                                                                                                          | <b>9</b>                                                                                                          | <b>10</b>                                                                                                         | <b>11</b>                                                                                                                       |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 12:00 PM-4:00 PM<br>Men's Rugby<br>AF Game Field Prep<br><br>Portland Rugby Club - Men's<br>/ Matthew Winch<br>12:00 PM-4:00 PM |
| <b>12</b>                                                                                                                    | <b>13</b>                                                                                                         | <b>14</b>                                                                                                         | <b>15</b>                                                                                                         | <b>16</b>                                                                                                         | <b>17</b>                                                                                                         | <b>18</b>                                                                                                                       |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                                                                                                                                 |
| <b>19</b>                                                                                                                    | <b>20</b>                                                                                                         | <b>21</b>                                                                                                         | <b>22</b>                                                                                                         | <b>23</b>                                                                                                         | <b>24</b>                                                                                                         | <b>25</b>                                                                                                                       |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br><br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br><br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                                                                                                                                 |
| <b>26</b>                                                                                                                    | <b>27</b>                                                                                                         | <b>28</b>                                                                                                         | <b>29</b>                                                                                                         | <b>30</b>                                                                                                         | <b>31</b>                                                                                                         |                                                                                                                                 |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep                                                              |                                                                                                                   |                                                                                                                   |                                                                                                                   |                                                                                                                   |                                                                                                                   |                                                                                                                                 |

For Facility: East Bayside Athletic Facility | For Room: Fox Multipurpose Field | From Date: 9/1/2014 |  
Thru Date: 11/1/2014

Recreation & Facilities Management





# October 2014

## East Bayside Athletic Facility

| Sunday                                             | Monday    | Tuesday   | Wednesday | Thursday  | Friday    | Saturday |
|----------------------------------------------------|-----------|-----------|-----------|-----------|-----------|----------|
| <b>26</b>                                          | <b>27</b> | <b>28</b> | <b>29</b> | <b>30</b> | <b>31</b> |          |
| The Plymouth House / John Buro<br>10:45 AM-1:15 PM |           |           |           |           |           |          |

# INSTITUTE OF TRANSPORTATION ENGINEERS

## COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 9th Edition)

| Code                     | Description                          | Unit of Measure | Trips Per Unit |
|--------------------------|--------------------------------------|-----------------|----------------|
| <b>PORT AND TERMINAL</b> |                                      |                 |                |
| 30                       | Truck Terminal                       | Acres           | 6.55           |
| 90                       | Park and Ride Lot with Bus Service   | Parking Spaces  | 0.62           |
| <b>INDUSTRIAL</b>        |                                      |                 |                |
| 110                      | General Light Industrial             | 1,000 SF        | 0.97           |
| 120                      | General Heavy Industrial             | Acres           | 2.16           |
| 130                      | Industrial Park                      | 1,000 SF        | 0.85           |
| 140                      | Manufacturing                        | 1,000 SF        | 0.73           |
| 150                      | Warehousing                          | 1,000 SF        | 0.32           |
| 151                      | Mini-Warehouse                       | 1,000 SF        | 0.26           |
| 152                      | High-Cube Warehouse                  | 1,000 SF        | 0.12           |
| 170                      | Utilities                            | 1,000 SF        | 0.76           |
| <b>RESIDENTIAL</b>       |                                      |                 |                |
| 210                      | Single-Family Detached Housing       | Dwelling Units  | 1.00           |
| 220                      | Apartment                            | Dwelling Units  | 0.62           |
| 221                      | Low-Rise Apartment                   | Dwelling Units  | 0.58           |
| 230                      | Residential Condominium / Townhouse  | Dwelling Units  | 0.52           |
| 240                      | Mobile Home Park                     | Dwelling Units  | 0.59           |
| 251                      | Senior Adult Housing - Detached      | Dwelling Units  | 0.27           |
| 252                      | Senior Adult Housing - Attached      | Dwelling Units  | 0.25           |
| 253                      | Congregate Care Facility             | Dwelling Units  | 0.17           |
| 254                      | Assisted Living                      | Beds            | 0.22           |
| 255                      | Continuing Care Retirement Community | Dwelling Units  | 0.16           |
| <b>LODGING</b>           |                                      |                 |                |
| 310                      | Hotel                                | Rooms           | 0.60           |
| 320                      | Motel                                | Rooms           | 0.47           |
| 330                      | Resort Hotel                         | Rooms           | 0.42           |
| <b>RECREATIONAL</b>      |                                      |                 |                |
| 411                      | City Park                            | Acres           | 0.19           |
| 412                      | County Park                          | Acres           | 0.09           |
| 413                      | State Park                           | Acres           | 0.07           |
| 415                      | Beach Park                           | Acres           | 1.30           |
| 416                      | Campground / Recreation Vehicle Park | Camp Sites      | 0.27           |
| 417                      | Regional Park                        | Acres           | 0.20           |
| 420                      | Marina                               | Berths          | 0.19           |
| 430                      | Golf Course                          | Acres           | 0.30           |
| 431                      | Miniature Golf Course                | Holes           | 0.33           |

| Code                 | Description                          | Unit of Measure          | Trips Per Unit |
|----------------------|--------------------------------------|--------------------------|----------------|
| 432                  | Golf Driving Range                   | Tees / Driving Positions | 1.25           |
| 433                  | Batting Cages                        | Cages                    | 2.22           |
| 435                  | Multi-Purpose Recreational Facility  | Acres                    | 5.77           |
| 437                  | Bowling Alley                        | 1,000 SF                 | 1.71           |
| 441                  | Live Theater                         | Seats                    | 0.02           |
| 443                  | Movie Theater without Matinee        | 1,000 SF                 | 6.16           |
| 444                  | Movie Theater with Matinee           | 1,000 SF                 | 3.80           |
| 445                  | Multiplex Movie Theater              | 1,000 SF                 | 4.91           |
| 452                  | Horse Race Track                     | Acres                    | 4.30           |
| 454                  | Dog Race Track                       | Attendance Capacity      | 0.15           |
| 460                  | Arena                                | Acres                    | 3.33           |
| 473                  | Casino / Video Lottery Establishment | 1,000 SF                 | 13.43          |
| 480                  | Amusement Park                       | Acres                    | 3.95           |
| 488                  | Soccer Complex                       | Fields                   | 17.70          |
| 490                  | Tennis Courts                        | Courts                   | 3.88           |
| 491                  | Racquet / Tennis Club                | Courts                   | 3.35           |
| 492                  | Health / Fitness Club                | 1,000 SF                 | 3.53           |
| 493                  | Athletic Club                        | 1,000 SF                 | 5.96           |
| 495                  | Recreational Community Center        | 1,000 SF                 | 1.45           |
| <b>INSTITUTIONAL</b> |                                      |                          |                |
| 520                  | Elementary School                    | 1,000 SF                 | 1.21           |
| 522                  | Middle School / Junior High School   | 1,000 SF                 | 1.19           |
| 530                  | High School                          | 1,000 SF                 | 0.97           |
| 536                  | Private School (K-12)                | Students                 | 0.17           |
| 540                  | Junior / Community College           | 1,000 SF                 | 2.54           |
| 560                  | Church                               | 1,000 SF                 | 0.55           |
| 565                  | Daycare Center                       | 1,000 SF                 | 12.46          |
| 566                  | Cemetery                             | Acres                    | 0.84           |
| 571                  | Prison                               | 1,000 SF                 | 2.91           |
| 580                  | Museum                               | 1,000 SF                 | 0.18           |
| 590                  | Library                              | 1,000 SF                 | 7.30           |
| 591                  | Lodge / Fraternal Organization       | Members                  | 0.03           |
| <b>MEDICAL</b>       |                                      |                          |                |
| 610                  | Hospital                             | 1,000 SF                 | 0.93           |
| 620                  | Nursing Home                         | 1,000 SF                 | 0.74           |
| 630                  | Clinic                               | 1,000 SF                 | 5.18           |
| 640                  | Animal Hospital / Veterinary Clinic  | 1,000 SF                 | 4.72           |

| Code          | Description                            | Unit of Measure | Trips Per Unit |
|---------------|----------------------------------------|-----------------|----------------|
| <b>OFFICE</b> |                                        |                 |                |
| 710           | General Office Building                | 1,000 SF        | 1.49           |
| 714           | Corporate Headquarters Building        | 1,000 SF        | 1.41           |
| 715           | Single Tenant Office Building          | 1,000 SF        | 1.74           |
| 720           | Medical-Dental Office Building         | 1,000 SF        | 3.57           |
| 730           | Government Office Building             | 1,000 SF        | 1.21           |
| 732           | United States Post Office              | 1,000 SF        | 1.22           |
| 733           | Government Office Complex              | 1,000 SF        | 2.85           |
| 750           | Office Park                            | 1,000 SF        | 1.48           |
| 760           | Research and Development Center        | 1,000 SF        | 1.07           |
| 770           | Business Park                          | 1,000 SF        | 1.29           |
| <b>RETAIL</b> |                                        |                 |                |
| 812           | Building Materials and Lumber Store    | 1,000 SF        | 4.49           |
| 813           | Free-Standing Discount Superstore      | 1,000 SF        | 4.35           |
| 814           | Variety Store                          | 1,000 SF        | 6.82           |
| 815           | Free Standing Discount Store           | 1,000 SF        | 4.98           |
| 816           | Hardware / Paint Store                 | 1,000 SF        | 4.84           |
| 817           | Nursery (Garden Center)                | 1,000 SF        | 6.94           |
| 818           | Nursery (Wholesale)                    | 1,000 SF        | 5.17           |
| 820           | Shopping Center                        | 1,000 SF        | 3.71           |
| 823           | Factory Outlet Center                  | 1,000 SF        | 2.29           |
| 826           | Specialty Retail Center                | 1,000 SF        | 2.71           |
| 841           | New Car Sales                          | 1,000 SF        | 2.62           |
| 842           | Recreational Vehicle Sales             | 1,000 SF        | 2.54           |
| 843           | Automobile Parts Sales                 | 1,000 SF        | 5.98           |
| 848           | Tire Store                             | 1,000 SF        | 4.15           |
| 850           | Supermarket                            | 1,000 SF        | 9.48           |
| 851           | Convenience Market (Open 24 Hours)     | 1,000 SF        | 52.41          |
| 852           | Convenience Market (Open 15-16 Hours)  | 1,000 SF        | 34.57          |
| 853           | Convenience Market with Gasoline Pumps | 1,000 SF        | 50.92          |
| 854           | Discount Supermarket                   | 1,000 SF        | 8.34           |
| 857           | Discount Club                          | 1,000 SF        | 4.18           |
| 860           | Wholesale Market                       | 1,000 SF        | 0.88           |
| 861           | Sporting Goods Superstore              | 1,000 SF        | 1.84           |
| 862           | Home Improvement Superstore            | 1,000 SF        | 2.33           |
| 863           | Electronics Superstore                 | 1,000 SF        | 4.50           |
| 864           | Toy / Children's Superstore            | 1,000 SF        | 4.99           |
| 866           | Pet Supply Superstore                  | 1,000 SF        | 3.38           |
| 867           | Office Supply Superstore               | 1,000 SF        | 3.40           |
| 875           | Department Store                       | 1,000 SF        | 1.87           |

| Code            | Description                                                          | Unit of Measure   | Trips Per Unit |
|-----------------|----------------------------------------------------------------------|-------------------|----------------|
| 876             | Apparel Store                                                        | 1,000 SF          | 3.83           |
| 879             | Arts and Craft Store                                                 | 1,000 SF          | 6.21           |
| 880             | Pharmacy / Drugstore without Drive-Through Window                    | 1,000 SF          | 8.4            |
| 881             | Pharmacy / Drugstore with Drive-Through Window                       | 1,000 SF          | 9.91           |
| 890             | Furniture Store                                                      | 1,000 SF          | 0.45           |
| 896             | DVD/Video Rental Store                                               | 1,000 SF          | 13.60          |
| <b>SERVICES</b> |                                                                      |                   |                |
| 911             | Walk-In Bank                                                         | 1,000 SF          | 12.13          |
| 912             | Drive-In Bank                                                        | 1,000 SF          | 24.30          |
| 918             | Hair Salon                                                           | 1,000 SF          | 1.93           |
| 925             | Drinking Place                                                       | 1,000 SF          | 11.34          |
| 931             | Quality Restaurant                                                   | 1,000 SF          | 7.49           |
| 932             | High-Turnover (Sit-Down) Restaurant                                  | 1,000 SF          | 11.15          |
| 933             | Fast Food Restaurant without Drive-Through Window                    | 1,000 SF          | 26.15          |
| 934             | Fast Food Restaurant with Drive-Through Window                       | 1,000 SF          | 33.84          |
| 935             | Fast Food Restaurant with Drive-Through Window and No Indoor Seating | 1,000 SF          | 153.85         |
| 936             | Coffee / Donut Shop without Drive-Through Window                     | 1,000 SF          | 40.75          |
| 937             | Coffee / Donut Shop with Drive-Through Window                        | 1,000 SF          | 42.8           |
| 938             | Coffee / Donut Shop with Drive-Through Window and No Indoor Seating  | 1,000 SF          | 75             |
| 940             | Bread / Donut / Bagel Shop with Drive-Through Window                 | 1,000 SF          | 18.99          |
| 941             | Quick Lubrication Vehicle Shop                                       | Service Bays      | 5.19           |
| 942             | Automobile Care Center                                               | 1,000 SF          | 3.11           |
| 943             | Automobile Parts and Service Center                                  | 1,000 SF          | 4.46           |
| 944             | Gasoline / Service Station                                           | Fueling Positions | 13.87          |
| 945             | Gasoline / Service Station with Convenience Market                   | Fueling Positions | 13.51          |
| 946             | Gasoline / Service Station with Convenience Market and Car Wash      | Fueling Positions | 13.94          |
| 947             | Self Service Car Wash                                                | Stalls            | 5.54           |
| 948             | Automated Car Wash                                                   | 1,000 SF          | 14.12          |
| 950             | Truck Stop                                                           | 1,000 SF          | 13.63          |

**Note: All land uses in the 800 and 900 series are entitled to a "passby" trip reduction of 60% if less than 50,000 ft<sup>2</sup> or a reduction of 40% if equal to or greater than 50,000 ft<sup>2</sup>.**

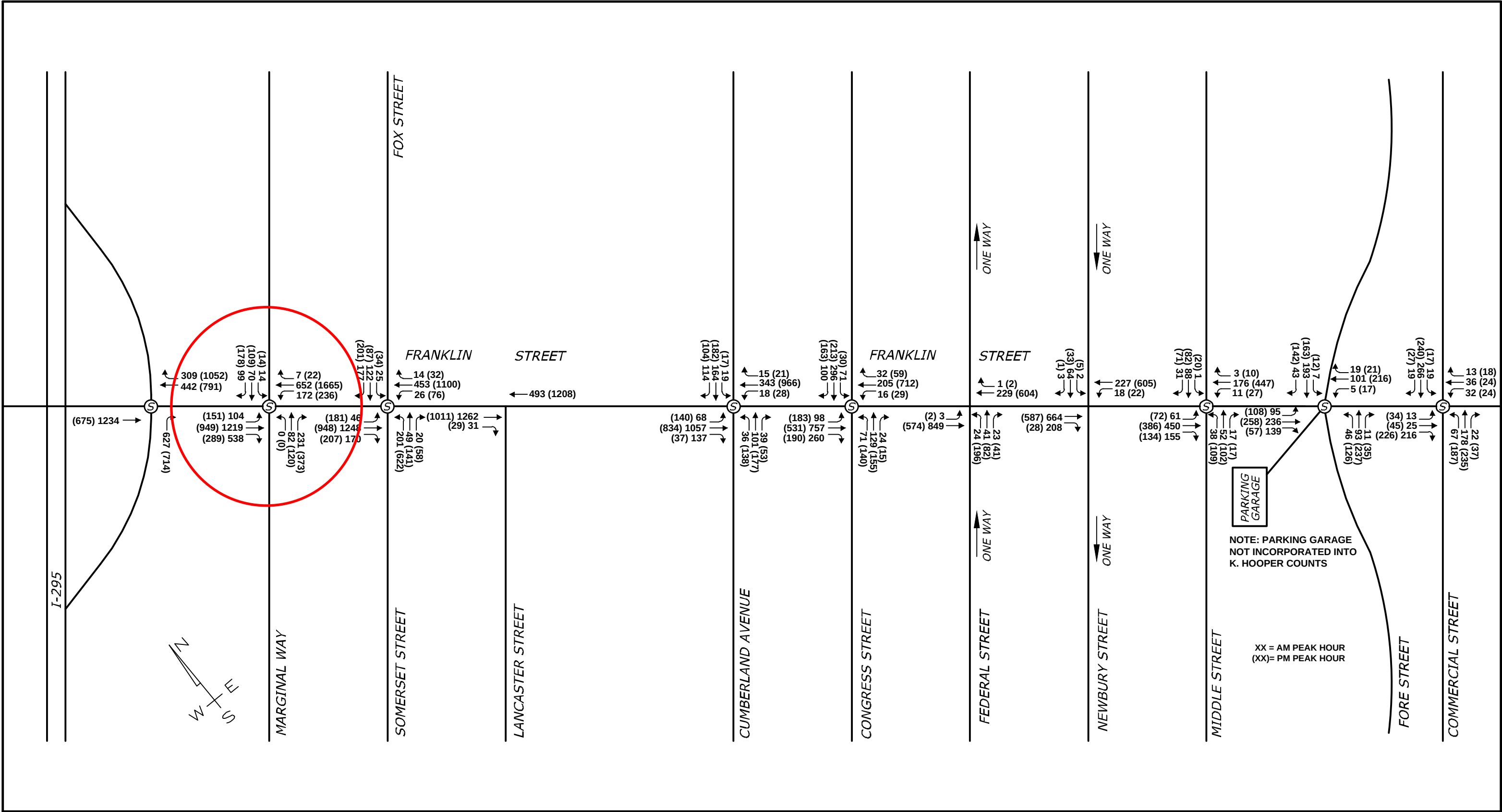
\* Approximated by 10% of Weekday average rate.

Urban Street #1 - 2035 Design Hour Volumes



FRANKLIN STREET, PORTLAND, MAINE

# Urban Street #2 - 2035 Design Hour Volumes



FRANKLIN STREET, PORTLAND, MAINE



**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Helen Donaldson <HCD@portlandmaine.gov>  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>  
**Date:** 2/16/2015 10:04 AM  
**Subject:** 89 Anderson Street - Preliminary Traffic Comments

Hi Nell - The following represents my preliminary traffic comments for the project.

- \* The parking area has several dimensional elements that do not meet City standards and my specific comments are noted below:
  - o Parking aisle widths are less than 24 feet and do not meet standards. In general the project is providing an aisle width of 23 feet and therefore it is nearly meeting the required standard. However, the project is also assuming a significant percentage of compact parking spaces and thus in combination I do have some concerns. The applicant should provide additional auto-turn graphics for a representative sample of the parking spaces.
  - o The City does not allow vehicle overhang as part of meeting dimensional parking stall size standards. Accordingly, it should not be assumed as part of the engineering evaluation. The length of a parking space shall be assumed to be 16 feet.
  - o The proposed project exceeds the allowable percentage of compact spaces according to City standards. The applicant should provide information that supports this request.
  - o The layout includes a parking space located at the garage entrance. This space is extremely difficult to enter and exit. The applicant has provided a auto-turn graphic for this space, but I need to review further.
- \* The applicant is proposing a driveway that will be 18-feet wide at the garage door opening. Given low traffic volumes entering and exiting the project and slow speeds and low traffic volumes on Everett Street, I support a waiver from the City's driveway width standard.
- \* I have reviewed the sidewalk design in respect to conformance with the Anderson Street Neighborhood Byway Project. The proposed plan generally matches the plan, but the applicant shall review the handicap ramp design to ensure there is adequate maneuvering space at the top of the ramp and thus meets ADA standards.
- \* The proposed driveway location meets City corner clearance standards and accordingly I find it to be acceptable.
- \* A detailed traffic signal warrant analysis was conducted at the Washington Avenue/Walnut Street/Fox Street intersection. The methods and analyses meet those contained in the Manual on Uniform Traffic Control Devices, Federal Highway Administration and I find them to be acceptable. The conclusion uses existing traffic volumes and concludes that a traffic signal is not warranted under current October 2014 traffic volume conditions. Based upon a detailed review of the warrant analysis, a warrant is closely met, and in my professional opinion, given development growth activity in the area, a traffic signal is likely to be needed in the future. Given both safety and capacity needs at this location, the applicant will be required to make a monetary contribution to this intersection. I will provide a contribution estimate in the future.
- \* The applicant conducted a trip generation analysis assuming the commercial space is occupied by a Specialty Retail use and therefore would add approximately 8 vehicles to the road system during the PM Peak hour. If the commercial space is assumed to be a High-Turnover restaurant, 32 additional PM peak hour trips can be expected. I would note that not all of this traffic would be new and in fact a reduction in trips is likely given the projects urban location. The applicant notes that the original traffic study did not account for a reduction of vehicle trips due to the elimination of the 3C's business. I concur with the applicant that when considering this trip credit, the level of service analysis conclusion should remain valid (that the intersection will operate at a very good level of service), even under a restaurant use assumption. With that said, the applicant shall provide a final estimate of traffic generation according to proposed land uses.
- \* The applicant shall provide an evaluation of on-street parking recommendations along their property frontages. It should be noted that the project will require changes to the Traffic Schedule for on-street parking regulations and thus will require City Council approval. The applicant shall be responsible for providing supporting documentation as part of the City Council review packet.
- \* The applicant shall provide a construction management plan for review and approval.
- \* The applicant shall provide a final parking plan for the project for review and approval.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
 Senior Associate  
 Traffic Engineering Director  
 [T.Y. Lin International]T.Y. Lin International  
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 Falmouth, ME 04105  
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## MEMORANDUM



**TO:** Nell Donaldson, Planner  
**FROM:** David Senus, P.E.  
**DATE:** February 13, 2015  
**RE:** 89 Anderson Street, Preliminary Level III Site Plan Application

Woodard & Curran has reviewed the Preliminary Level III Site Plan Application for the proposed mixed-use development located at 89 Anderson Street in Portland, Maine. The project involves the construction of a mixed-use building that will provide 53 residential apartments and a first floor restaurant and commercial uses.

### Documents Reviewed by Woodard & Curran

- Preliminary Level III Site Plan Application and attachments, dated January 15, 2015, prepared by Redfern Properties, LLC.
- Preliminary Engineering Plans, Sheets C-01, C-02, EX, C-10, C-20, C-30, C-40, C-41, C-42, C-43, & C-44, dated December 5, 2014, prepared by Acorn Engineering, Inc., on behalf of Redfern Properties, LLC.

### Comments

- 1) 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: The Applicant has provided an Erosion Control Plan to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500; however, the locations of proposed erosion control measures, such as inlet protection devices, should be noted on Sheet C-30.
  - b) General Standard: The project will result in a net decrease in impervious area of approximately, 2,336 square feet; as such, the project is not required to include specific stormwater management features for stormwater quality control.
  - c) Flooding Standard: The project will result in a net decrease in impervious area of approximately, 2,336 square feet; as such, the project is not required to include specific stormwater management features to control the rate of stormwater runoff from the site.
- 2) Final site plans must be stamped by a professional engineer (Section 14-527, sub-section (f) of the City of Portland Land Use Ordinance).
- 3) The General Note on Sheet C-30 refers to the Structural Engineer's Plans for retaining wall design and temporary soil restraint measures. At this time, it does not appear that the Structural Engineer's Plans have been received. The Applicant should also clarify whether a geotechnical evaluation of the proposed retaining wall has been performed.
- 4) The Applicant has provided a letter from the Portland Water District dated December 17, 2014, confirming that the District has the capacity to serve the proposed project; however, the Applicant should note that the letter does not constitute approval of the project and that review and approval of the final plans by PWD is required.
- 5) The Applicant has submitted a request to confirm the ability to serve the project's sewer demands to the City of Portland Department of Public Services; the Applicant should provide a letter documenting the Department's approval upon receipt.
- 6) The Applicant has provided a Snow Storage Plan; however the plan does not appear to specify proposed snow storage locations. The Applicant should clarify.



- 7) The grading plan (C-30) indicates some spot grades, but the existing contour elevations are unclear and it is unclear how proposed grades will tie into existing grades. The Applicant should clarify.
- 8) The Applicant has provided a sloped granite curb detail; the Applicant should clarify where sloped granite curb is proposed.
- 9) The Applicant has provided a "City of Portland Typical Pipe Trench Detail" (Sheet C-42), and a separate "Storm Drain, Sewer, and Water Typical Trench Section Detail" (Sheet C-43). The Applicant should clarify where these two details are to be used. The "City of Portland Typical Pipe Trench Detail" should be utilized for all storm drain and sewer pipe work within the City Right-of-Way.
- 10) The Applicant proposes to demolish and plug the existing sewer service in Fox Street; the Applicant should provide a masonry plug detail.
- 11) It is unclear how / where the roof drains are connected to the storm drain system.
- 12) There is an insufficient number of drainage inlets proposed within the site, and the proposed grading to direct drainage to these inlets is not properly detailed on C-30. Additional attention is needed with regard to drainage and grading within the site.

February 12, 2015

To: Nell Donaldson  
Barbara Barhydt  
From: David Margolis-Pineo  
Re: 89 Anderson Street - 53 Unit Apartment Building – Jonathan Culley

The Department of Public Services has the following preliminary comments for this proposed project.

1. Please add State Plane Coordinates to the four property corners to be set. This was a well done plan. Thank you.
2. The proposed grease interceptor is shown within the street right of way. This will require an easement from the City. Please contact Frank Brancely [FJB@portlandmaine.gov](mailto:FJB@portlandmaine.gov) 874-8832 for design guidance or questions.
3. As I'm sure the Board members are aware, there is a heavily used athletic complex across Anderson Street from this proposed development. Although the adjacent basketball courts do not have lights, in the summer, kids sometimes play by the street lights well into the night. Profanity is currently a common complaint around such playgrounds. With proposed decks on the upper floors facing the ground, future complaints can be expected. The Board may choose to discuss how to address this issue.
4. Please indicate where roof drainage is being directed.

We have no further questions at this time.



**From:** Bruce Hyman  
**To:** Helen Donaldson  
**CC:** Barbara Barhydt; David Margolis-Pineo; Tom Errico  
**Date:** 2/17/2015 11:48 AM  
**Subject:** Re: Fwd: 89 Anderson St - Dev Rev Comments - Internal Staff Review Comments: Bruce Hyman

My comments are as follows:

What is the dashed line around the sidewalk nearest to the Fox-Anderson St intersection meant to imply?

**Sheet C-10:**

Each curb ramp need to show more specific detail as to their construction and not defer to the 'Details' to ensure constructability and meeting ADA/City Technical Standards - none currently do meet them nor show sufficient detail to ensure constructability

- all of the curb ramp flares/tip-downs are too short for new construction
- the 2 ramps on Anderson Street are not perpendicular to the curb
- the 1 ramp on Fox Street street does not have a minimum 4' wide landing at the top, requiring sidewalk users to traverse the flares of the ramps - if necessary, the entire sidewalk should ramp down to the curb ramp to provide a maximum 2% cross-slope and ramp slope within the curb ramp

The curb ramp on Fox Street should be relocated to provide a perpendicular/shortened crossing across Fox Street.

The bike rack on Anderson St should be installed parallel to the curb a minimum of 24" but ideally 30" or 36" from the back of curb

Ideally at least a second bike rack should be installed near the Commercial 2 and Commercial 3 storefront areas to provide bicycle parking for their customers - this could be offset by a reduction to the interior/resident bicycle parking

A detail should be provided that shows the layout of the interior bicycle parking

Driveway: the construction detail and plan view (Sheet C-10) should show how the driveway will provide the required ADA-compliant accessible pedestrian route across the driveway (max 2% cross-slope) - if needed, this can be accomplished by having a steeper slope for the first 2'-3' of the driveway (where it meets the street) and then a maximum cross-slope of 2% for the 4'-5' closest to the building.

**Sheet C-30**

This sheet should document the required ADA-compliant pedestrian access route (max 2% cross-slope) will be attained along the project's frontage within the public ROW, and if not, provide any required easements to meet the requirements

**Sheet C-40**

Bicycle rack installation: the detail specifies a 'surface mount' bicycle rack within a brick sidewalk. The detail should specify how this is to be accomplished (e.g., concrete/sonotube base?)

Please do not hesitate to contact me if you require any additional information.

Bruce

**Bruce Hyman**  
Transportation Program Manager

City of Portland  
Dept. of Planning and Urban Development  
389 Congress Street, Rm 312 (temp.)  
Portland, Maine 04101  
(207) 874-8717 (temp.) office

bhyman@portlandmaine.gov  
www.portlandmaine.gov

**From:** Jeff Tarling  
**To:** Helen Donaldson  
**Date:** 2/11/2015 2:20 PM  
**Subject:** Re: 89 Anderson

Hi Nell -

The 89 Anderson Street 'Tree & Landscape' review and recommended conditions of approval :

**a) Street-trees** - the project proposes to plant 12 Red Maple trees, we would recommend that the cultivars be an upright variety such as 'Karpick', 'Bowhall' or 'Armstrong' Red Maple if they are in the public way. The tree location on Anderson Street near Everett Street should be located at least 15' from any utility pole to avoid future overhead utility / tree conflicts.

Tree planter detail - the proposed treatment of the planter should be from the City standards or approved equal.

**b) Parking Court** - the parking court area is in need of at least two trees in the center island, these two trees will help shade the parking lot paved surface. The proposed Bearberry planting should be 3 gallon size vs the very tiny 1 gallon size or at least a mix of the two. The proposed Public Art Privacy Screen should be adequate to screen the parking area and should cover both the Fox Street and the space to the Northeast of the parking lot.

**c) Contribution to City Tree Fund** - the project proposes to contribute funds to the Portland Tree fund, see note below.

Overall the proposed plan is acceptable with the recommended conditions.

Thanks,

Jeff

1. **Parking Lot Landscaping** – The applicant is requesting a waiver to the Parking Lot Landscaping requirements. Given the urban setting it is anticipated that the final landscaping plan will not provide the required 11 trees and 33 shrubs within the project limits. See landscaping plan(s) for more information. The applicant is prepared to contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.

2. **Street Trees** – The applicant is requesting a waiver to the Street Trees requirements. 53 street trees are required, to be spaced at 30-45 feet apart. The preliminary design includes 12 trees and maintains a spacing between 30 and 45-feet that does not hinder intersection site lines, utilities, windows, entrances and/or aesthetics. The design increases the number of existing street trees from 2 to 12. The applicant is prepared to contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.

Jeff Tarling  
 Portland Public Services - City Arborist  
 55 Portland Street  
 Portland, ME. 04101  
 (207) 874.8820  
 jst@portlandmaine.gov

>>> Helen Donaldson 2/11/2015 12:58 PM >>>  
 Jeff,

You've been busy lately!

Can you take a look at the attached plan for 89 Anderson when you get a chance? It's 53 apartment units, and they're asking for a couple of landscaping waivers (see second attachment) that I need you to weigh in on. They're also providing minimal landscaping around the building - there's a Fairpoint Communications box at the corner of Anderson and Everett that could use some work. It's pretty ugly (see third attachment, the rendering). I would love to have your thoughts.

Thanks,  
Nell

**From:** Craig Messinger  
**To:** Helen Donaldson  
**Date:** 2/11/2015 1:00 PM  
**Subject:** Comments

Hi Nell,

89 Anderson street: For our purposes this NFPA 13 Sprinkler system.  
Will require full fire alarm system, with appropriate protection in the apartments.  
I believe this will suffice for now,  
Craig

380 Congress st  
Portland Maine 04101  
874-8400

## Planning and Urban Development Department Planning Division

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**Subject:** B-1b Design Review – 89 Anderson Street

**Written by:** Caitlin Cameron, Urban Designer

**Date of Review:** Wednesday, February 11, 2015

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On Monday, February 8<sup>th</sup>, the proposed new construction of a multi-family dwelling project at 89 Anderson Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Alex Jaegerman, Planning Division Director all within the Planning Division. The project was reviewed against the *B-1b Commercial Business Zones Standards* (Section (d) of the Design Manual) as well as the *Two-family, Special Needs Independent Living Units, Multiple-family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters Standards* (Section (i) of the Design Manual).

### Findings of the Design Review:

#### Outstanding Questions/Comments:

1. There are some outstanding concerns regarding the screening/landscaping of the site at the parking area, commercial storefront area, and the Fairpoint service box.
2. Where “public art” is indicated on the Fox Street elevation, staff would prefer to see better-defined plans for this wall. Use of an architectural metal screen (one example is Bok Modern <http://bokmodern.com/>) is preferred for visual interest as well as some level of visual transparency. This type of product could also be used for gates, balcony railings, and screening of the Fairpoint service area.
3. Service entry to the parking area/service area should be a double door or gate to better accommodate service needs.
4. Consider roll-up overhead doors for the two commercial spaces to allow for flexibility of use in keeping with the types of uses in the adjacent Light Industrial zone.

### Design Review Comments (*red text denotes standards that are not met*):

#### **(d) B-1b Commercial Business Zones**

*Standard (1) a. Urban Street Wall* – Met – Project is located on or near the property line and creates strong street walls on all street-facing facades.

*Standard (1) b. Mixed Uses* – Met – Project is both mixed-use and multi-storied.

*Standard (1) c. Building Entrances* – Met – Primary building entrances are oriented to the street.

*Standard (1) d. Windows* – Met – Ground floor street frontage has an adequate amount of fenestration and at a level that provides views into the building.



*Standard (1) e. Façade Character* – Street-facing facades are oriented to and/or adjacent to public sidewalk. Design of the parking screen should provide visual interest since it is located at ground level of an active street.

*Standard (1) f. Building Design* – Overall, the building design is compatible with the surrounding context in its scale, roof pitch, and fenestration. Adjust fenestration on Fox Street elevation top floor to have vertical alignment/local symmetry with fenestration below.

*Standard (1) g. Building Materials* – Dark or black masonry is not compatible with the surrounding uses, especially the residential uses – select a masonry finish that corresponds to the predominant character of the neighborhood. All other material choices seem appropriate and in character with the surrounding context. Please provide more information about the metal siding proposed (gauge, scale).

*Standard (1) h. Building Scale* – The building scale is compatible with the three residential buildings in the same block. The building scale on Everett Street is at least two stories taller than the residential buildings across the street. The placement of the materials does help mitigate the scale difference between the proposed building and the neighboring residential blocks on Everett Street.

*Standard (1) i. Landscaping and Buffers*

- More information is needed about the design of the wall/fence screening the parking on Fox Street.
- On Anderson Street, the proposed landscaping interferes with the active façade of the two commercial spaces. Staff recommends a more vertical landscaping treatment between the fenestration in this area to create a higher level of visual and physical connection to the commercial spaces from the street. Landscaping should not be placed in front of the windows of the commercial spaces.
- Staff finds that the screening of the Fairpoint access box is not adequate and recommends a full screen with gate.

## **Appendix 2: Development in the B-1, B-1b, B-2, B-2b**

*Standard 1: Building Location and Form* – Met – Building matches surrounding context in its relationship to the street which contributes positively to the streetscape. Building contributes to the street wall with its position, form, and height.

*Standard 2: Building Function* – Met – Proposed project is mixed-use.

*Standard 3: Orientation of Buildings and their Entrances to the Street* – Entry orientation is to the street. Entries to commercial spaces can be made more prominent and obvious with the use of features such as signage, canopies, or lights.

*Standard 4: Windows* – Met – Project provides a high level of fenestration facing street.

*Standard 5: Building Character, Detail, Scale, and Graphic Qualities* – See comments in Standard (d) above.

*Standard 6: Signage and Building Entrances* – Met – Primary building entrances are at the pedestrian-scale.

*Standard 7: Development Relationship to Street* – Met – Building is located at street line.

*Standard 8: Parking Lots* – Met – Parking lot is screened with a wall at the public street edge.

***(i) Two-family, Special Needs Independent Living Units, Multiple-Family, Lodging Houses, Bed and Breakfasts, and Emergency Shelters***

*Standard 1* – The street-facing façades provide a high level of fenestration and visual interest with façade variation, changes in materials, and projecting balconies. The form, scale, and roof line are consistent with and complement the surrounding residential context. **Adjust fenestration on Fox Street elevation top floor to have vertical alignment/local symmetry with fenestration below.**

*Standard 2* – Met – The building is consistent with the surrounding context in its orientation to and relationship with the street. The project is successful at its gateway location and transitioning between industrial and residential neighborhoods.

*Standard 3* – Met – The project provides a balcony for each unit.

*Standard 4* – Met – The project has a high level of fenestration and storage.

*Standard 5* – **More information is needed about the design of the wall/fence screening the parking on Fox Street.**

*Standard 6* – Not Applicable

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Helen Donaldson <HCD@portlandmaine.gov>  
**CC:** David Margolis-Pineo <DMP@portlandmaine.gov>, Katherine Earley <KAS@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>  
**Date:** 9/17/2014 7:09 PM  
**Subject:** 89 Anderson Street - Preliminary Traffic Review

Hi Nell - I have reviewed the traffic study prepared by Bill Bray, P.E. for the project, responded to some neighborhood comments, and provided a trip generation comparison summary between the existing and proposed land use zones. The following presents my comments.

- The study collected traffic volumes at the Washington Avenue/Fox Street/Walnut Street intersection during the summer time period and not when area schools were in session. It is requested that the traffic counts be updated to include school activity.

- A estimated traffic signal warrant evaluation was conducted at the Washington Street/Fox Street/Walnut Street intersection and could not conclusively determine whether a traffic signal should be installed. The applicant should conduct a full comprehensive traffic signal warrant study and render a decision on traffic signalization.

- The traffic study should be revised to account for all development land uses. It is my understanding that a restaurant is being proposed and therefore should be included in the analysis.

- It should be noted that the traffic study assumed access and egress from the parking lot for the project is via a driveway on Everett Street. I find this to be acceptable.

- Given that the Washington Avenue/Fox Street/Walnut Street intersection is a High Crash Location, the applicant should expect to participate in implementation of mitigation improvements at this location.

- There have been concerns expressed regarding sight distance adequacy at the Fox Street/Anderson Street intersection. Given that all movements must stop, I find sight distance conditions to be acceptable.

- There have been concerns expressed regarding the geometric alignment of the Fox Street/Anderson Street intersection (the northerly Anderson Street approach) and that it is non-compliant from an intersection design perspective. The existing configuration of the intersection does make two specific movements difficult from a turning perspective. The right-turn movement from westbound Fox Street and the left-turn movement from southbound Anderson Street. Because these two movements are low volume turns, crash data has not identified any safety problems, and that it is a four-way STOP intersection, I do not find the geometry to be a concern.

- There have been concerns raised regarding the width of Fox Street and general overall safety given traffic volume increases, on-street parking, etc. Fox Street east of Anderson Street is approximately 30 feet wide. Parking is permitted on both sides of the street. Assuming parking lane widths of 7 feet, 16 feet of travel width would be available under a worst-case condition (where cars are parked opposite each other). This width issue should be reviewed further in respect the most appropriate layout of travel lanes and parking lanes for Fox Street.

- I have conducted a trip generation comparison analysis between the existing and proposed zoning. Based upon information provided by you, the two zoning scenarios will consist of the following with the associated AM and PM peak hour traffic volumes (combined entering and exiting):

§ Existing Zoning - 20 Residential Units

- o AM Peak Hour - 10 vehicles
- o PM Peak Hour - 12 vehicles

§ Proposed Zoning - 53 Residential Units and 5,255 square feet of Office Space

- o AM Peak Hour - 37 vehicles
- o PM Peak Hour - 43 vehicles

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
 Senior Associate  
 Traffic Engineering Director  
 [T.Y. Lin International]T.Y. Lin International  
 12 Northbrook Drive  
 Falmouth, ME 04105  
 207.781.4721 (main)  
 207.347.4354 (direct)

207.400.0719 (mobile)  
207.781.4753 (fax)  
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>  
Visit us online at [www.tylin.com](http://www.tylin.com)<http://www.tylin.com>  
Twitter | Facebook | LinkedIn | YouTube

"One Vision, One Company"

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**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Helen Donaldson <HCD@portlandmaine.gov>  
**CC:** Katherine Earley <KAS@portlandmaine.gov>, David Margolis-Pineo <DMP@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>  
**Date:** 11/5/2014 4:27 PM  
**Subject:** 89 Anderson Street

Nell - The following presents my comments as it relates to the analysis prepared by Bill Bray, P.E. transmitted to the City by email on Monday November 3, 2014.

\* A detailed traffic signal warrant analysis was conducted at the Washington Avenue/Walnut Street/Fox Street intersection. The methods and analyses meet those contained in the Manual on Uniform Traffic Control Devices, Federal Highway Administration and I find them to be acceptable. The conclusion uses existing traffic volumes and concludes that a traffic signal is not warranted under current October 2014 traffic volume conditions. Based upon a detailed review of the warrant analysis, a warrant is closely met, and in my professional opinion, given development growth activity in the area, a traffic signal is likely to be needed in the future. Given both safety and capacity needs at this location, the applicant will likely be required to make a monetary contribution to this intersection as part of Site Plan conditions of approval.

\* It was noted previously that traffic counts at the Washington Avenue/Walnut Street/Fox Street intersection should be conducted during school time periods. The applicant has updated counts and I have no further comment.

\* It was previously noted that the applicant should consider the traffic impact of the proposed commercial space on the area transportation system. The applicant conducted a trip generation analysis assuming the space is occupied by a Specialty Retail use and therefore would add approximately 8 vehicles to the road system during the PM Peak hour. If the 2,780 square foot space is assumed to be a High-Turnover restaurant, 32 additional PM peak hour trips can be expected. I would note that not all of this traffic would be new and in fact a reduction in trips is likely given the projects urban location. The applicant notes that the original traffic study did not account for a reduction of vehicle trips due to the elimination of the 3G's business. I concur with the applicant that when considering this trip credit, the level of service analysis conclusion should remain valid (that the intersection will operate at a very good level of service), even under a restaurant use assumption.

\* It was previously noted that the traffic counts consider the volume impact of recreation events at the East Bayside Athletic Facility. The applicant attempted to collect the requested information, but due to weather issues, was unable to capture traffic volumes that included field event motorists/pedestrians. I concur with the applicant that the level of service conditions at the Fox Street/Anderson Street intersection would not be expected to degrade substantially and acceptable levels of service would be expected with field activities.

\* Per previous comments, the applicant conducted a traffic count on a Friday to capture traffic and pedestrian demand from the Mosque located on Anderson Street north of Fox Street. I concur that based upon the count, the level of service conclusions provided in the original traffic study would not be substantially different given added Mosque related traffic. I would note that the applicants analysis did highlight the heavy pedestrian demand that travels through this intersection and I would note that Phase 1 of the City's Anderson Street Neighborhood By-Way project is proceeding with the project expected to begin before the end of the year. The Phase 1 project primarily consists of improving pedestrian facilities at the Fox Street/Anderson Street intersection.

\* I have reviewed the concept site plan graphic provided by the applicant and concur that it provides details that represent elements of the Anderson Street Neighborhood By-Way project. It should be noted that the By-Way project is not implementing any improvements to the 89 Anderson Street corner, with the assumption that a future project will be disturbing this corner. The details provided on the graphic for the 89 Anderson Street corner generally seem acceptable, but adjustments can be expected during the design and site plan approval process.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE  
 Senior Associate  
 Traffic Engineering Director  
 [T.Y. Lin International]T.Y. Lin International  
 12 Northbrook Drive  
 Falmouth, ME 04105  
 207.781.4721 (main)  
 207.347.4354 (direct)  
 207.400.0719 (mobile)  
 207.781.4753 (fax)  
 thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>  
 Visit us online at [www.tylin.com](http://www.tylin.com)<http://www.tylin.com>  
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Fax: 207-221-2822  
[www.redfernproperties.com](http://www.redfernproperties.com)

January 21, 2014

Nell Donaldson  
Planning Division, City of Portland  
389 Congress Street, 4<sup>th</sup> Floor  
Portland, ME 04101

Re: 89 Anderson Street, Level III Site Plan Application

Dear Nell:

Please find attached the Preliminary Level III Site Plan Application related to our proposed mixed-use development at 89 Anderson Street. As you are aware, the project contemplates 53 market rate rental apartments on Floors 2-4, with either 2 or 3 commercial suites on the ground floor, including a restaurant on the corner.

The project is designed to incorporate 'smart growth' principles and a high standard for energy efficiency. Additionally, we have spent a great deal of time and effort refining the architectural design to achieve objectives related to context and scaling.

Attached to this application, please find the following documents:

1. Completed Application Form (6 pages)
2. Evidence of Right, Title, & Interest – Purchase & Sale Agreement (5 pages)
3. Evidence of State and/or Federal Permits (1 page)
4. Zoning Analysis (1 page)
5. Summary of Easements – Fairpoint Easement (3 pages)
6. Written Requests for Waivers (2 pages)
7. Evidence of Financial & Technical Capacity (2 pages)
8. Boundary Survey (1 page)
9. Civil Engineer Cover Letter (2 pages)
10. Site Plan/Civil Engineering Drawings (11 pages)
11. Preliminary Stormwater Management Plan (43 pages)
12. Preliminary Erosion Control Plan (13 pages)
13. Preliminary Landscape Plan (1 page)
14. Capacity to Serve Letters (5 pages)
15. Architectural Drawings, including elevation (4 pages)
16. Summary of Fire Safety (1 page)
17. Architectural Design Narrative (3 pages)
18. Architectural Renderings – Before and After Images (15 pages)

Additionally, a detailed Traffic Analysis has been submitted previously, as part of our earlier Zoning Map Amendment Application.

We look forward to working with the City of Portland to achieve a successful project. Please do not hesitate me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jonathan Culley', with a stylized flourish at the end.

Jonathan Culley  
Redfern Properties LLC  
Redfern Bayside LLC

Portland, Maine



Yes. Life's good here.

Jeff Levine, AICP, Director  
Planning & Urban Development Department

### **Electronic Signature and Fee Payment Confirmation**

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:

- ☒ Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.
- ☐ I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature: \_\_\_\_\_

1/22/2015

Date: \_\_\_\_\_

I have provided digital copies and sent them on: 1/22/2015

1/22/2015

Date: \_\_\_\_\_

NOTE: All electronic paperwork must be delivered to [buildinginspections@portlandmaine.gov](mailto:buildinginspections@portlandmaine.gov) or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3<sup>rd</sup> Floor, Room 315.



## **Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine**

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

### **Level III: Site Plan Development includes:**

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

**Planning Division**  
Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8719

**Office Hours**  
Monday thru Friday  
8:00 a.m. – 4:30 p.m.

**PROJECT NAME:** 89 Anderson Apartment

**PROPOSED DEVELOPMENT ADDRESS:**

89 Anderson Street, Portland

**PROJECT DESCRIPTION:**

Mixed-use building with ground floor commercial (2-3 suites) and 53 residential rental apartments on floors 2-4.

**CHART/BLOCK/LOT:** 12-I-1-5

**PRELIMINARY PLAN** \_\_\_\_\_ (date)

**FINAL PLAN** \_\_\_\_\_ (date)

**CONTACT INFORMATION:**

|                                                                                                                                                                                                                        |                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Redfern Bayside LLC/Jonathan Culley<br><br>Business Name, if applicable:<br><br>Address: P.O. Box 8816<br><br>City/State : Portland, ME Zip Code: 04101 | <b>Applicant Contact Information</b><br><br>Work # 207.221.5746<br><br>Home#<br><br>Cell # 207.776.9715 Fax# 207.221.2822<br><br>e-mail: jonathan@redfernproperties.com |
| <b>Owner – (if different from Applicant)</b><br><br>Name: Perigee LLC<br><br>Address: P.O. Box 4714<br><br>City/State : Portland, ME Zip Code: 04112                                                                   | <b>Owner Contact Information</b><br><br>Work # 207.874.9569<br><br>Home#<br><br>Cell # 207.838.0825 Fax#<br><br>e-mail: tim@marineelectric.biz                          |
| <b>Agent/ Representative</b><br><br>Name:<br><br>Address:<br><br>City/State : Zip Code:                                                                                                                                | <b>Agent/Representative Contact information</b><br><br>Work #<br><br>Cell #<br><br>e-mail:                                                                              |
| <b>Billing Information</b><br><br>Name: Redfern Bayside LLC<br><br>Address: P.O. Box 8816<br><br>City/State : Portland, ME Zip Code: 04104                                                                             | <b>Billing Information</b><br><br>Work # 207.221.5756<br><br>Cell # 207.776.9715 Fax# 207.221.2822<br><br>e-mail: jonathan@redfernproperties.com                        |



|                                                                                                                                               |                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineer</b><br>Name: Acorn Engineering/Will Savage<br>Address: 158 Danforth St<br>City/State : Portland, ME      Zip Code: 04104          | <b>Engineer Contact Information</b><br>Work # 207.775.2655<br>Cell # 207.317.1884      Fax# 207.358.7979<br>e-mail: wsavage@acorn-engineering.com |
| <b>Surveyor</b><br>Name: Nadeau Land Surveys<br>Address: 918 Brighton Ave.<br>City/State : Portland, ME      Zip Code: 04102                  | <b>Surveyor Contact Information</b><br>Work # 207.878.7870<br>Cell #      Fax# 207.878.7871<br>e-mail: jim@nadeaulandsurveys.com                  |
| <b>Architect</b><br>Name: Ryan Senatore Architecture<br>Address: 565 Congress St, Suite 304<br>City/State : Portland, ME      Zip Code: 04101 | <b>Architect Contact Information</b><br>Work # 207.650.6414<br>Cell # 207.650.6414      Fax#<br>e-mail: ryan@senatorearchitecture.com             |
| <b>Attorney</b><br>Name: Eben Adams/Pierce Atwood<br>Address: 254 Commercial Street<br>City/State : Portland, ME      Zip Code: 04101         | <b>Attorney Contact Information</b><br>Work # 207.791.1175<br>Cell #      Fax# 207.791.1350<br>e-mail: eadams@pierceatwood.com                    |

#### APPLICATION FEES:

**Check all reviews that apply. (Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Level III Development (check applicable reviews)</b><br><input checked="" type="checkbox"/> Less than 50,000 sq. ft. (\$500.00)<br><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000)<br><input type="checkbox"/> 100,000 – 200,000 sq. ft. (\$2,000)<br><input type="checkbox"/> 200,000 – 300,000 sq. ft. (\$3,000)<br><input type="checkbox"/> over \$300,00 sq. ft. (\$5,000)<br><input type="checkbox"/> Parking lots over 11 spaces (\$1,000)<br><input type="checkbox"/> After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br><input type="checkbox"/> Planning Staff Review (\$250)<br><input type="checkbox"/> Planning Board Review (\$500)<br><br>The City invoices separately for the following: <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees. | <b>Other Reviews (check applicable reviews)</b><br><input type="checkbox"/> Traffic Movement (\$1,000)<br><input type="checkbox"/> Stormwater Quality (\$250)<br><input checked="" type="checkbox"/> Subdivisions (\$500 + \$25/lot)<br># of Lots <u>53</u> x \$25/lot = <u>\$1,825</u><br><input type="checkbox"/> Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br># of Lots <u>    </u> x \$200/lot = <u>        </u><br><input type="checkbox"/> Other <u>                                </u><br><input type="checkbox"/> Change of Use<br><input type="checkbox"/> Flood Plain<br><input type="checkbox"/> Shoreland<br><input type="checkbox"/> Design Review<br><input type="checkbox"/> Housing Replacement<br><input type="checkbox"/> Historic Preservation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**APPLICATION SUBMISSION:**

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

**APPLICANT SIGNATURE:**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

|                                                                                                                |                        |
|----------------------------------------------------------------------------------------------------------------|------------------------|
| Signature of Applicant:<br> | Date:<br><br>1/21/2015 |
|----------------------------------------------------------------------------------------------------------------|------------------------|

| <b>PRELIMINARY PLAN (Optional) - Level III Site Plan</b> |                   |             |                                                                                                                                                                                                                                            |
|----------------------------------------------------------|-------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Checklist                                      | Planner Checklist | # of Copies | <b>GENERAL WRITTEN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                               |
| x                                                        |                   | 1           | Completed Application form                                                                                                                                                                                                                 |
| x                                                        |                   | 1           | Application fees                                                                                                                                                                                                                           |
| see cover letter                                         |                   | 1           | Written description of project                                                                                                                                                                                                             |
| x                                                        |                   | 1           | Evidence of right, title and interest                                                                                                                                                                                                      |
| x                                                        |                   | 1           | Evidence of state and/or federal approvals, if applicable                                                                                                                                                                                  |
| x                                                        |                   | 1           | Written assessment of proposed project's compliance with applicable zoning requirements                                                                                                                                                    |
| x                                                        |                   | 1           | Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site                                                                                                                     |
| x                                                        |                   | 1           | Written requests for waivers from site plan or technical standards, if applicable.                                                                                                                                                         |
| x                                                        |                   | 1           | Evidence of financial and technical capacity                                                                                                                                                                                               |
| submitted previously                                     |                   | 1           | Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)                                                                                                                                                        |
| Applicant Checklist                                      | Planner Checklist | # of Copies | <b>SITE PLAN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                                     |
| x                                                        |                   | 1           | Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                                                                                          |
| x                                                        |                   | 1           | <b>Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)</b>                                                                                                    |
| x                                                        |                   |             | Proposed grading and contours;                                                                                                                                                                                                             |
| x                                                        |                   |             | Existing structures with distances from property line;                                                                                                                                                                                     |
| x                                                        |                   |             | Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;                                                                |
| x                                                        |                   |             | Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);                                                                |
| x                                                        |                   |             | Preliminary infrastructure improvements;                                                                                                                                                                                                   |
| x                                                        |                   |             | Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;                                                                                                                                                           |
| n/a                                                      |                   |             | Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1); |
| x                                                        |                   |             | Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);                                                                                                                         |
| x                                                        |                   |             | Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;                                                                                                                             |
| x                                                        |                   |             | Exterior building elevations.                                                                                                                                                                                                              |

## PROJECT DATA

**The following information is required where applicable, in order to complete the application.**

|                                                                                                                                                                                                                          |                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| <b>Total Area of Site</b>                                                                                                                                                                                                | 23,360 sq. ft.                     |
| <b>Proposed Total Disturbed Area of the Site</b>                                                                                                                                                                         | 23,360 sq. ft.                     |
| If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland. |                                    |
|                                                                                                                                                                                                                          |                                    |
| <b>Impervious Surface Area</b>                                                                                                                                                                                           |                                    |
| Impervious Area (Total Existing)                                                                                                                                                                                         | 23,360 sq. ft.                     |
| Impervious Area (Total Proposed)                                                                                                                                                                                         | 21,024 sq. ft.                     |
|                                                                                                                                                                                                                          |                                    |
| <b>Building Ground Floor Area and Total Floor Area</b>                                                                                                                                                                   |                                    |
| Building Footprint (Total Existing)                                                                                                                                                                                      | 6,225 sq. ft.                      |
| Building Footprint (Total Proposed)                                                                                                                                                                                      | 13,334 sq. ft.                     |
| Building Floor Area (Total Existing)                                                                                                                                                                                     | 6,225 sq. ft.                      |
| Building Floor Area (Total Proposed)                                                                                                                                                                                     | 44,050 sq. ft.                     |
|                                                                                                                                                                                                                          |                                    |
| <b>Zoning</b>                                                                                                                                                                                                            |                                    |
| Existing                                                                                                                                                                                                                 | B1b                                |
| Proposed, if applicable                                                                                                                                                                                                  |                                    |
|                                                                                                                                                                                                                          |                                    |
| <b>Land Use</b>                                                                                                                                                                                                          |                                    |
| Existing                                                                                                                                                                                                                 | AUTO REPAIR AND PARKING LOT        |
| Proposed                                                                                                                                                                                                                 | RESTURANT, COMMERCIAL, RESIDENTIAL |
|                                                                                                                                                                                                                          |                                    |
| <b>Residential, If applicable</b>                                                                                                                                                                                        |                                    |
| # of Residential Units (Total Existing)                                                                                                                                                                                  | 0                                  |
| # of Residential Units (Total Proposed)                                                                                                                                                                                  | 53                                 |
| # of Lots (Total Proposed)                                                                                                                                                                                               | 1                                  |
| # of Affordable Housing Units (Total Proposed)                                                                                                                                                                           | 0                                  |
|                                                                                                                                                                                                                          |                                    |
| <b>Proposed Bedroom Mix</b>                                                                                                                                                                                              |                                    |
| # of Efficiency Units (Total Proposed)                                                                                                                                                                                   | 10                                 |
| # of One-Bedroom Units (Total Proposed)                                                                                                                                                                                  | 34                                 |
| # of Two-Bedroom Units (Total Proposed)                                                                                                                                                                                  | 9                                  |
| # of Three-Bedroom Units (Total Proposed)                                                                                                                                                                                | 0                                  |
|                                                                                                                                                                                                                          |                                    |
| <b>Parking Spaces</b>                                                                                                                                                                                                    |                                    |
| # of Parking Spaces (Total Existing)                                                                                                                                                                                     | 17+                                |
| # of Parking Spaces (Total Proposed)                                                                                                                                                                                     | 53                                 |
| # of Handicapped Spaces (Total Proposed)                                                                                                                                                                                 | 2                                  |
|                                                                                                                                                                                                                          |                                    |
| <b>Bicycle Parking Spaces</b>                                                                                                                                                                                            |                                    |
| # of Bicycle Spaces (Total Existing)                                                                                                                                                                                     | 0                                  |
| # of Bicycle Spaces (Total Proposed)                                                                                                                                                                                     | 24                                 |
|                                                                                                                                                                                                                          |                                    |
| <b>Estimated Cost of Project</b>                                                                                                                                                                                         | \$6.5 MILLION                      |





Individual Member  
Individual Membership



Specialist,  
Industrial and  
Office Real Estate

# CBRE | The Boulos Company

## CONTRACT FOR THE SALE OF REAL ESTATE

Date: 4/10/14

One Canal Plaza, Portland, ME 04101  
(207) 772-1333

RECEIVED OF: Redfern Properties LLC and/or Assigns whose mailing address is PO Box 8816, Portland ME 04112, hereinafter called the Purchaser(s), the sum of [REDACTED] as earnest money deposit and in part payment of the purchase price of the following described real estate, situated in the municipality of Portland, County of Cumberland, State of Maine and located at 25-37 Everett Street, 89-99 Anderson Street and 52-64 Fox Street being all the property owned by the Seller(s) at the above address, and described at said County's Registry of Deeds Book 24750, Page 045 and further described as: two parcels consisting of .469 +/- acre and .067 +/- acre improved by two single story commercial buildings and referenced by the City of Portland Assessor as aMap 12, Block I, Lots 1 and 5 as shown on the attached plan upon the terms and conditions indicated below:

1. PERSONAL PROPERTY: The following items of personal property are included in this sale (if applicable): n/a
2. PURCHASE PRICE: The TOTAL purchase price being [REDACTED] to be paid as follows: earnest money deposit to be paid into Escrow account upon full execution of the Contract, extension payments for Permitting and Approval, as outlined in paragraph 22, and the balance to be paid by bank check or wire transfer at Closing.
3. EARNEST MONEY/ACCEPTANCE: CBRE | The Boulos Company shall hold said earnest money in a non-interest bearing account and act as Escrow Agent until closing, unless otherwise noted in Contract; this offer shall be valid until April 10, 2014 at 4:00 PM; and, in the event of the Seller's non-acceptance, this earnest money shall be returned promptly to the Purchaser(s).
4. TITLE: That a deed, conveying good and merchantable title in accordance with standards adopted by the Maine Bar Association shall be delivered to the Purchaser(s) and this transaction shall be closed and the Purchaser(s) shall pay the balance due and execute all necessary papers on or before forty five (45) days following successful completion of inspection period (paragraph 10) and Permitting and Approvals Period (Addendum A). Purchaser agrees to provide written notice to Seller that the conditions have been waived at least five (5) days prior to the first day of the month prior to Closing so the Seller(s) can provide adequate notice to Seller(s) tenant to vacate the premises prior to Closing. If Seller(s) is unable to convey in accordance with the provisions of this paragraph, then the Seller(s) shall have a reasonable time period, not to exceed thirty (30) days, from the time the Seller(s) receives written notice of the defect, unless otherwise agreed to by both parties, to remedy the title, after which time, if such defect is not corrected so that there is merchantable title, the Purchaser(s) may, within fifteen (15) days thereafter, at Purchaser's option, declare the contract null and void and any earnest money shall be returned to the Purchaser(s) and neither party shall have any further obligation hereunder. If the Purchaser(s) does not declare the contract void within the period set forth above, the Purchaser(s) shall have waived the right to object to title. The Seller(s) hereby agrees to make a good-faith effort to cure any title defect during such period.
5. DEED: That the property shall be conveyed by a warranty deed, and shall be free and clear of all encumbrances except building and zoning restrictions of record, restrictive covenants and conditions of record and usual public utilities servicing the property and shall be subject to applicable land use and building laws and regulations.
6. POSSESSION /OCCUPANCY: Possession/occupancy of premises shall be given to Purchaser(s) immediately at closing, and the property shall be conveyed free and clear of any tenants or leases, unless otherwise agreed by both parties in writing.
7. LEASES/TENANT SECURITY DEPOSITS: Seller(s) agrees to transfer at closing to Purchaser(s) all Seller(s)' rights under the current leases to the property and all security deposits held by Seller(s) pursuant to said leases.
8. RISK OF LOSS: Until the transfer of title, the risk of loss or damage to said premises by fire or otherwise, is assumed by the Seller(s) unless otherwise agreed in writing. Said premises shall then be in substantially the same condition as at present, excepting reasonable use and wear.
9. PRORATIONS: The following items shall be prorated as of the date of closing:
  - a. Real Estate Taxes based on the municipality's tax year. Seller is responsible for any unpaid taxes for prior years.
  - b. Fuel
  - c. n/a
  - d. ~~Rents~~
  - e. Metered utilities, such as water and sewer, shall be paid by Seller(s) through the date of closing.
  - f. Purchaser(s) and Seller(s) shall each pay its transfer tax as required by the State of Maine.
10. INSPECTION PERIOD: The Purchaser(s) is encouraged to seek information from professionals regarding any specific issue of concern. Purchaser(s) acknowledges receipt of disclosure form attached hereto. The Agent makes no warranties regarding the condition, permitted use or value of the Seller's real or personal property. This Contract is subject to the following inspections, with the results being satisfactory to the Purchaser(s):



| TYPE OF INSPECTION      |                                     |                          | RESULTS<br>REPORTED | TYPE OF INSPECTION      | Seller(s)                           |                                     | RESULTS<br>REPORTED |
|-------------------------|-------------------------------------|--------------------------|---------------------|-------------------------|-------------------------------------|-------------------------------------|---------------------|
|                         | YES                                 | NO                       |                     |                         | YES                                 | NO                                  |                     |
| a. General Building     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | g. Lead Paint           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Within ____ days    |
| b. Utilities to site    | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | h. Pests                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Within ____ days    |
| c. Geotechnical         | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | i. ADA                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Within ____ days    |
| d. Survey               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | j. Wetlands             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Within 90 days      |
| e. Curb Access          | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | k. Environmental Scan   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Within 90 days      |
| f. Access for utilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Within 90 days      | l. Other: <u>zoning</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Within 90 days      |

The use of days is intended to mean from the effective date of this Contract. All inspections will be done by inspectors chosen and paid for by the Purchaser(s). If the result of any inspection or other condition specified herein is unsatisfactory to the Purchaser(s), in Purchaser(s) sole discretion, Purchaser(s) may declare the Contract null and void by notifying Seller(s) in writing within the specified number of days, and any earnest money shall be returned to the Purchaser(s). If the Purchaser(s) does not notify the Seller(s) that an inspection is unsatisfactory within the time period set forth above, this contingency is waived by the Purchaser(s) and the earnest money deposit is paid to the Seller(s) and credited to the Purchase Price if a Closing occurs. In the event of a title defect or Seller(s) default, the Seller(s) shall pay the deposit amount back to the Purchaser(s). In the absence of inspection(s) mentioned above, the Purchaser(s) is relying completely upon Purchaser's own opinion as to the condition of the property.

11. FINANCING: Intentionally Deleted.

12. AGENCY DISCLOSURE: The Purchaser(s) and Seller(s) acknowledge that they have been informed that the Selling Licensee is acting as a Buyer's agent in this transaction and is representing the Purchaser(s) and that the Listing Licensee is acting as a Buyer's agent in this transaction and is representing the Purchaser(s). The Purchaser(s) is responsible for paying the brokerage commission. The Seller(s) shall have no responsibility to pay a brokerage commission. Furthermore, pursuant to Real Estate Commission requirements, the Purchaser(s) provides notice and the Seller(s) acknowledges that a potential partner of the purchasing entity, Drew Sigfridson, is a licensed real estate broker in the State of Maine with CBRE | The Boulos Company.

13. DEFAULT: If Purchaser(s) fails to perform any of the terms of this Contract or is otherwise in default of any of its obligations, Seller shall retain the earnest money as full and complete liquidated damages and shall have no further claims against the Purchaser. If Seller(s) fails to perform any of the terms of this Contract or is otherwise in default of any of its obligations, Purchaser(s) shall have the option of employing all available legal and equitable remedies. Notwithstanding any other provision of this agreement, Escrow Agent shall have the right to require written releases from both parties prior to releasing the earnest money to either party. If a dispute arises between Purchaser(s) and Seller as to the existence of a default hereunder and/or the release of the earnest money and said dispute is not resolved by the parties within (30) days, Escrow Agent may elect to file an action in interpleader and deposit the earnest money in the court to resolve said dispute, or otherwise disburse the earnest money pursuant to Maine Real Estate Commission regulations. Purchaser(s) and Seller, jointly and severally, shall indemnify Escrow Agent for all costs, losses, expenses, and damages, including reasonable attorneys' fees, incurred by Escrow Agent in connection with said action and/or in connection with any dispute relating to this Contract and/or the Deposit.

14. MEDIATION: Any dispute or claim arising out of or relating to this Contract or the premises addressed in this Contract shall be submitted to mediation in accordance with the Maine Residential Real Estate Mediation Rules of the American Arbitration Association. This clause shall survive the closing of this transaction.

15. PRIOR STATEMENTS: Any verbal representations, statements and agreements are not valid unless contained herein. This Contract completely expresses the obligations of the parties. This is a Maine contract and shall be construed according to the laws of Maine.

16. HEIRS/ASSIGNS: This Contract is assignable ☒ Yes ☐ No. This Contract shall extend to and be obligatory upon heirs, personal representatives, successors, and assigns (if assignment is allowed by the terms of this Contract), of the respective parties.

17. COUNTERPARTS: This Contract may be signed on any number of identical counterparts, including telefacsimile copies, with the same binding effect as if the signatures were on one instrument. Original or telefacsimiled signatures are binding.

18. BINDING CONTRACT: This Contract is a binding contract when signed by both Seller(s) and Purchaser(s) and when that fact has been communicated to all parties or to their agents. The Effective Date of the Contract is noted below. Time is of the essence of this Contract.

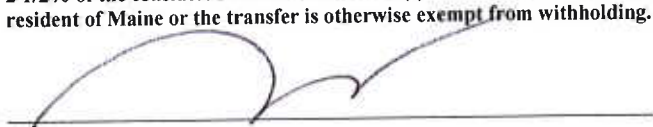
19. REVIEW OF LEASES AND INCOME AND EXPENSE INFORMATION: The Seller(s) shall provide the Purchaser(s) with copies of all leases regarding the subject property within five (5) days of the effective date of this contract. Purchaser(s) shall have ten (10) days from such delivery to review leases and income & expense information regarding the property. If the result of the review is unsatisfactory to the Purchaser(s), in Purchaser(s) sole discretion, Purchaser(s) may declare the Contract null and void by notifying the Seller(s) in writing within the specified number of days set forth above, and any earnest money shall be returned to the Purchaser(s). If the Purchaser(s) does not notify the Seller(s) that the review is unsatisfactory within the time period set forth above, this contingency is waived by the Purchaser(s).

20. Seller(s) and Purchaser(s) acknowledge receipt of the Maine Real Estate Commission Disclosure of Agency Relationship Form (Form #2), if the property is, or has a component of, one to four residential dwelling units.

21. ADDENDA: This Contract has addenda containing additional terms and conditions: YES ☒ NO ☐

A COPY OF THIS CONTRACT IS TO BE RECEIVED BY ALL PARTIES AND, BY SIGNATURE, RECEIPT OF A COPY IS HEREBY ACKNOWLEDGED. IF NOT FULLY UNDERSTOOD CONSULT AN ATTORNEY.

Seller(s) acknowledges that the laws of the State of Maine provide that every buyer of real property located in Maine must withhold a withholding tax equal to 2 1/2% of the consideration unless the Seller(s) furnishes to the Buyer(s) a certificate by the Seller(s) stating, under penalty of perjury, that Seller(s) is/are a resident of Maine or the transfer is otherwise exempt from withholding.

  
Purchaser

Redfern Properties and/or Assigns

Name/Title

4/9/2014  
Date

Soc. Sec. # or Tax I.D. #

Purchaser

Date

Name/Title

Soc. Sec. # or Tax I.D. #

The Seller(s) accepts the offer and agrees to deliver the above-mentioned property at the price and upon the terms and conditions set forth above.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, Effective date of Contract: April 10, 2014.

The Listing Licensee is Drew Sigfridson of CBRE | The Boulos Company (Company).

The Selling Licensee is Drew Sigfridson of CBRE | The Boulos Company (Company).

  
Seller

Perigee LLC

Name/Title

041014  
Date

Soc. Sec. # or Tax I.D. #

Seller

Date

Name/Title

Soc. Sec. # or Tax I.D. #

Offer reviewed and refused on \_\_\_\_\_, Seller

Seen and agreed to:

  
Seller(s)

  
Purchaser(s)



Addendum A

1. PERMITTING AND APPROVALS PERIOD: The Contract shall be conditioned upon the Purchaser's receipt of permits and approvals for its planned development, including the expiration of any appeals period. Purchaser shall have **One Hundred Twenty (120) days** after the completion of the inspection period to attain permits and approvals for its planned development on the subject property. In addition, Purchaser shall have the right to **five (5), thirty (30) day** extensions of the Permitting and Approvals Period, upon payment on each occasion, prior to the end of the Permitting and Approvals Period (as the same may have been previously extended), of an additional [REDACTED]

[REDACTED] Dollars for extensions 4 and 5, if needed, (the "Extension Payments") to the Seller(s), which Extension Payments shall be non-refundable (except in the event of Seller's default under the Contract), but credited to the Purchase Price if a Closing occurs. If Purchaser elects to terminate the Contract within the Inspection Period, the Deposit shall be returned to Buyer; otherwise, the Deposit shall be nonrefundable and retained by Seller (except in the event of Seller's default under the Contract), provided that it shall be credited to the Purchase Price if a Closing occurs.

SEEN AND AGREED TO:



Purchaser

4/9/2014  
Date



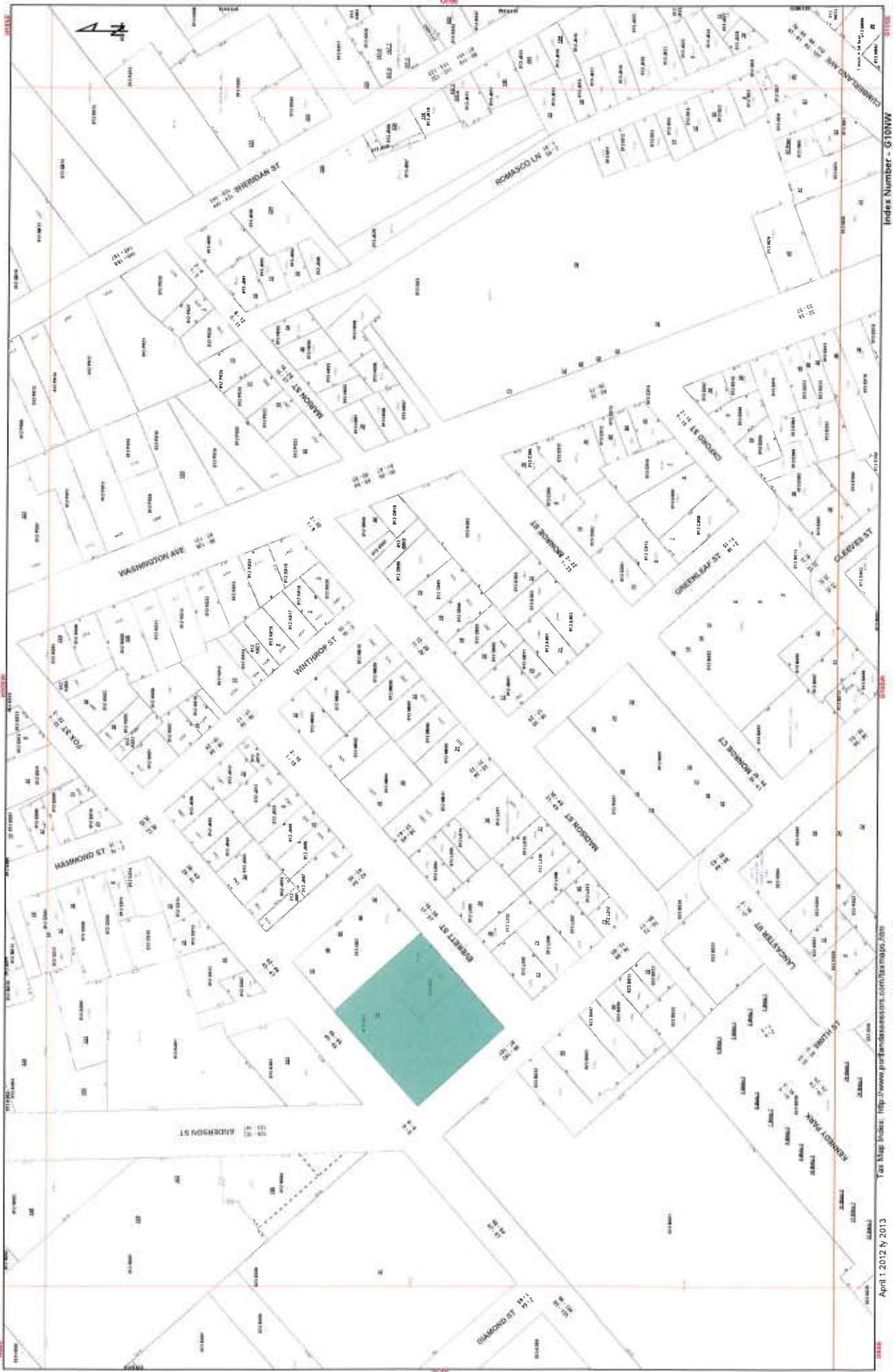
Seller

041014  
Date

Seen and agreed to:

TC  
Seller(s)

                      
Purchaser(s)



January 5, 2015

Nell Donaldson  
Planner  
City of Portland Maine  
389 Congress Street  
Portland, Maine 04101

**Re: 89 Anderson Street - State and Federal Approvals**

To the best of our knowledge 89 Anderson does not require any Federal approvals. The project will require State approvals from the State of Maine Fire Marshal's Office, for a State Construction Permit and Barrier Free Permit, pertaining to the commercial use components of the project.

Sincerely,



Ryan Senatore, AIA LEED BD+C

Principal

207-650-6414

senatorearchitecture.com

ryan@senatorearchitecture.com

565 Congress Street, Suite 304  
Portland, Maine 04101



January 5, 2015

**APARTMENTS**

89 Anderson Street, Portland, Maine

**Zoning Analysis**

Zone: B1b

CBL: Portland Tax Map 012, Block I, Lots 1, 5

Street Address: 89-99 Anderson Street, 25-37 Everett Street, 52-64 Fox Street

Lot Size: 20,440 sf / 0.4692 acres + 2920 sf / 0.067 acres = **23,360 sf / 0.5363****Uses Allowed:** Multifamily Residential, Restaurant, Business**B1b Dimensional Requirements:**

|                                                   | Required                             | Provided    |
|---------------------------------------------------|--------------------------------------|-------------|
| Minimum Lot Size: Residential and Non-Resi. Use   | none                                 | -           |
| Minimum Street Frontage                           | 20 ft                                | 146'-8"     |
| Maximum Front Yard Setback                        | 10' or average of adjacent           | -           |
| Side Yard Setback                                 | none                                 | -           |
| Rear Yard Setback (abutting residential zone)     | 10 ft                                | 10'-5"      |
| Structure Stepbacks (rear yard above 35')         | 15 ft                                | 15 ft       |
| Minimum Lot Width                                 | none                                 | -           |
| Maximum building height                           | 45' ft                               | 43'-11-3/4" |
| Maximum Impervious Surface Ratio                  | 90%                                  | 90%         |
| Max floor area 1st floor non resi. (heated space) | 10,000 sf                            | 4,353 sf    |
| Maximum retail space                              | 5,000 sf                             | 1,425 sf    |
| Max. number of Dwelling Units                     | 435 sf per unit =<br><b>53 units</b> | 53 units    |
| On-site Parking: Residential: 1 per dwelling Unit | 53 spaces                            | 53 Spaces   |

207-650-6414

senatorearchitecture.com

ryan@senatorearchitecture.com

565 Congress Street, Suite 304  
Portland, Maine 04101

### **89 Anderson – Summary of Easements**

There is an existing easement, originally granted to New England Telephone and Telegraph in September 1991. The successor to New England Telephone and Telegraph is Fairpoint Communications. The easement, located adjacent to Everett Street and measuring 7.65' (from Everett St.) by 12.5' wide, grants Fairpoint the "right and easement to place and maintain underground electrical and communication cables, conduits, cabinets, and appurtenances along with a pad-type foundation" within the easement. Fairpoint currently maintains a communications cabinet within the easement which is fed by underground wires, cables, or conduits. A copy of the executed easement is attached.

Redfern Properties has consulted with our counsel, Eben Adams of Pierce Atwood related to this easement. Attorney Adams has reviewed the easement and offered advice related to the proposed 89 Anderson building design.

As 'fee owner' of 89 Anderson, Redfern will obtain all rights not granted to the easement holder. Accordingly, Redfern will have sufficient title, right and interest to construct a building around and above the easement area, so long as Redfern does not unreasonably interfere with the current use of the easement area by Fairpoint.

Redfern intends to engage with Fairpoint to discuss potential screening of the communications cabinet, to make the property more visually appealing.

# EASEMENT DEED

For and in consideration of the sum of One Dollar (\$1.00) and other valuable considerations to us paid by New England Telephone and Telegraph Company, a corporation duly organized under the laws of the State of New York, whose address is 185 Franklin Street, Boston, Massachusetts, 02107, the receipt of which is hereby acknowledged, we, Patrick J. and Sharon A. Lee, of Yarmouth, Maine, hereby grant unto said Company, its successors and assigns, the right and easement to place and maintain underground electrical and communication cables, conduits, cabinets and appurtenances along with a pad-type foundation upon a certain lot of land located on the northerly side of Everett Street and easterly of Anderson Street, so called, in the City of Portland, Cumberland County, Maine, and bounded and described as follows: Beginning at an iron pipe set on the northerly right-of-way line of Everett Street and located N 62-56-00 E, 7.05 feet from an iron pipe set at the intersection of the northerly right-of-way line of Everett Street with the easterly right-of-way line of Anderson Street; thence, N 27-04-00 W, through land of the Grantors, 8.00 feet to an iron pipe set; thence, N 62-56-00 E, through land of the Grantors, 12.50 feet to an iron pipe set; thence, S 27-04-00 E, through land of the Grantors, 8.00 feet to an iron pipe set on the northerly right-of-way line of said Everett Street; thence, S 62-56-00 W, along the northerly right-of-way line of said Everett Street, 12.50 feet to the point of beginning. The above described easement contains 100 square feet, more or less. Bearings are based on observed magnetic north August, 1991. All iron pipes set are No. 5 rebar, capped "OEST 1021." The right to cut trees, trim brush, and grade said easement area is also granted with permission to enter upon our property for the above purposes. Said easement further described as a portion of Lot #1-1 of Map #12, as identified by the Assessor's Map for the City of Portland, County of Cumberland, and State of Maine, and a portion of land owned by Patrick J. and Sharon A. Lee, as described in Book 8401, Page 332, of the Cumberland County Registry of Deeds.

New England Telephone Company agrees to the following:

- 1) Assume any and all taxes associated with this terminal;
- 2) Indemnify and save harmless the Grantors, their successors and assigns from any and all claim costs and liability arising from use of said premises;
- 3) Landscape said easement area in accordance with Grantors' wishes;
- 4) Upon termination of New England Telephone Company use of said easement area, all rights herein granted shall revert to the owner of record, and said easement area shall be restored as nearly as possible to its condition at the time of the signing of the easement deed.



Witness our hands and common seal this  
Witnesses:

[Signature]

\_\_\_\_\_

6<sup>th</sup> day of September, 1991

[Signature]

Patrick J. Lee

[Signature]

Sharon A. Lee

State of Maine

County of Cumberland

ss., September 6, 1991

Then personally appeared the above named Patrick J. and Sharon A. Lee  
and acknowledged the foregoing instrument to be their free act and deed  
before me.

My Commission expires:

NANCY BOZENHARD  
NOTARY PUBLIC, MAINE  
MY COMMISSION EXPIRES OCTOBER 24, 1991

[Signature]  
Notary Public

SEAL

Recorded  
Cumberland County  
Registry of Deeds  
12/09/91 01:50:15PM  
Robert F. Titcomb  
Register

## **Written Request for Waivers**

East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story will comprise of a restaurant, two additional commercial spaces, and an indoor parking facility; and the second through fourth stories will contain studio apartments, one-bedroom apartments, and two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

The following is a list of known project related waivers.

1. Traffic Flow:

- a. City Min. Driveway Width – The applicant is requesting a waiver to the 20' wide driveway width. The Proposed driveway width is 18' wide at the overhead door, but is otherwise greater than 20' in width.
- b. City Standard Parking Size – The applicant is requesting a waiver to the amount of Standard Parking (9'X18') spaces and City Compact Parking (8'X15"). The proposed development includes Standard parking spaces for 17% of the design, Compact parking spaces, width only (8'X18") for 75% of the design, and compact parking for 8% of the design. Currently, the Technical Standards would allow for a maximum of 11 compact parking spaces. These values and percentages are based upon 53 parking spaces. Should the Commercial 1 use be a restaurant then the applicant may explore the following scenarios; request a waiver to the 1 space per unit parking requirement, fee in lieu of parking, long term lease or provisions for a shared use vehicle.





- c. Minimum Drive Aisle Width – The applicant is requesting a waiver to the minimum drive aisle width of 24' by requesting a 23'-wide drive aisle.

Circulation of vehicles within the site has been performed using AutoTurn, a vehicle circulation CAD accessory, and simulations that include these design waivers have shown circulation to be possible.

2. Motorcycle and Scooter Parking – The applicant is requesting a waiver to the motorcycle and scooter parking requirements. In order to ensure that 53 parking spaces have been made available for 53 units, while also ensuring that 10% of the ground level is “green space”, no motorcycle or scooter parking have been made available. It is possible that additional motorcycle and scooter parking be made available within the Bicycle Storage Location for units with more than one vehicle. It should be again stressed that the development is incorporating mostly studio and 1-bedroom units, and that multiple vehicles should be an exceptional circumstance.
3. Parking Lot Landscaping – The applicant is requesting a waiver to the Parking Lot Landscaping requirements. Given the urban setting it is anticipated that the final landscaping plan will not provide the required 11 trees and 33 shrubs within the project limits. See landscaping plan(s) for more information. The applicant is prepared to contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.
4. Street Trees – The applicant is requesting a waiver to the Street Trees requirements. 53 street trees are required, to be spaced at 30-45 feet apart. The preliminary design includes 12 trees and maintains a spacing between 30 and 45-feet that does not hinder intersection site lines, utilities, windows, entrances and/or aesthetics. The design increases the number of existing street trees from 2 to 12. The applicant is prepared to contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.





### **Evidence of Financial and Technical Capacity**

Redfern Properties has been an active real estate developer in Portland for several years. Completed and current projects include Harborview Townhomes, West End Place, and Munjoy Heights.

Redfern has assembled a team of architects, engineers, and contractors that have a proven track record of delivering successful projects. Redfern intends to work with Allied Cook Construction as Construction Manager at 89 Anderson.

Additionally, Redfern has relationships with a number of local Banks that have indicated an interest in providing financing for this project. A letter from Androscoggin Savings Bank is attached.



1/21/2015

130 Middle Street  
Portland, Maine 04101  
207.518.6300  
1.800.966.9172  
androscogginbank.com

Nell Donaldson, Planner  
City of Portland, Planning Division  
389 Congress Street, 4<sup>th</sup> Floor  
Portland, ME 04101

**Dear Nell.**

Please take this letter as confirmation from Androscoggin Bank that Redfern Properties has been granted credit in the past, has a good relationship, and is well known to the Bank.

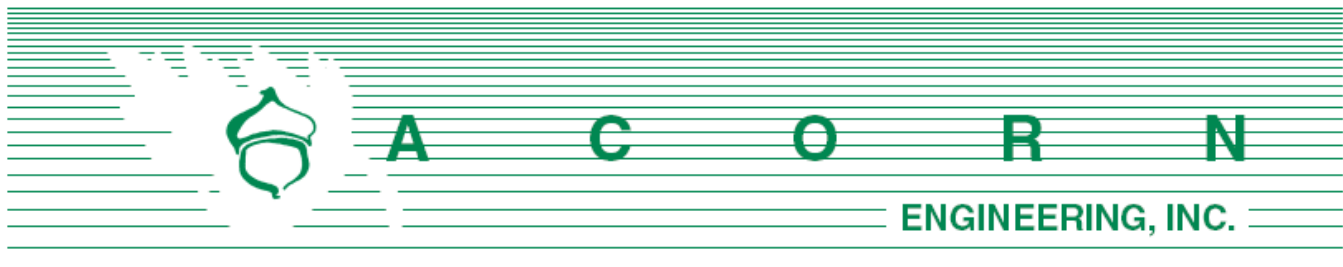
We are interested in discussing credit terms with Redfern Properties on their project at 89 Anderson Street.

Please feel free to call me with any questions. My direct line is 207-518-6310.

Thank you.

A handwritten signature in blue ink that reads 'Paul Collins'.

Paul Collins  
Vice President  
Androscoggin Bank



Helen Donaldson – Planner  
 City Planner  
**Planning Division**  
 389 Congress Street  
 4th Floor  
 Portland, ME 04101

January 14, 2015

Re: Preliminary Application  
 East Bayside lofts Development  
 89 Anderson Street, Portland, Maine, 04101

Helen,

Acorn Engineering, Inc., in coordination with the project team, is pleased to submit the civil engineering components for a Preliminary Application for a Level III Site Plan for the East Bayside Lofts development. The proposed development design is at a considerable level of completion for a preliminary application. The following design work has been completed:

- 1) **Existing Conditions:** Acorn Engineering is aware that utility and traffic calming improvements (the Anderson Street Neighborhood Byway Project) are being completed in the Anderson Street and Fox Street corridors adjacent to the proposed East Bayside Lofts development. Acorn Engineering has reached out to TY Lin to obtain information about the corridor. Acorn has also included the proposed traffic calming measures in our site plan.
- 2) **Site Plan:** The interior parking lot layout has been developed to both allow for access and circulation of 53 vehicles, as well as to allow for a site minimum of 10% pervious area. Acorn and has designed sidewalk ramps adjacent to proposed crosswalks to incorporate the Anderson Street Neighborhood Byway Project improvements.
- 3) **Utility Plan:** In further recognition of the Anderson Street Byway project, Acorn has specifically designed the development's utilities to not interfere with proposed new drainage connections in the street corridors adjacent to the proposed development. Ability To Serve letters have been sent to sewer, telephone, cable, water, gas, and electric utilities. Responses have been received from Unitil (gas), Portland Water District (water), and Central Maine Power (electric) indicating that the site can be adequately served. Acorn has met with the Portland Water District to discuss the water design and metering, and has also had meetings with Fairpoint regarding the utility design and existing easement.
- 4) **Grading, Drainage and Erosion Control Plan:** The proposed development is not located in a 100-year flood plain per the current FEMA flood maps. However, Acorn has discussed the project with representatives of the Maine Geological Survey to explore flooding scenarios as a result of potential sea level rise or Category 1 storm surge should they occur at the highest annual tide. By elevating the commercial space to a lowest finish floor of 11.90' provides for approximately 5-6 ft. of storm surge, sea level rise or a combination thereof. If necessary, all 53 units are on the 2-4 floors, and all tenants would have a secondary means

of egress on Everett Street (elevation >18.00'). Acorn has designed the development for climate resiliency, achieving the highest grades practicable for the commercial uses while limited by the following design constraints:

- 🏡 Sidewalks have been designed using the existing gutter line for the roadways, maximum curb reveal, and maximum cross-slope for the sidewalks.
- 🏡 Multiple ADA-compliant ramps have been proposed in order to make the First Floor Elevation accessible and as high as possible without hindering the proposed development's architectural appeal.

A stormwater report is also attached, indicating that the proposed development will not increase surface runoff flows, and therefore will not require surface water quality treatment or retention.

Acorn appreciates meeting with you, Planning Staff, the Fire Department and the City Engineer to review the project prior to submitting for the Preliminary Application.

Please do not hesitate to contact our office with any questions or comments.

Sincerely,



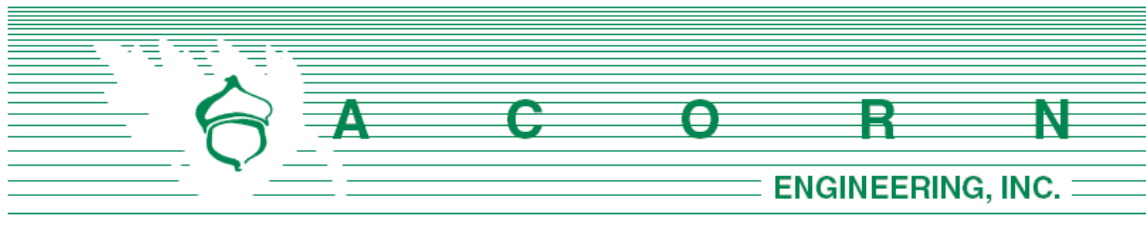
Will Savage, P.E.  
Acorn Engineering, Inc.

*Enclosed:*

- 1) Civil Plan Set
- 2) Ability to Serve Letters with available response
- 3) Stormwater Report
- 4) Erosion Control Report
- 5) Snow Storage Plan







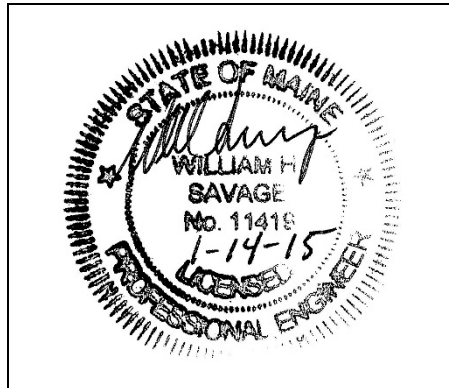
# **STORMWATER MANAGEMENT** **REPORT**

**Prepared For:**

**Redfern Properties, LLC  
East Bayside Lofts  
89 Anderson Street  
Portland, Maine 04101**

**Prepared By:**

**Acorn Engineering, Inc.  
158 Danforth Street  
Portland, Maine 04102**



**January 2015**

## **INTRODUCTION**

Acorn Engineering, Inc. has been retained by Redfern Properties, LLC to provide civil engineering services for the proposed development of East Bayside Lofts, located at 89 Anderson Street in Portland, Maine. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The building is anticipated to be four stories tall; the first story, as presently proposed, will comprise of a restaurant, two additional commercial spaces, and an indoor/outdoor parking facility; and the second through fourth stories will contain a total of 10 studio apartments, 34 one-bedroom apartments, and 9 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

A stormwater analysis will be prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

On January 6, 2015 representatives of Acorn Engineering met with David Margolis-Pineo and Helen Donaldson to discuss the proposed stormwater connection to the municipal sewer system. Potential locations include conveying flows to the municipal storm drain in either Everett Street or Fox Street.

At the meeting it was confirmed by the City that roadway and drainage improvements were being completed this winter within the Fox Street corridor. Based upon the meeting's discussion, all parties agreed that connecting the proposed East Bayside Lofts storm drainage to the existing Fox Street storm sewer would be the best course of action for the project.

## **EXISTING CONDITIONS**

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

Prior to the beginning of this project, the City of Portland has zoned this area as R-6 Residential Zone; this location's prior use was a non-conforming use as an automobile repair garage. In recognition of this project, this location has been re-zoned as a B-1b zone. An existing conditions plan has been prepared by Nadeau Land Surveys of Portland, Maine. The stormwater analysis is documented with supporting calculations and reports attached to this narrative. An existing conditions plan has been prepared by Nadeau Land Surveys of Portland, Maine dated 10/24/2014.

Abutting Uses:

- Northeast R-6 Zone - Single and Multi-Family Residential
- Southeast R-6 Zone - Single and Multi-Family Residential
- Southwest ROS Zone – Kennedy Park
- Northwest ILb Zone – Neap Tide LLC.



The majority of the existing project area is comprised of a paved and gravel parking area, as well as two buildings. Existing impervious areas include the existing buildings, as well as paved and compacted gravel parking areas; the entire site is observed to be impervious surfaces. From southeast to northwest the existing grades are relatively gradual with the majority of the existing slope at approximately 0-10%.

The project area presently drains towards the intersection of Anderson Street and Fox Street before entering the municipal sewer system. Drainage and sewer improvements are anticipated to be completed within the Fox Street and Anderson Street corridors, Winter/Spring 2015.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, existing impervious surfaces, and existing free-draining soils a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream.

### **PROPOSED DEVELOPMENT**

East Bayside Lofts is a 53-unit vertical urban infill development that is located at the northeastern corner of Anderson Street and Fox Street. The first floor of the development will include commercial spaces, mechanical and electrical facilities for the development, as well as green spaces, and indoor and outdoor parking spaces.

The parking lot grading topography will generally be kept level, with 1% to 3% slopes directing stormwater towards internal catch basins on the western side of the development. Terracing will be completed through a stepped foundation and a retaining wall to ensure that access to locations of the building that are at differing ground elevations will be possible.

The project landscaping is anticipated to include planting of perennials and shrubs. Currently, only a few small trees and overgrown brush populate the site. The anticipated landscaping will be designed to complement the contemporary development while offering environmental benefits such as reducing the heat island effect, stormwater quality treatment, erosion reduction, and creation of urban wildlife habitat.

The development is anticipated to be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system. Solid waste and recycling will be contracted through a private waste disposal and recycling provider.

### **GENERAL STANDARDS - WATER QUALITY**

It is our understanding that the project will not be required to meet the General Standards because of the exception set forth in the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500, B. General Standards (3) Exception from the general standards, (e).

“Stormwater Management Law project including redevelopment. For a project requiring a Stormwater Management Law permit that includes redevelopment of impervious area that was in existence as of November 16, 2005 (the effective date of Chapter 500 revisions), the redevelopment of that impervious area is not required to meet General standards provided



the department determines that the new use of the existing impervious area is not likely to increase stormwater impacts resulting from the proposed project's stormwater runoff beyond the level of impact already caused by the runoff from the existing impervious area. The requirements of Appendix D must still be met, if applicable."

Although additional stormwater treatment is not required, the project has been designed to improve upon the existing condition for the following reasons:

- The stabilization of the existing gravel areas with pavement or landscaping.
- The elimination surface stormwater flows directly to the municipal sewer.
- The installation of catch basins with catch basin hoods to mitigate transport of oil, floating debris, and larger suspended particles into the storm drain piping.
- The installation of catch basins which incorporates a deeper 3-ft (2 ft typ.) sump to store items listed above until routine cleaning is performed.

### **FLOODING STANDARD – WATER QUANTITY**

To review the Section E. Flooding Standard, the proposed development was modeled using HydroCAD to verify that the post-development conditions do not exceed the pre-development conditions. A 24-hour SCS Type III storm distribution for the 2, 10, and 25 year storm events were used. The corresponding rainfall amounts for these storms are 3.00", 4.70", and 5.50" respectively.

Due to the numerous variables, and inherent inaccuracies with the modeling program used to calculate stormwater runoff it is custom at Acorn Engineering, Inc. to round to the nearest whole number. However due to the small size of the project the stormwater runoff shall be rounded to the nearest tenth of a cubic feet per second (cfs). Given the relatively small watershed areas, urban setting, and predominance of impervious area, a 5 minute time of concentration ( $T_c$ ) was applied to each subcatchment for both the pre and post-development conditions.

#### *Pre-development Calculations*

The pre-development condition was modeled as two subcatchments. Subcatchment #1 is tributary to the catch basin at the intersection of Anderson Street and Fox Street. Subcatchment 2 is tributary to the catch basin within Everett Street, upgradient from Anderson Street. The storm drain within Everett Street is then tributary to the municipal sewer (POI#1) near the intersection of Fox Street and Anderson Street.

- Subcatchment 1, Existing West Subcatchment – Area (21,296 sf, 0.49 acres) tributary to the existing municipal sewer (POI#1) near the intersection of Fox Street and Anderson Street.
- Subcatchment 2, Existing East Subcatchment – Area (1,930 sf, 0.04 acres) tributary to the existing municipal storm drain catch basin within Everett Street. The storm drain within Everett Street is then tributary to the municipal sewer (POI#1) near the intersection of Fox Street and Anderson Street.

The surface flows tributary to the municipal storm sewer are also included below. A Pre-development Watershed Map developed for this project can be viewed in Attachment A, and a copy of the HydroCAD calculations is included within Attachment D of this report. Peak flow rates for the storm events are as follows:

| <b>Table 1 – Pre-Development Peak Stormwater Flows</b> |                                   |                                    |                                    |
|--------------------------------------------------------|-----------------------------------|------------------------------------|------------------------------------|
| <b>Drainage Area</b>                                   | <b>2 – Year Storm Event (cfs)</b> | <b>10 – Year Storm Event (cfs)</b> | <b>25 – Year Storm Event (cfs)</b> |
| <b>Subcatchment 1</b>                                  | 1.4                               | 2.3                                | 2.7                                |
| <b>Subcatchment 2</b>                                  | 0.1                               | 0.2                                | 0.2                                |
| <b>Point of Interest #1</b>                            | 1.6                               | 2.5                                | 2.9                                |

#### *Post-development Calculations:*

The post-development condition was modeled as one subcatchment with the same point of interest, as all stormwater is anticipated to leave the site through one location and connect to the existing 21" ductile iron storm drain. The proposed Grading and Drainage Plan was designed to maintain the historical area tributary to the municipal sewer near the intersection of Fox Street and Anderson Street.

- Subcatchment 1 – Area (0.53 acres) tributary to the existing municipal sewer within Fox Street

The post development calculations include changes to the land use. The change in land use did not result in a net stormwater increase. The change in land use from impervious soils to grass resulted in a comparatively larger decrease in peak flows than the minimal increase in stormwater flows from an increase in pavement and building area. The post-development conditions now convey all stormwater flows to the municipal sewer near the intersection of Fox Street and Anderson Street (POI #1). The following table represents comparison of predevelopment and post-development condition peak runoff rates at the respective point of interest.

| <b>Table 2 – Comparison of Peak Flows</b> |                                   |             |                                    |             |                                    |             |
|-------------------------------------------|-----------------------------------|-------------|------------------------------------|-------------|------------------------------------|-------------|
| <b>Drainage Area</b>                      | <b>2 – Year Storm Event (cfs)</b> |             | <b>10 – Year Storm Event (cfs)</b> |             | <b>25 – Year Storm Event (cfs)</b> |             |
|                                           | <b>Pre</b>                        | <b>Post</b> | <b>Pre</b>                         | <b>Post</b> | <b>Pre</b>                         | <b>Post</b> |
| <b>POI #1</b>                             | 1.6                               | 1.5         | 2.5                                | 2.5         | 2.9                                | 2.9         |

As shown in Table 2, the post development peak flows shall remain at or below the predevelopment levels. A Post-development Watershed Map developed for this project can be viewed in Attachment B, and a copy of the HydroCAD calculations is included within Attachment D, of this report.

Pipe sizes were generated using the rational method.

### **SOILS**

Onsite soil information includes the following:

- Summit Geoengineering Services – Soil Boring Logs, dated November 25, 2014. A formal Geotechnical Report will be prepared by Summit Geoengineering Services for the project.
- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County.



Given the soils information, listed above, and the fact that greater than 50% of the proposed development site is currently developed, it is Acorn Engineering's professional opinion that a more intense hydric soil boundary delineation is not required because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soils types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

| <b>Table 1 - "K" Value</b> |                   |                   |
|----------------------------|-------------------|-------------------|
| <b>Soils Type</b>          | <b>Subsurface</b> | <b>Substratum</b> |
| Au Gres                    | .15               | .15               |
| Deerfield                  | .17               | .17               |
| Hinckley                   | .17               | .17               |

The soil "K" values for the soils, listed above, indicate a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. The site's soils map from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County is included as Attachment C.

### **Conclusion**

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as envisioned shall improve upon the existing stormwater management.

### **Attachments**

Attachment A: Pre Development Watershed Map

Attachment B: Post Development Watershed Map

Attachment C: Soils Map

Attachment D: HydroCAD Calculations

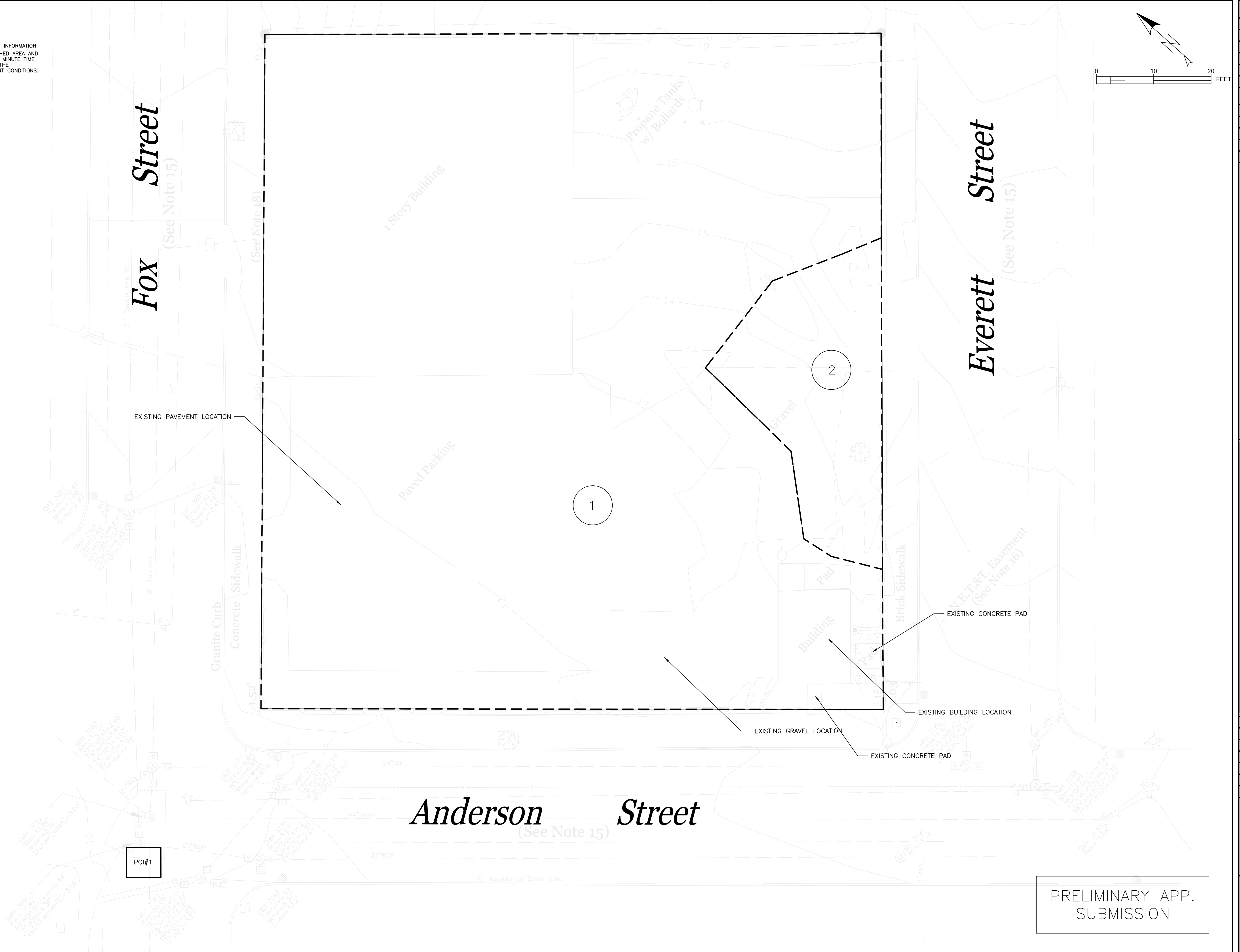
Attachment E: Summit Geoengineering Services – Soil Boring Logs, dated November 25, 2014



1. REFER TO STORMWATER REPORT FOR MORE INFORMATION
2. GIVEN THE URBAN SETTING, SMALL WATERSHED AREA AND PREDOMINANCE OF IMPERVIOUS AREAS A 5 MINUTE TIME OF CONCENTRATION WAS USED FOR BOTH THE PRE-DEVELOPMENT AND POST-DEVELOPMENT CONDITIONS.

 SUBCATCHMENT OUTLINE

1 POINT OF INTEREST (POI)

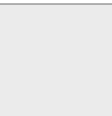
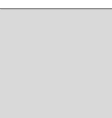


PRELIMINARY APP.  
SUBMISSION

[illegible]



1. REFER TO STORMWATER REPORT FOR MORE INFORMATION
2. GIVEN THE URBAN SETTING, SMALL WATERSHED AREA AND PREDOMINANCE OF IMPERVIOUS AREAS A 5 MINUTE TIME OF CONCENTRATION WAS USED FOR BOTH THE PRE-DEVELOPMENT AND POST-DEVELOPMENT CONDITIONS.

|                                                                                   |                         |
|-----------------------------------------------------------------------------------|-------------------------|
|  | ROOF OUTLINE            |
|  | GREEN SPACE OUTLINE     |
|  | SUBCATCHMENT NUMBER     |
|  | SUBCATCHMENT OUTLINE    |
|  | POINT OF INTEREST (POI) |

STORMWATER SOIL  
FILTER BMP (BY  
CITY)

PROPOSED DOGHOUSE  
MANHOLE CONNECTION TO  
EXISTING STORM DRAIN.  
SEE DETAILS, SHEET C-43.

POI#1

PRELIMINARY APP.  
SUBMISSION

[illegible]

FUSI-DEVELOPMENTI STORMWATER PLAN

## EAST BAYSIDE LOFTS

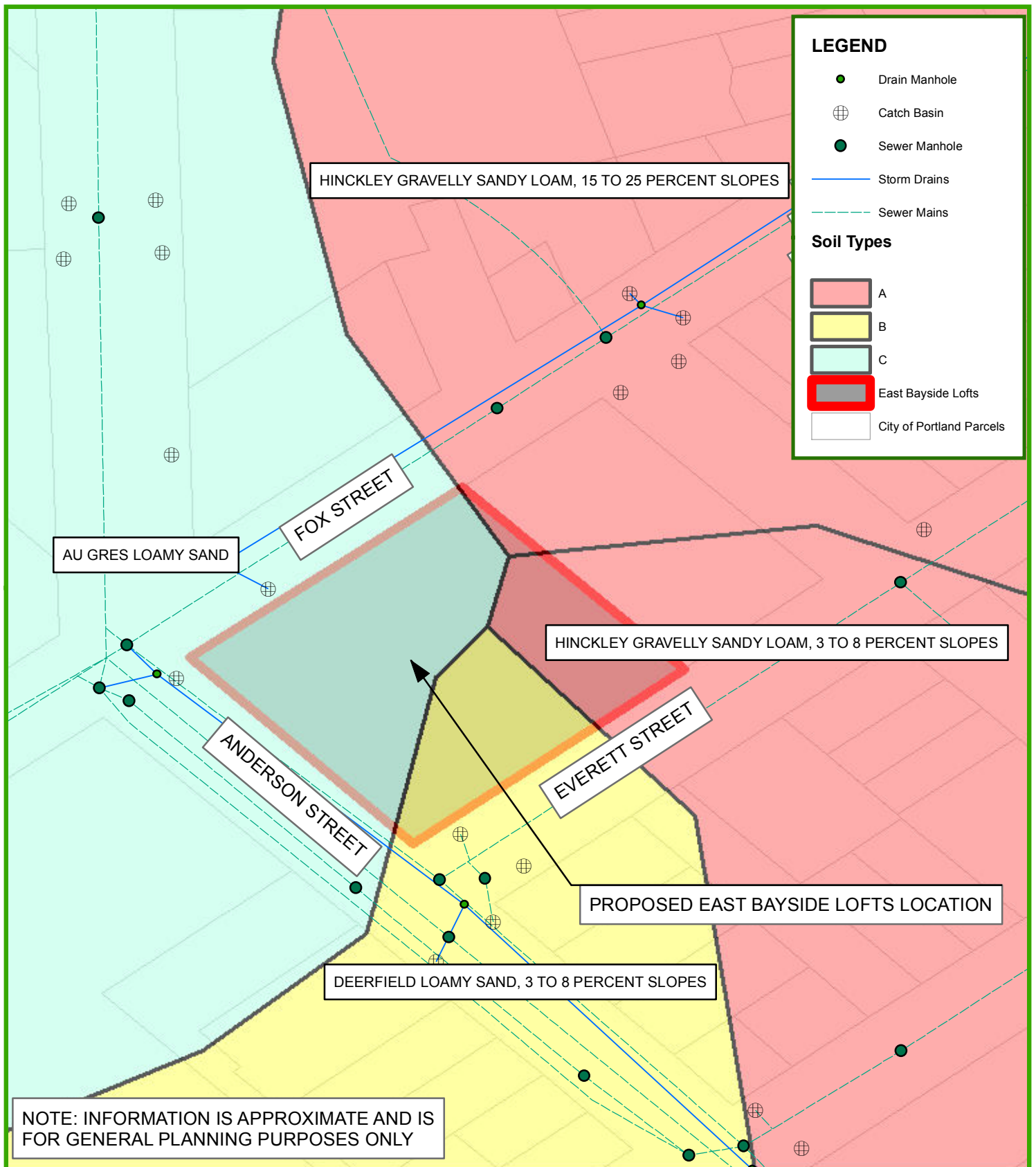
RED FERN PROPERTIES, LLC.  
P.O. BOX 8816 PORTLAND, ME 04104

PROJECT NAME:  
CLIENT:


**ACORN ENGINEERING, INC.**  
 158 DANFORTH STREET, PORTLAND MAINE 04102  
 (207) 775-2655  
 THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS AUTHORIZED BY THE ARCHITECT SHALL BE INDICATED BY A NOTE AND A REFERENCE TO THE CORRESPONDING SECTION OF THE SPECIFICATIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND FOR OBTAINING THE NECESSARY LIABILITY INSURANCE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY LIABILITY INSURANCE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY LIABILITY INSURANCE.

|                     |            |
|---------------------|------------|
| 1053_CIVIL_11-15-14 |            |
| DATE:               | 10/15/2014 |
|                     | 1053       |
| SCALE:              | 1" = 10'   |
| DESIGNED BY:        | WHS        |
| CHECKED BY:         | MAG        |
| APPROVED BY:        | WHS        |

DRAWING NO.  
POST



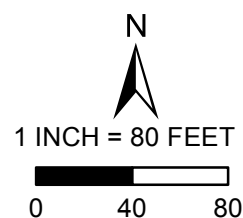
## EAST BAYSIDE LOFTS DEVELOPMENT

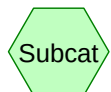
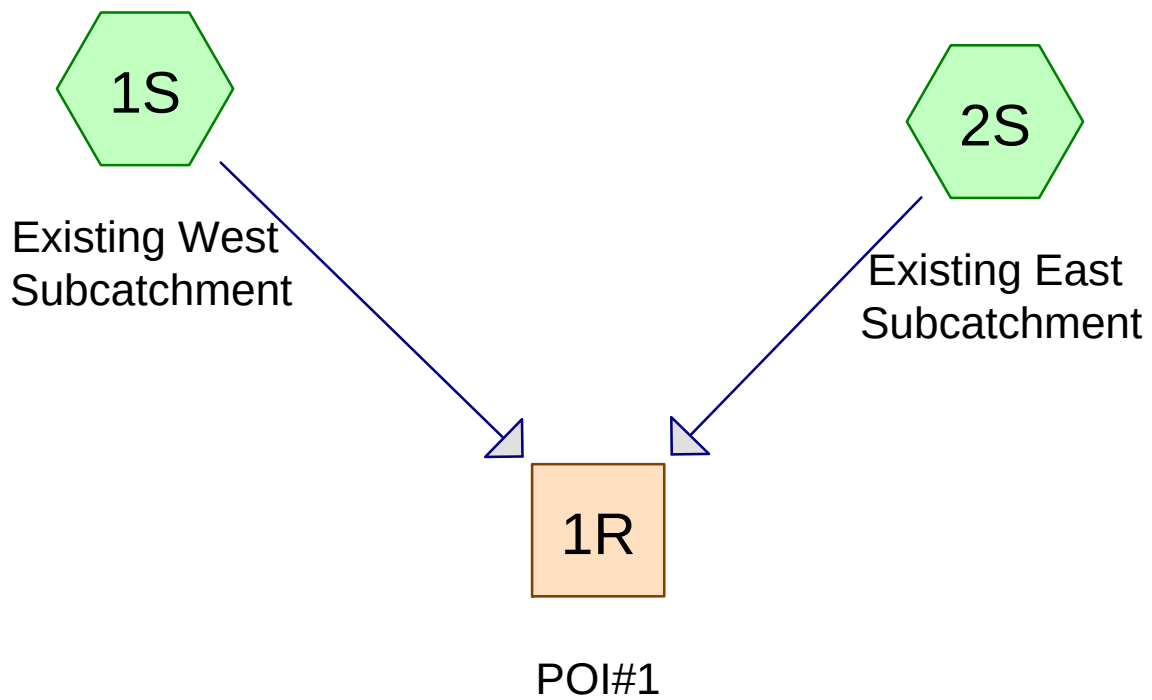
### SOILS ADJACENT TO DEVELOPMENT

89 ANDERSON STREET, PORTLAND, MAINE

Data Sources: MEGIS, City of Portland, Acorn Engineering, Inc.

Date: 12/18/14 by Acorn Engineering, Inc. for Redfern Properties, LLC

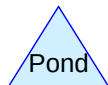




Subcat



Reach



Pond



Link

**Drainage Diagram for EBL Pre-Development 1-14-15**  
Prepared by Acorn Engineering, Inc., Printed 1/14/2015  
HydroCAD® 8.50 s/n 000620 © 2007 HydroCAD Software Solutions LLC



**EBL Pre-Development 1-14-15**

Prepared by Acorn Engineering, Inc.

Printed 1/14/2015

HydroCAD® 8.50 s/n 000620 © 2007 HydroCAD Software Solutions LLC

Page 2

**Area Listing (all nodes)**

| Area<br>(acres) | CN | Description<br>(subcatchment-numbers) |
|-----------------|----|---------------------------------------|
| 0.250           | 96 | Gravel (1S,2S)                        |
| 0.135           | 98 | Building (1S)                         |
| 0.148           | 98 | Pavement (1S)                         |
| <b>0.533</b>    |    | <b>TOTAL AREA</b>                     |

**EBL Pre-Development 1-14-15**

Prepared by Acorn Engineering, Inc.

Printed 1/14/2015

HydroCAD® 8.50 s/n 000620 © 2007 HydroCAD Software Solutions LLC

Page 3

**Soil Listing (all nodes)**

| Area<br>(acres) | Soil<br>Group | Subcatchment<br>Numbers |
|-----------------|---------------|-------------------------|
| 0.000           | HSG A         |                         |
| 0.000           | HSG B         |                         |
| 0.000           | HSG C         |                         |
| 0.000           | HSG D         |                         |
| <b>0.533</b>    | Other         | 1S, 2S                  |
| 0.533           |               | <b>TOTAL AREA</b>       |

**EBL Pre-Development 1-14-15**

Prepared by Acorn Engineering, Inc.

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*Type III 24-hr 2-year Rainfall=3.00"*

Printed 1/14/2015

Page 4

Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Existing West**

Runoff Area=0.489 ac 57.87% Impervious Runoff Depth&gt;2.50"

Tc=5.0 min CN=97 Runoff=1.43 cfs 0.102 af

**Subcatchment2S: Existing East**

Runoff Area=0.044 ac 0.00% Impervious Runoff Depth&gt;2.41"

Tc=5.0 min CN=96 Runoff=0.13 cfs 0.009 af

**Reach 1R: POI#1**

Inflow=1.55 cfs 0.111 af

Outflow=1.55 cfs 0.111 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.111 af   Average Runoff Depth = 2.49"**  
**46.90% Pervious = 0.250 ac   53.10% Impervious = 0.283 ac**

**Summary for Subcatchment 1S: Existing West Subcatchment**

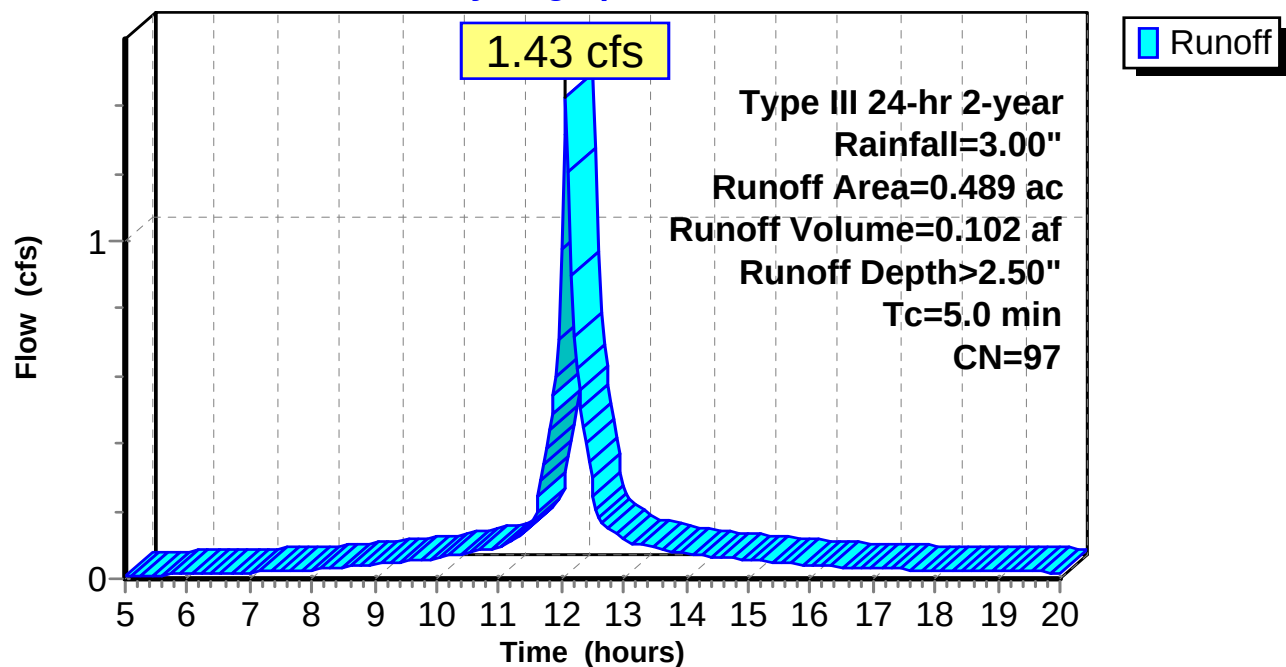
Runoff = 1.43 cfs @ 12.07 hrs, Volume= 0.102 af, Depth> 2.50"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 2-year Rainfall=3.00"

| Area (ac) | CN | Description      |
|-----------|----|------------------|
| * 0.148   | 98 | Pavement         |
| * 0.135   | 98 | Building         |
| * 0.206   | 96 | Gravel           |
| 0.489     | 97 | Weighted Average |
| 0.206     |    | Pervious Area    |
| 0.283     |    | Impervious Area  |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description             |
|----------|---------------|---------------|-------------------|----------------|-------------------------|
| 5.0      |               |               |                   |                | Direct Entry, Minimum 5 |

**Subcatchment 1S: Existing West Subcatchment****Hydrograph**

**Summary for Subcatchment 2S: Existing East Subcatchment**

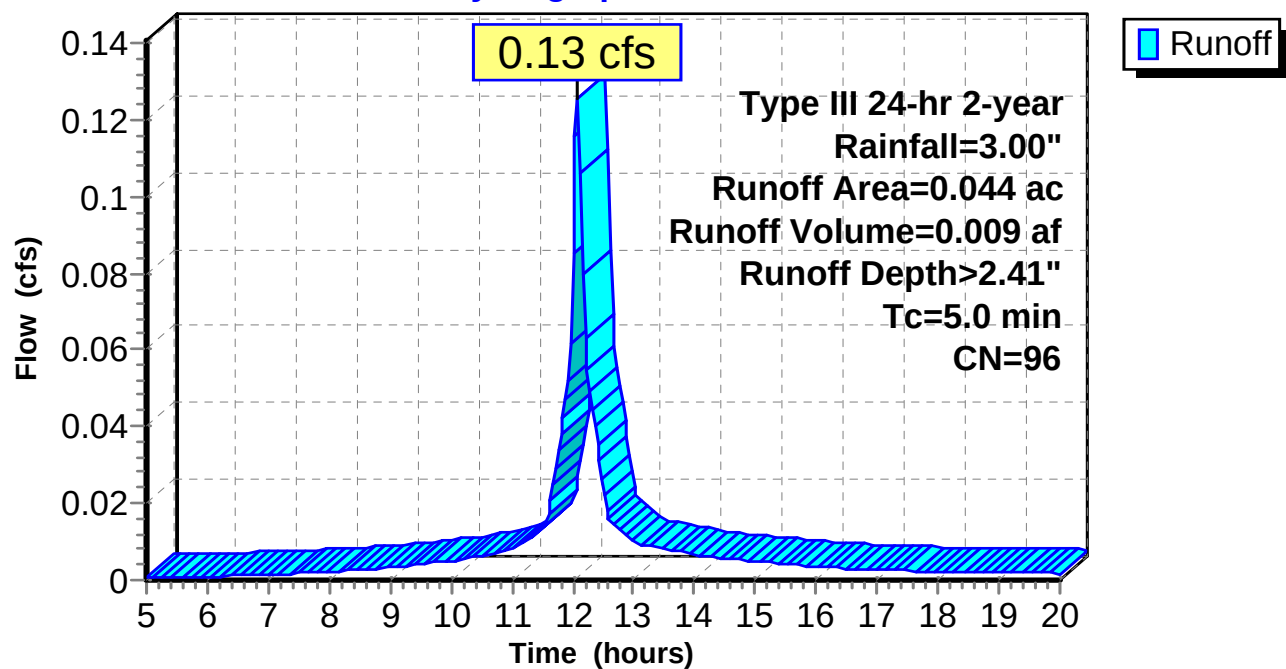
Runoff = 0.13 cfs @ 12.07 hrs, Volume= 0.009 af, Depth> 2.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 2-year Rainfall=3.00"

| Area (ac) | CN | Description   |
|-----------|----|---------------|
| * 0.044   | 96 | Gravel        |
| 0.044     |    | Pervious Area |

| Tc<br>(min) | Length<br>(feet) | Slope<br>(ft/ft) | Velocity<br>(ft/sec) | Capacity<br>(cfs) | Description             |
|-------------|------------------|------------------|----------------------|-------------------|-------------------------|
| 5.0         |                  |                  |                      |                   | Direct Entry, Minimum 5 |

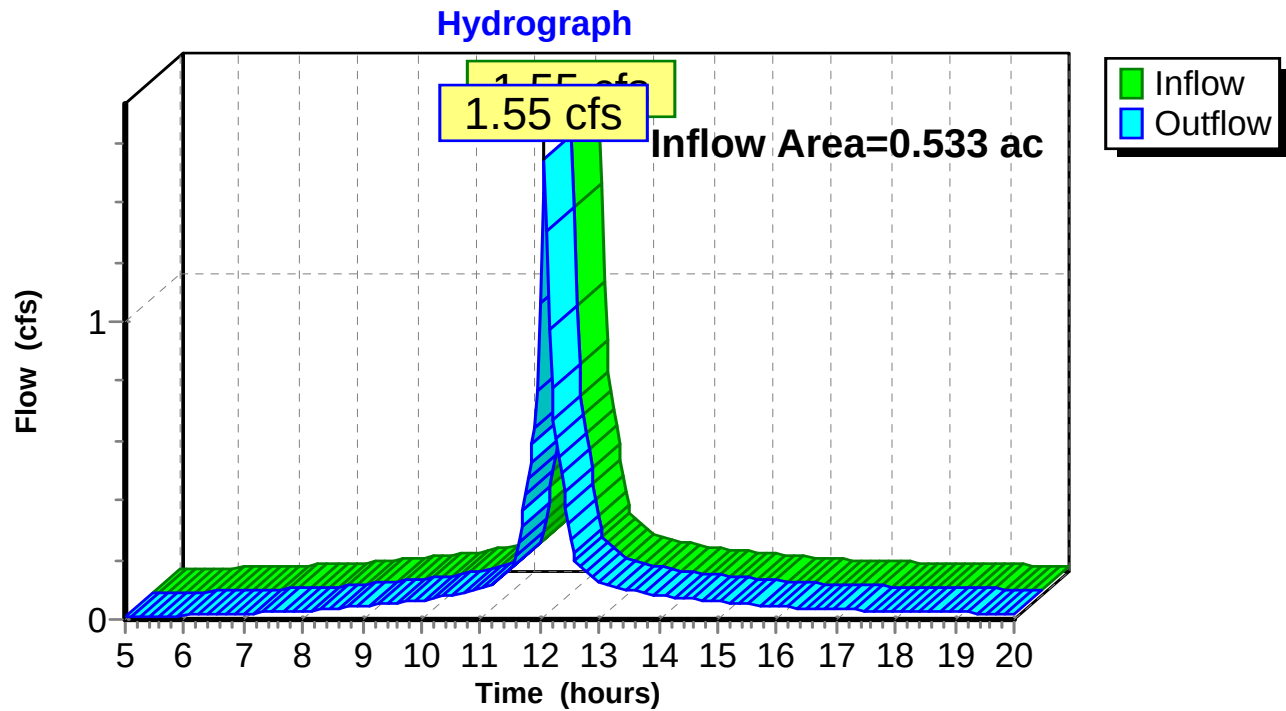
**Subcatchment 2S: Existing East Subcatchment****Hydrograph**



**Summary for Reach 1R: POI#1**

Inflow Area = 0.533 ac, 53.10% Impervious, Inflow Depth > 2.49" for 2-year event  
Inflow = 1.55 cfs @ 12.07 hrs, Volume= 0.111 af  
Outflow = 1.55 cfs @ 12.07 hrs, Volume= 0.111 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

**Reach 1R: POI#1**

**EBL Pre-Development 1-14-15***Type III 24-hr 10-year Rainfall=4.70"*

Prepared by Acorn Engineering, Inc.

Printed 1/14/2015

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Page 8

Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Existing West**

Runoff Area=0.489 ac 57.87% Impervious Runoff Depth&gt;4.07"

Tc=5.0 min CN=97 Runoff=2.28 cfs 0.166 af

**Subcatchment2S: Existing East**

Runoff Area=0.044 ac 0.00% Impervious Runoff Depth&gt;3.98"

Tc=5.0 min CN=96 Runoff=0.20 cfs 0.015 af

**Reach 1R: POI#1**

Inflow=2.48 cfs 0.180 af

Outflow=2.48 cfs 0.180 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.180 af   Average Runoff Depth = 4.06"**  
**46.90% Pervious = 0.250 ac   53.10% Impervious = 0.283 ac**

### Summary for Subcatchment 1S: Existing West Subcatchment

Runoff = 2.28 cfs @ 12.07 hrs, Volume= 0.166 af, Depth> 4.07"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

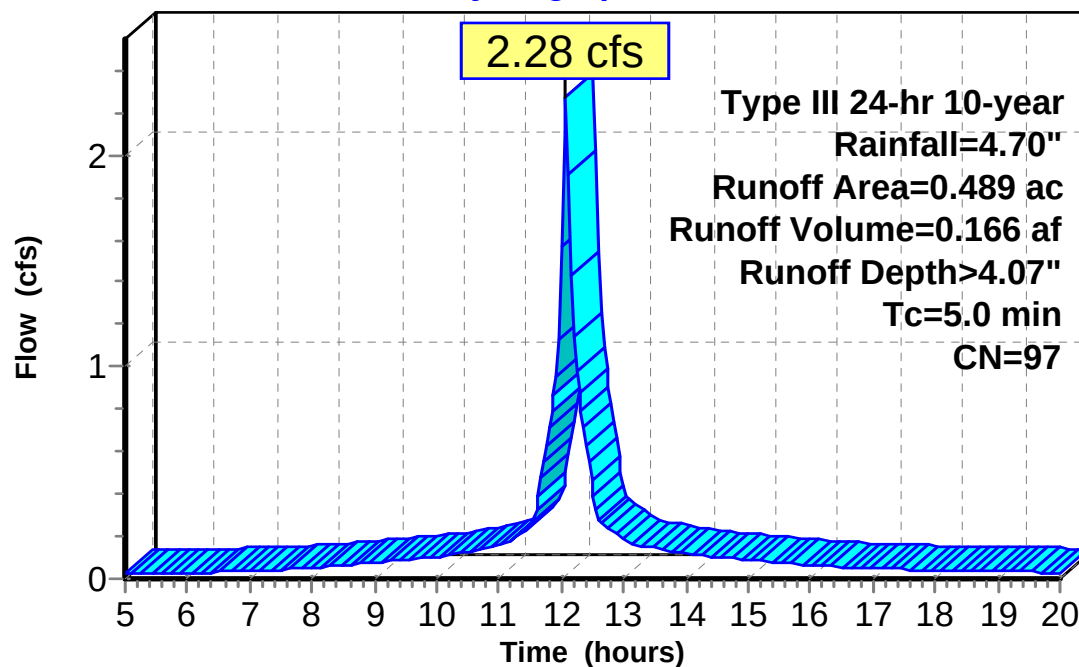
Type III 24-hr 10-year Rainfall=4.70"

| Area (ac) | CN | Description      |
|-----------|----|------------------|
| * 0.148   | 98 | Pavement         |
| * 0.135   | 98 | Building         |
| * 0.206   | 96 | Gravel           |
| 0.489     | 97 | Weighted Average |
| 0.206     |    | Pervious Area    |
| 0.283     |    | Impervious Area  |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description             |
|----------|---------------|---------------|-------------------|----------------|-------------------------|
| 5.0      |               |               |                   |                | Direct Entry, Minimum 5 |

### Subcatchment 1S: Existing West Subcatchment

#### Hydrograph



Runoff

**Summary for Subcatchment 2S: Existing East Subcatchment**

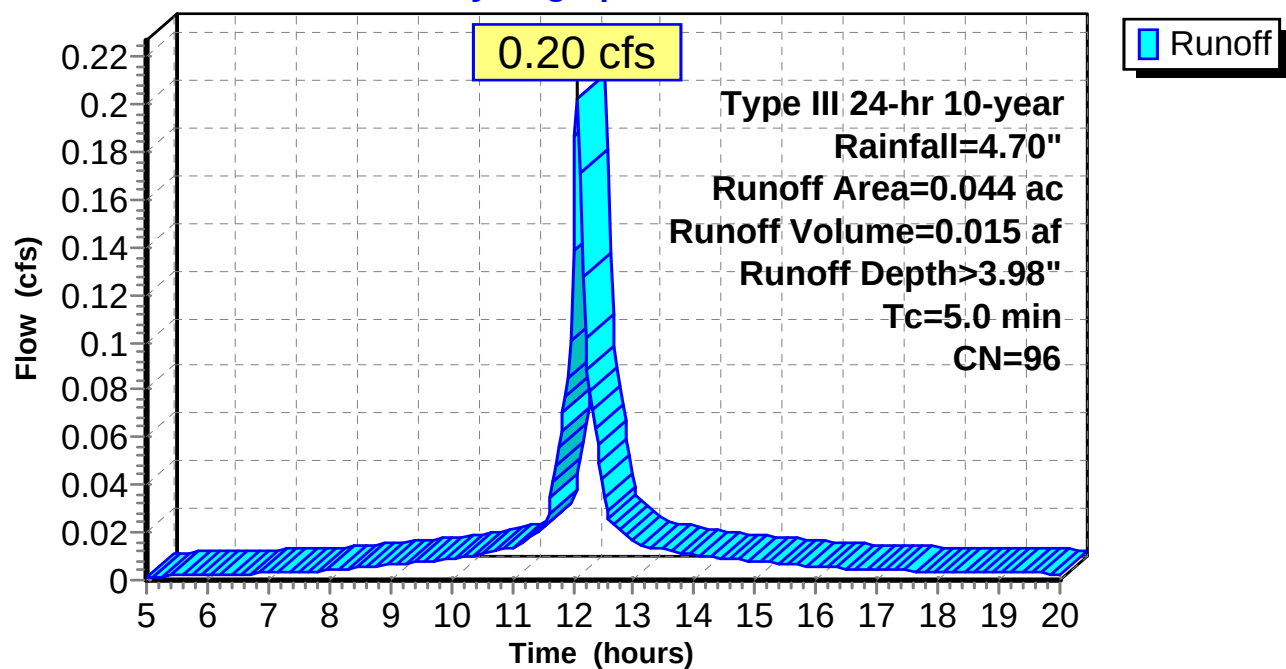
Runoff = 0.20 cfs @ 12.07 hrs, Volume= 0.015 af, Depth> 3.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 10-year Rainfall=4.70"

| Area (ac) | CN | Description   |
|-----------|----|---------------|
| * 0.044   | 96 | Gravel        |
| 0.044     |    | Pervious Area |

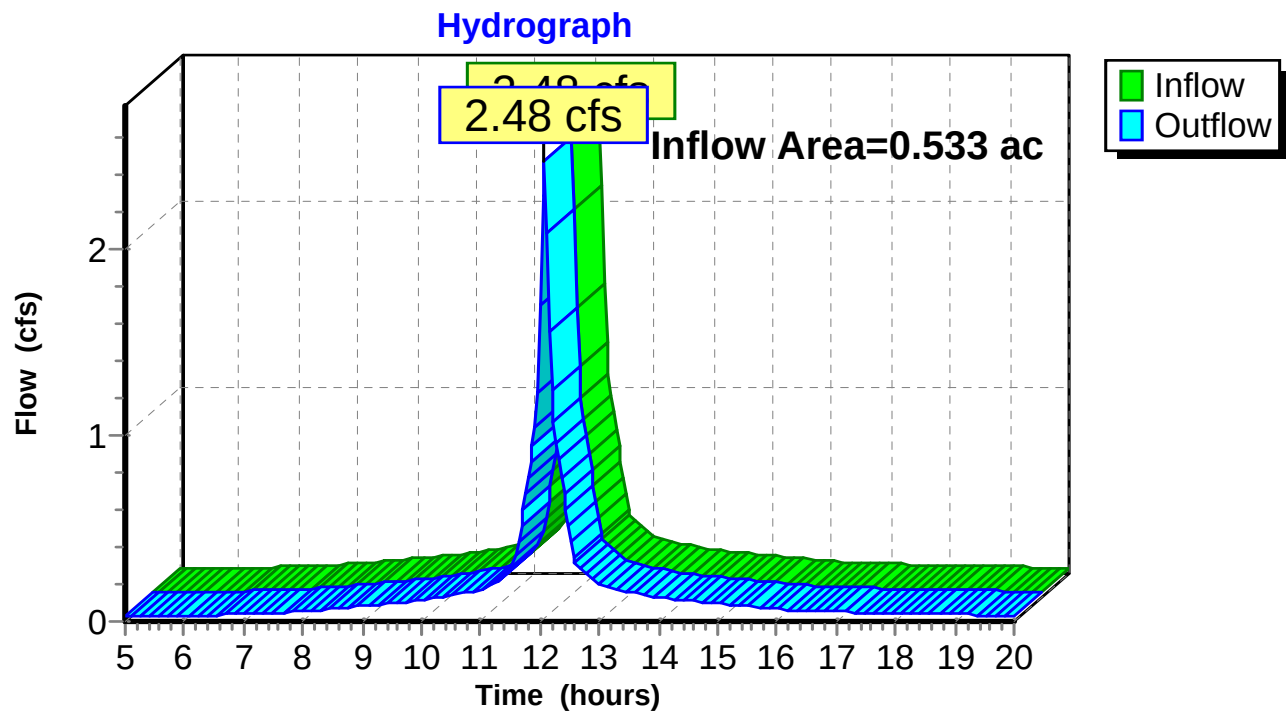
| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description             |
|----------|---------------|---------------|-------------------|----------------|-------------------------|
| 5.0      |               |               |                   |                | Direct Entry, Minimum 5 |

**Subcatchment 2S: Existing East Subcatchment****Hydrograph**

**Summary for Reach 1R: POI#1**

Inflow Area = 0.533 ac, 53.10% Impervious, Inflow Depth > 4.06" for 10-year event  
Inflow = 2.48 cfs @ 12.07 hrs, Volume= 0.180 af  
Outflow = 2.48 cfs @ 12.07 hrs, Volume= 0.180 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

**Reach 1R: POI#1**



**EBL Pre-Development 1-14-15***Type III 24-hr 25-year Rainfall=5.50"*

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Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: Existing West**

Runoff Area=0.489 ac 57.87% Impervious Runoff Depth&gt;4.80"

Tc=5.0 min CN=97 Runoff=2.67 cfs 0.196 af

**Subcatchment2S: Existing East**

Runoff Area=0.044 ac 0.00% Impervious Runoff Depth&gt;4.71"

Tc=5.0 min CN=96 Runoff=0.24 cfs 0.017 af

**Reach 1R: POI#1**

Inflow=2.91 cfs 0.213 af

Outflow=2.91 cfs 0.213 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.213 af   Average Runoff Depth = 4.79"**  
**46.90% Pervious = 0.250 ac   53.10% Impervious = 0.283 ac**

**Summary for Subcatchment 1S: Existing West Subcatchment**

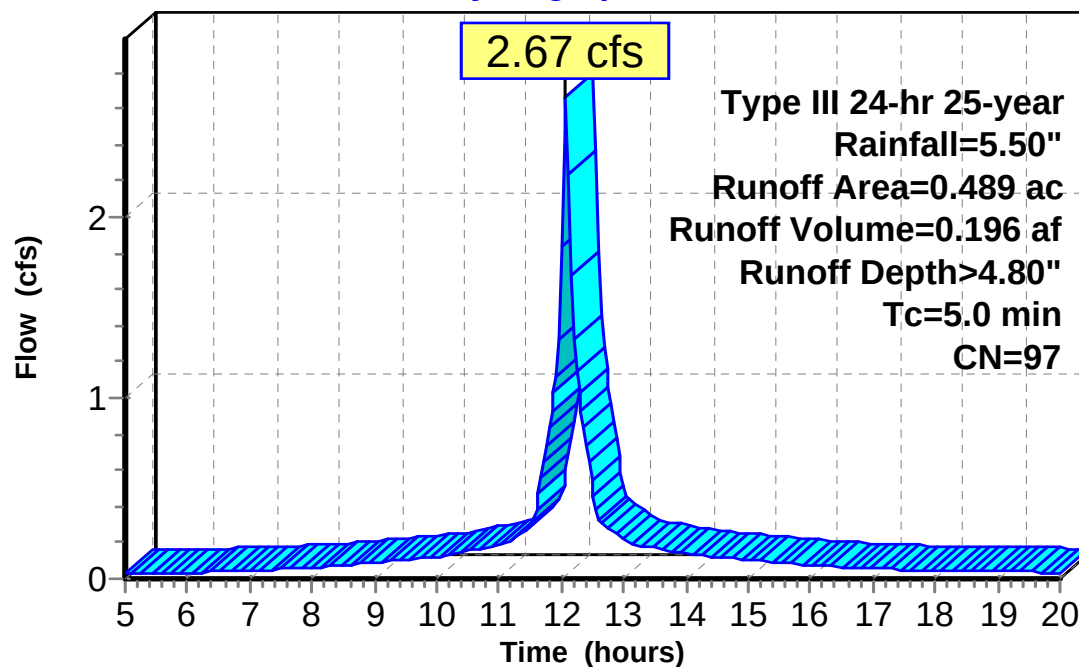
Runoff = 2.67 cfs @ 12.07 hrs, Volume= 0.196 af, Depth> 4.80"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 25-year Rainfall=5.50"

| Area (ac) | CN | Description      |
|-----------|----|------------------|
| * 0.148   | 98 | Pavement         |
| * 0.135   | 98 | Building         |
| * 0.206   | 96 | Gravel           |
| 0.489     | 97 | Weighted Average |
| 0.206     |    | Pervious Area    |
| 0.283     |    | Impervious Area  |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description             |
|----------|---------------|---------------|-------------------|----------------|-------------------------|
| 5.0      |               |               |                   |                | Direct Entry, Minimum 5 |

**Subcatchment 1S: Existing West Subcatchment****Hydrograph**

**Summary for Subcatchment 2S: Existing East Subcatchment**

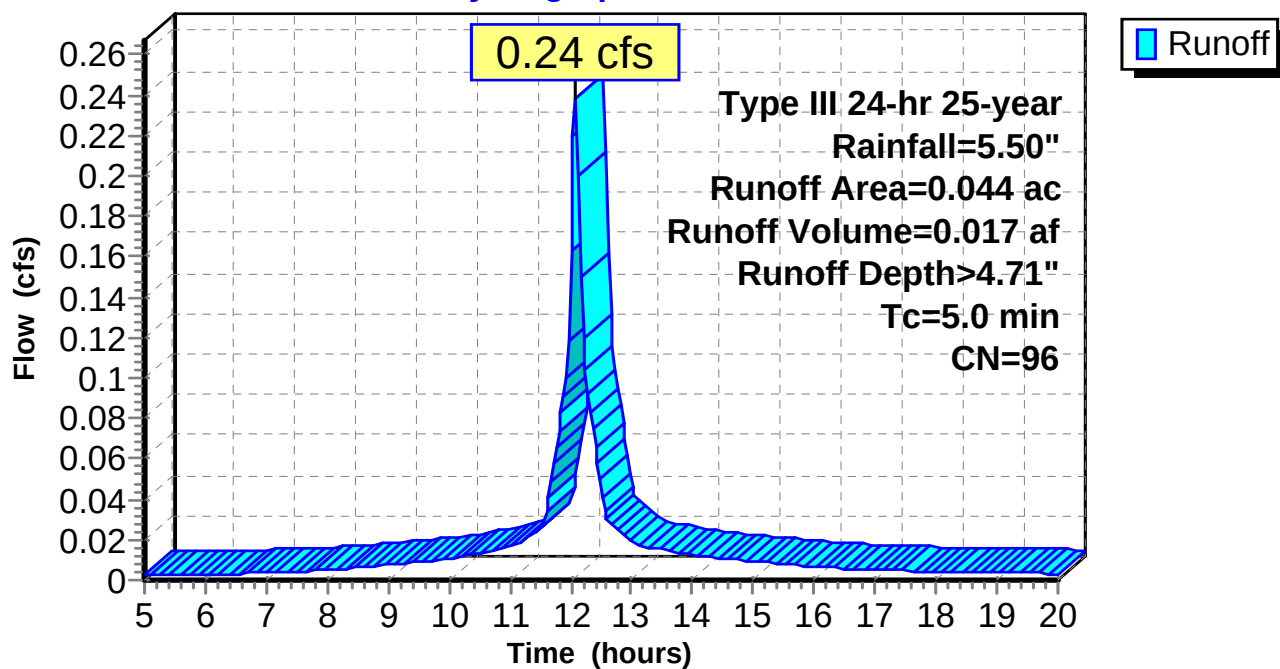
Runoff = 0.24 cfs @ 12.07 hrs, Volume= 0.017 af, Depth> 4.71"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 25-year Rainfall=5.50"

| Area (ac) | CN | Description   |
|-----------|----|---------------|
| * 0.044   | 96 | Gravel        |
| 0.044     |    | Pervious Area |

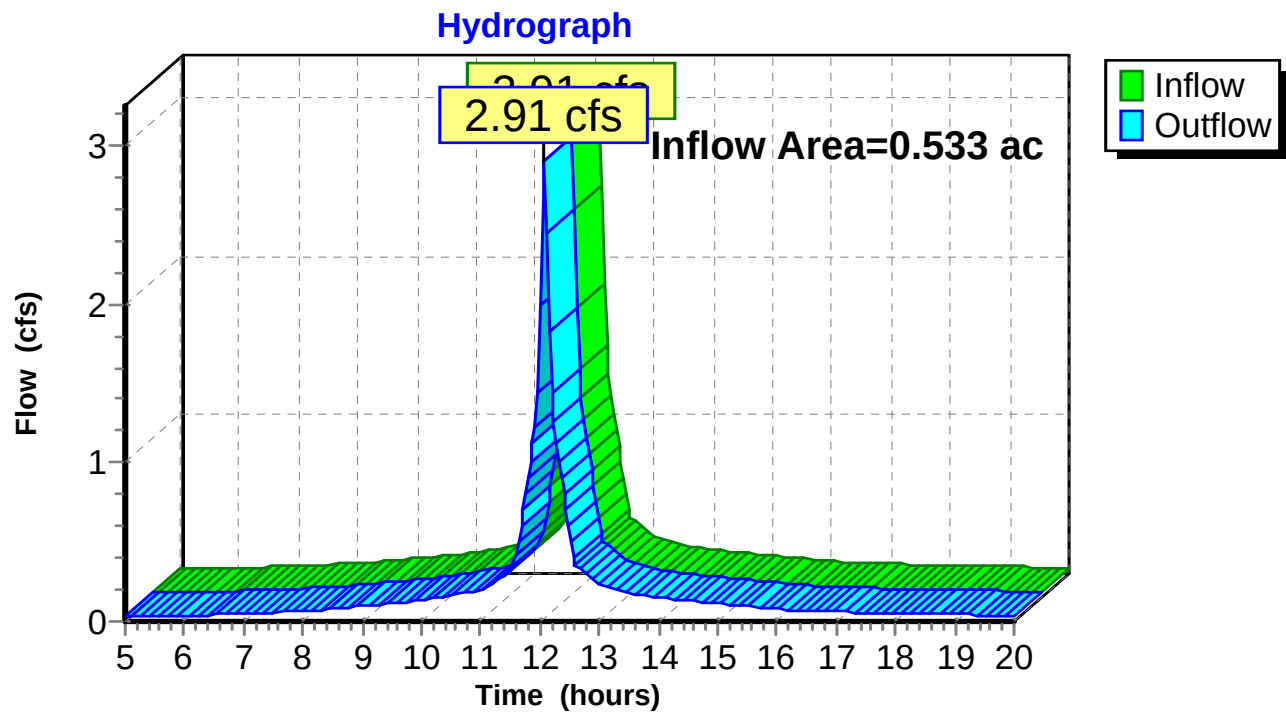
| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description             |
|----------|---------------|---------------|-------------------|----------------|-------------------------|
| 5.0      |               |               |                   |                | Direct Entry, Minimum 5 |

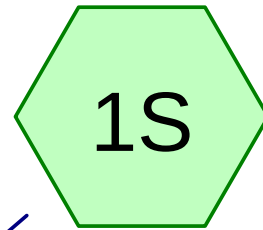
**Subcatchment 2S: Existing East Subcatchment****Hydrograph**

**Summary for Reach 1R: POI#1**

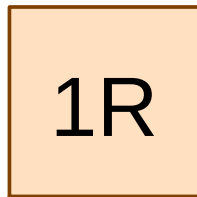
Inflow Area = 0.533 ac, 53.10% Impervious, Inflow Depth > 4.79" for 25-year event  
Inflow = 2.91 cfs @ 12.07 hrs, Volume= 0.213 af  
Outflow = 2.91 cfs @ 12.07 hrs, Volume= 0.213 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

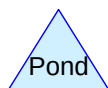
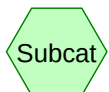
**Reach 1R: POI#1**



EBL Proposed



POI#1





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### Area Listing (all nodes)

| Area<br>(acres) | CN | Description<br>(subcatchment-numbers)                  |
|-----------------|----|--------------------------------------------------------|
| 0.048           | 79 | Landscaped Area - 50-75% Grass cover, Fair, HSG C (1S) |
| 0.319           | 98 | Building (1S)                                          |
| 0.166           | 98 | Parking (1S)                                           |
| <b>0.533</b>    |    | <b>TOTAL AREA</b>                                      |

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**Soil Listing (all nodes)**

| Area<br>(acres) | Soil<br>Goup | Subcatchment<br>Numbers |
|-----------------|--------------|-------------------------|
| 0.000           | HSG A        |                         |
| 0.000           | HSG B        |                         |
| 0.048           | HSG C        | 1S                      |
| 0.000           | HSG D        |                         |
| 0.485           | Other        | 1S                      |
| <b>0.533</b>    |              | <b>TOTAL AREA</b>       |

**EBL Post-Development\_1-14-15***Type III 24-hr 2-year Rainfall=3.00"*

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Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: EBL Proposed**

Runoff Area=0.533 ac 90.99% Impervious Runoff Depth&gt;2.41"

Tc=5.0 min CN=96 Runoff=1.52 cfs 0.107 af

**Reach 1R: POI#1**

Inflow=1.52 cfs 0.107 af

Outflow=1.52 cfs 0.107 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.107 af   Average Runoff Depth = 2.41"**  
**9.01% Pervious = 0.048 ac   90.99% Impervious = 0.485 ac**

**EBL Post-Development\_1-14-15**

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Type III 24-hr 2-year Rainfall=3.00"

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**Summary for Subcatchment 1S: EBL Proposed**

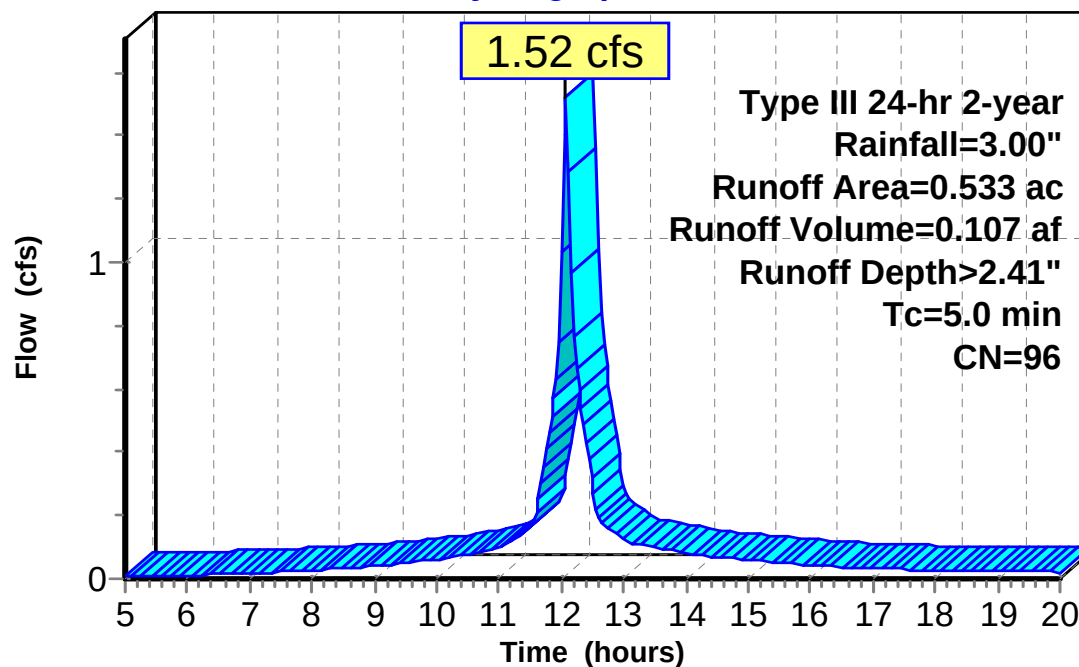
Runoff = 1.52 cfs @ 12.07 hrs, Volume= 0.107 af, Depth&gt; 2.41"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 2-year Rainfall=3.00"

| Area (ac) | CN | Description                                       |
|-----------|----|---------------------------------------------------|
| * 0.166   | 98 | Parking                                           |
| * 0.319   | 98 | Building                                          |
| * 0.048   | 79 | Landscaped Area - 50-75% Grass cover, Fair, HSG C |
| 0.533     | 96 | Weighted Average                                  |
| 0.048     |    | Pervious Area                                     |
| 0.485     |    | Impervious Area                                   |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description   |
|----------|---------------|---------------|-------------------|----------------|---------------|
| 5.0      |               |               |                   |                | Direct Entry, |

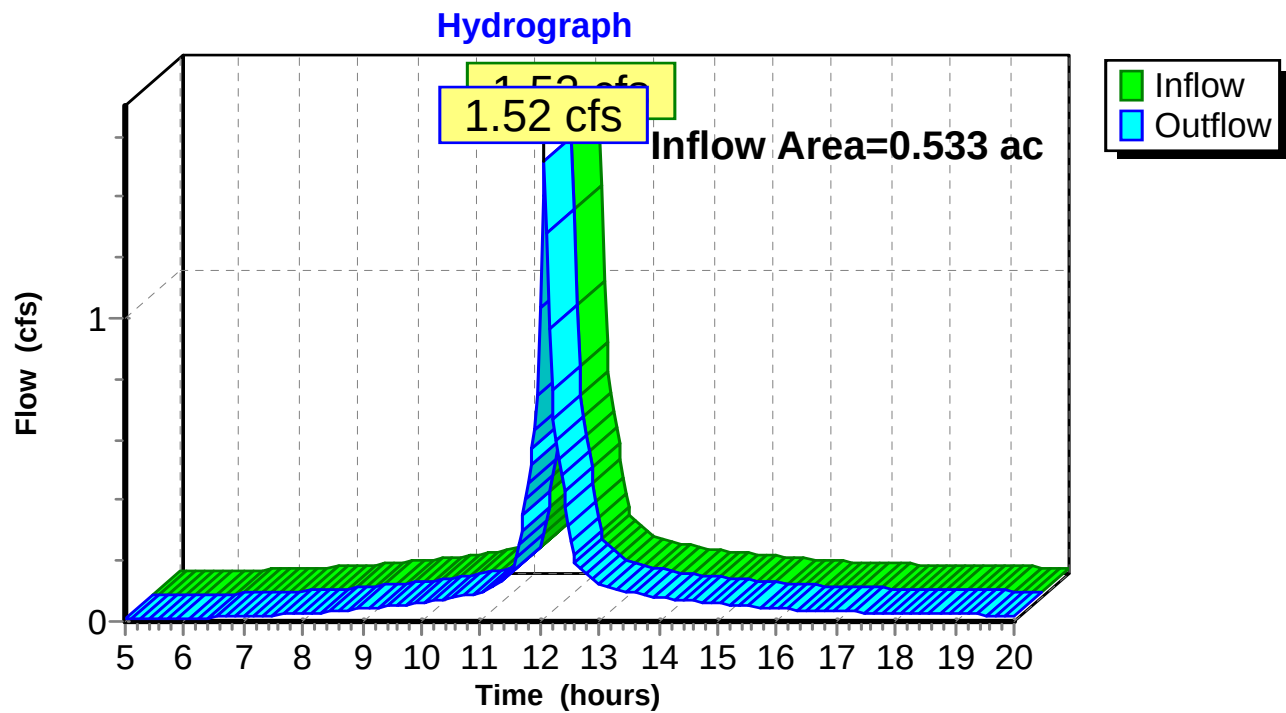
**Subcatchment 1S: EBL Proposed****Hydrograph**

Runoff

**Summary for Reach 1R: POI#1**

Inflow Area = 0.533 ac, 90.99% Impervious, Inflow Depth > 2.41" for 2-year event  
Inflow = 1.52 cfs @ 12.07 hrs, Volume= 0.107 af  
Outflow = 1.52 cfs @ 12.07 hrs, Volume= 0.107 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

**Reach 1R: POI#1**



**EBL Post-Development\_1-14-15***Type III 24-hr 10-year Rainfall=4.70"*

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Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: EBL Proposed**

Runoff Area=0.533 ac 90.99% Impervious Runoff Depth&gt;3.98"

Tc=5.0 min CN=96 Runoff=2.45 cfs 0.177 af

**Reach 1R: POI#1**

Inflow=2.45 cfs 0.177 af

Outflow=2.45 cfs 0.177 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.177 af   Average Runoff Depth = 3.98"**  
**9.01% Pervious = 0.048 ac   90.99% Impervious = 0.485 ac**

### Summary for Subcatchment 1S: EBL Proposed

Runoff = 2.45 cfs @ 12.07 hrs, Volume= 0.177 af, Depth> 3.98"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

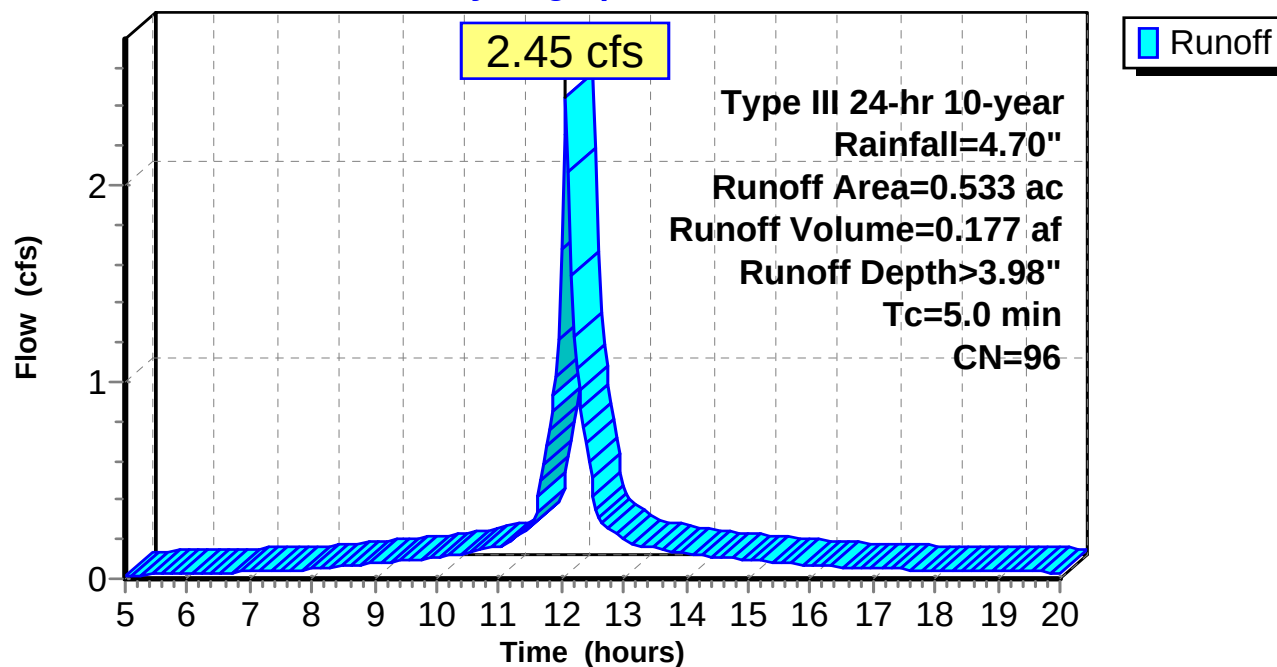
Type III 24-hr 10-year Rainfall=4.70"

| Area (ac) | CN | Description                                       |
|-----------|----|---------------------------------------------------|
| * 0.166   | 98 | Parking                                           |
| * 0.319   | 98 | Building                                          |
| * 0.048   | 79 | Landscaped Area - 50-75% Grass cover, Fair, HSG C |
| 0.533     | 96 | Weighted Average                                  |
| 0.048     |    | Pervious Area                                     |
| 0.485     |    | Impervious Area                                   |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description   |
|----------|---------------|---------------|-------------------|----------------|---------------|
| 5.0      |               |               |                   |                | Direct Entry, |

### Subcatchment 1S: EBL Proposed

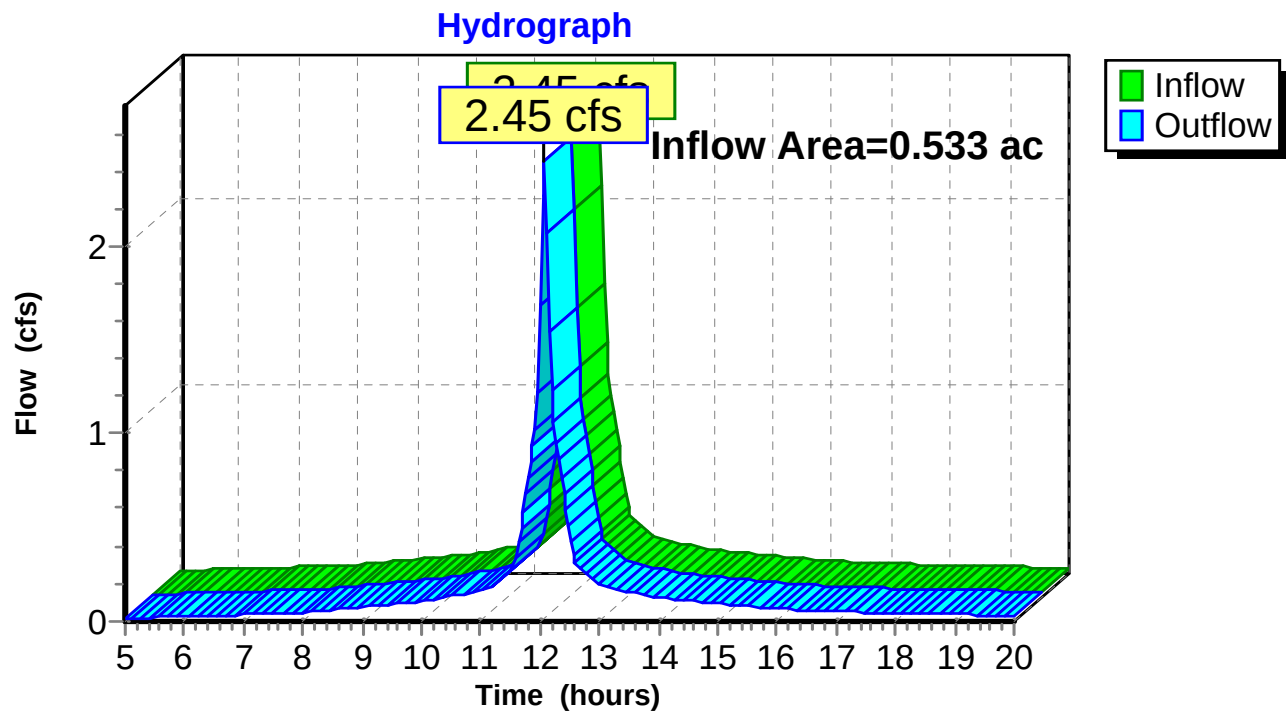
#### Hydrograph



**Summary for Reach 1R: POI#1**

Inflow Area = 0.533 ac, 90.99% Impervious, Inflow Depth > 3.98" for 10-year event  
Inflow = 2.45 cfs @ 12.07 hrs, Volume= 0.177 af  
Outflow = 2.45 cfs @ 12.07 hrs, Volume= 0.177 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

**Reach 1R: POI#1**

**EBL Post-Development\_1-14-15***Type III 24-hr 25-year Rainfall=5.50"*

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Time span=5.00-20.00 hrs, dt=0.04 hrs, 376 points

Runoff by SCS TR-20 method, UH=SCS

Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

**Subcatchment1S: EBL Proposed**

Runoff Area=0.533 ac 90.99% Impervious Runoff Depth&gt;4.71"

Tc=5.0 min CN=96 Runoff=2.89 cfs 0.209 af

**Reach 1R: POI#1**

Inflow=2.89 cfs 0.209 af

Outflow=2.89 cfs 0.209 af

**Total Runoff Area = 0.533 ac   Runoff Volume = 0.209 af   Average Runoff Depth = 4.71"**  
**9.01% Pervious = 0.048 ac   90.99% Impervious = 0.485 ac**

**EBL Post-Development\_1-14-15**

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Type III 24-hr 25-year Rainfall=5.50"

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**Summary for Subcatchment 1S: EBL Proposed**

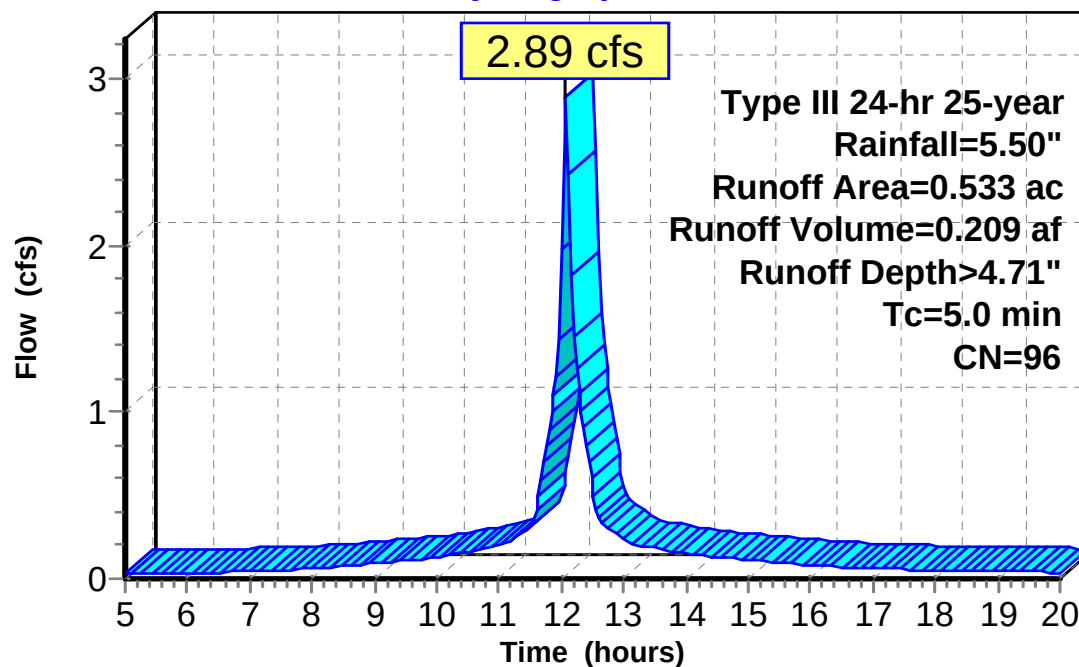
Runoff = 2.89 cfs @ 12.07 hrs, Volume= 0.209 af, Depth&gt; 4.71"

Runoff by SCS TR-20 method, UH=SCS, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

Type III 24-hr 25-year Rainfall=5.50"

| Area (ac) | CN | Description                                       |
|-----------|----|---------------------------------------------------|
| * 0.166   | 98 | Parking                                           |
| * 0.319   | 98 | Building                                          |
| * 0.048   | 79 | Landscaped Area - 50-75% Grass cover, Fair, HSG C |
| 0.533     | 96 | Weighted Average                                  |
| 0.048     |    | Pervious Area                                     |
| 0.485     |    | Impervious Area                                   |

| Tc (min) | Length (feet) | Slope (ft/ft) | Velocity (ft/sec) | Capacity (cfs) | Description   |
|----------|---------------|---------------|-------------------|----------------|---------------|
| 5.0      |               |               |                   |                | Direct Entry, |

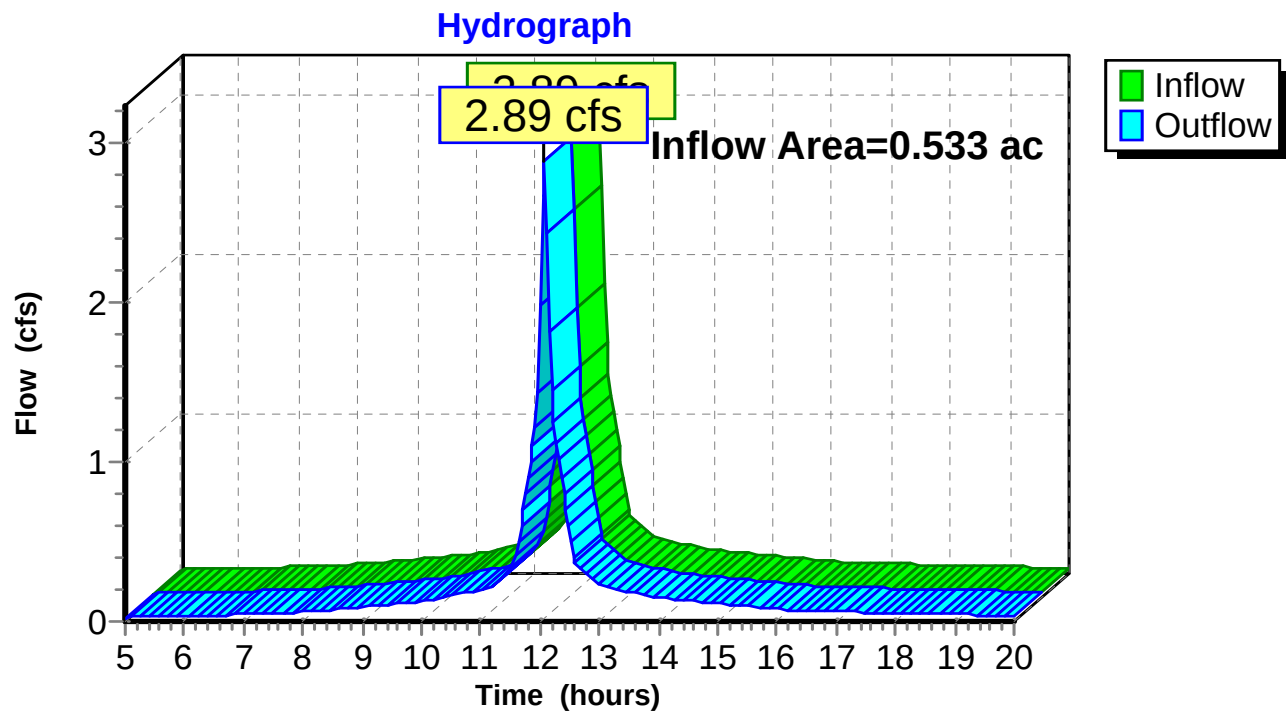
**Subcatchment 1S: EBL Proposed****Hydrograph**

Runoff

**Summary for Reach 1R: POI#1**

Inflow Area = 0.533 ac, 90.99% Impervious, Inflow Depth > 4.71" for 25-year event  
Inflow = 2.89 cfs @ 12.07 hrs, Volume= 0.209 af  
Outflow = 2.89 cfs @ 12.07 hrs, Volume= 0.209 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 5.00-20.00 hrs, dt= 0.04 hrs

**Reach 1R: POI#1**

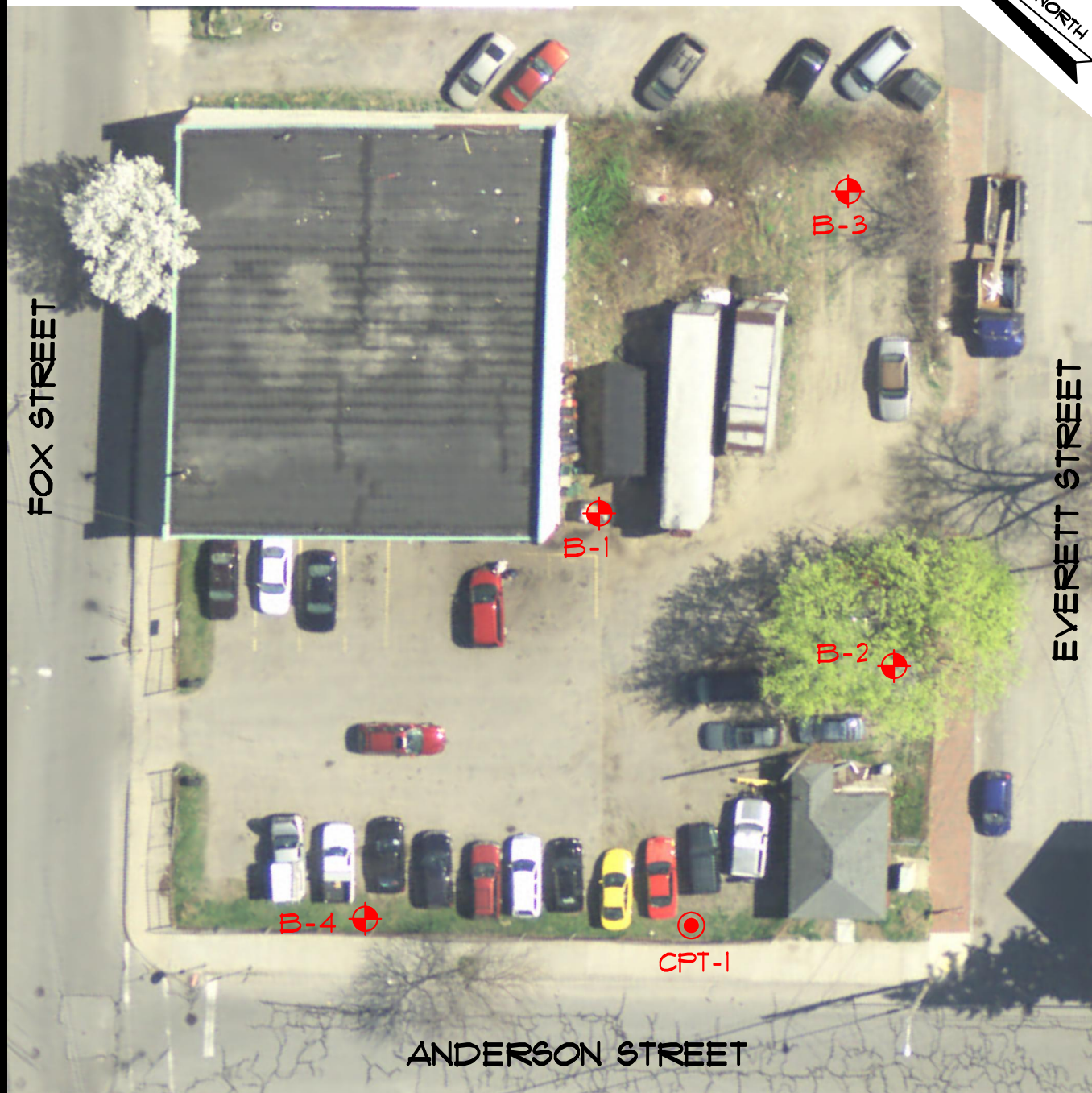


# LEGEND

-  **B-1** SUMMIT TEST BORING (NOVEMBER 25, 2014)
-  **CPT-1** CONE PENETRATION TEST (NOVEMBER 25, 2014)

## PLAN REFERENCE

AERIAL IMAGE OBTAINED FROM MAINE OFFICE OF G.I.S.



### TEST BORING LOCATION PLAN EAST BAYSIDE LOFTS

89 ANDERSON STREET - PORTLAND, ME  
PREPARED FOR

**REDFERN PROPERTIES, LLC**

145 LISBON ST. - SUITE 601  
LEWISTON, ME 04240  
Tel.: (207) 576-3313

173 PLEASANT STREET  
ROCKLAND, ME 04841  
Tel.: (207) 318-7761

# SUMMIT

GEOENGINEERING SERVICES  
[www.summitgeoeng.com](http://www.summitgeoeng.com)

|                |                 |                 |
|----------------|-----------------|-----------------|
| DATE: 11-26-14 | DRAWN BY: KRF   | CHECKED BY: UMP |
| JOB: 14221     | SCALE: 1" = 30' | FILE: 14221 BOR |

|                                                                                   |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
|-----------------------------------------------------------------------------------|----------|-----------------------|-------------|---------------|-----------------------------------------------------|------------------------------------------------------------------------------------------|-----------|---------------------------|-------------------------|--|
|  |          |                       |             |               | <b>SOIL BORING LOG</b>                              |                                                                                          |           | Boring #: <b>B-1</b>      |                         |  |
|                                                                                   |          |                       |             |               | Project: East Bayside                               |                                                                                          |           | Project #: 14221          |                         |  |
|                                                                                   |          |                       |             |               | Location: 89 Anderson Street                        |                                                                                          |           | Sheet: 1 of 1             |                         |  |
|                                                                                   |          |                       |             |               | City, State: Portland, Maine                        |                                                                                          |           | Chkd by:                  |                         |  |
| Drilling Co: Summit Geoengineering Services                                       |          |                       |             |               | Boring Elevation:                                   |                                                                                          |           |                           |                         |  |
| Driller: C. Coolidge, P.E.                                                        |          |                       |             |               | Reference:                                          |                                                                                          |           |                           |                         |  |
| Summit Staff: B. Peterlein, P.E.                                                  |          |                       |             |               | Date started: 11/25/2014 Date Completed: 11/25/2014 |                                                                                          |           |                           |                         |  |
| DRILLING METHOD                                                                   |          | SAMPLER               |             |               | ESTIMATED GROUND WATER DEPTH                        |                                                                                          |           |                           |                         |  |
| Vehicle: Tracked                                                                  |          | Length: 24" SS        |             |               | Date                                                | Depth                                                                                    | Elevation | Reference                 |                         |  |
| Model: AMS Power Probe                                                            |          | Diameter: 2"OD/1.5"ID |             |               | 11/25/2014                                          | 9 ft                                                                                     |           | In borehole at completion |                         |  |
| Method: 2-1/2" H.S.A.                                                             |          | Hammer: 140 lb        |             |               |                                                     |                                                                                          |           |                           |                         |  |
| Hammer Style: Auto                                                                |          | Method: ASTM D1586    |             |               |                                                     |                                                                                          |           |                           |                         |  |
| Depth (ft.)                                                                       | No.      | Pen/Rec (in)          | Depth (ft)  | blows/6"      | N <sub>60</sub>                                     | SAMPLE DESCRIPTION                                                                       |           | Geological/ Test Data     | Geological Stratum      |  |
| 1                                                                                 | S-1      |                       | 0 to 2      | 3             |                                                     | Brown SAND, trace Silt, dry, loose, SM                                                   |           |                           | FILL                    |  |
|                                                                                   |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | 3             |                                                     |                                                                                          |           |                           |                         |  |
| 2                                                                                 |          |                       |             | 3             |                                                     | Olive-gray Sandy SILT, trace ash, dry                                                    |           |                           |                         |  |
|                                                                                   | S-2      |                       | 2 to 4      | 2             |                                                     |                                                                                          |           |                           |                         |  |
| 3                                                                                 |          |                       |             | 1             |                                                     | Gray Clayey SILT, moist, soft, ML                                                        |           |                           |                         |  |
|                                                                                   |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
| 4                                                                                 |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-3      |                       | 4 to 6      | 3             |                                                     | Olive-brown Clayey SILT, trace wood chips, moist, firm, ML                               |           |                           | GLACIAL MARINE          |  |
| 5                                                                                 |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | 3             |                                                     |                                                                                          |           |                           |                         |  |
| 6                                                                                 |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-4      |                       | 6 to 8      | 3             |                                                     | No recovery - gravel in tip of spoon                                                     |           |                           |                         |  |
| 7                                                                                 |          |                       |             | 1             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | 6             |                                                     |                                                                                          |           |                           |                         |  |
| 8                                                                                 |          |                       |             | 2             |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-5      |                       | 8 to 10     | WH            |                                                     | Gray Silty CLAY, trace fine Sand in seams, damp, very soft, CL                           |           |                           | GLACIAL MARINE          |  |
| 9                                                                                 |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 10                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-6      |                       |             | WH            |                                                     | Same as above                                                                            |           |                           |                         |  |
| 11                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 12                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 13                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 14                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 15                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-7      |                       | 15 to 17    | WH            |                                                     | Same as above                                                                            |           |                           |                         |  |
| 16                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 17                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 18                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 19                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 20                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   | S-8      |                       | 20 to 22    | WH            |                                                     | Same as above                                                                            |           |                           |                         |  |
| 21                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
|                                                                                   |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 22                                                                                |          |                       |             | WH            |                                                     |                                                                                          |           |                           |                         |  |
| 23                                                                                |          |                       |             |               |                                                     | End of Boring at 22 ft                                                                   |           |                           |                         |  |
| 24                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 25                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 26                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| 27                                                                                |          |                       |             |               |                                                     |                                                                                          |           |                           |                         |  |
| Granular Soils                                                                    |          | Cohesive Soils        |             | % Composition |                                                     | NOTES:                                                                                   |           |                           | Soil Moisture Condition |  |
| Blows/ft.                                                                         | Density  | Blows/ft.             | Consistency | ASTM D2487    |                                                     | PP = Pocket Penetrometer, MC = Moisture Content<br>LL = Liquid Limit, PI = Plastic Index |           |                           | Dry: S = 0%             |  |
| 0-4                                                                               | V. Loose | <2                    | V. soft     |               |                                                     | Bedrock Joints                                                                           |           |                           | Humid: S = 1 to 25%     |  |
| 5-10                                                                              | Loose    | 2-4                   | Soft        | < 5% Trace    |                                                     | Shallow = 0 to 35 degrees                                                                |           |                           | Damp: S = 26 to 50%     |  |
| 11-30                                                                             | Compact  | 5-8                   | Firm        | 5-15% Little  |                                                     | Dipping = 35 to 55 degrees                                                               |           |                           | Moist: S = 51 to 75%    |  |
| 31-50                                                                             | Dense    | 9-15                  | Stiff       | 15-30% Some   |                                                     | Steep = 55 to 90 degrees                                                                 |           |                           | Wet: S = 76 to 99%      |  |
| >50                                                                               | V. Dense | 16-30                 | V. Stiff    | > 30% With    |                                                     | Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches           |           |                           | Saturated: S = 100%     |  |
|                                                                                   |          | >30                   | Hard        |               |                                                     | Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200            |           |                           |                         |  |

|                                                                                   |     |                       |            |          |                                                     |                                                               |             |                           |                       |
|-----------------------------------------------------------------------------------|-----|-----------------------|------------|----------|-----------------------------------------------------|---------------------------------------------------------------|-------------|---------------------------|-----------------------|
|  |     |                       |            |          | <b>SOIL BORING LOG</b>                              |                                                               |             | Boring #: <b>B-2</b>      |                       |
|                                                                                   |     |                       |            |          | Project: East Bayside                               |                                                               |             | Project #: 14221          |                       |
|                                                                                   |     |                       |            |          | Location: 89 Anderson Street                        |                                                               |             | Sheet: 1 of 1             |                       |
|                                                                                   |     |                       |            |          | City, State: Portland, Maine                        |                                                               |             | Chkd by:                  |                       |
| Drilling Co: Summit Geoengineering Services                                       |     |                       |            |          | Boring Elevation:                                   |                                                               |             |                           |                       |
| Driller: C. Coolidge, P.E.                                                        |     |                       |            |          | Reference:                                          |                                                               |             |                           |                       |
| Summit Staff: B. Peterlein, P.E.                                                  |     |                       |            |          | Date started: 11/25/2014 Date Completed: 11/25/2014 |                                                               |             |                           |                       |
| DRILLING METHOD                                                                   |     | SAMPLER               |            |          | ESTIMATED GROUND WATER DEPTH                        |                                                               |             |                           |                       |
| Vehicle: Tracked                                                                  |     | Length: 24" SS        |            |          | Date                                                | Depth                                                         | Elevation   | Reference                 |                       |
| Model: AMS Power Probe                                                            |     | Diameter: 2"OD/1.5"ID |            |          | 11/25/2014                                          | 8 ft                                                          |             | In borehole at completion |                       |
| Method: 2-1/2" H.S.A.                                                             |     | Hammer: 140 lb        |            |          |                                                     |                                                               |             |                           |                       |
| Hammer Style: Auto                                                                |     | Method: ASTM D1586    |            |          |                                                     |                                                               |             |                           |                       |
| Depth<br>(ft.)                                                                    |     |                       |            |          |                                                     | <b>SAMPLE<br/>DESCRIPTION</b>                                 |             | Geological/<br>Test Data  | Geological<br>Stratum |
|                                                                                   | No. | Pen/Rec (in)          | Depth (ft) | blows/6" | N <sub>60</sub>                                     |                                                               |             |                           |                       |
| 1                                                                                 | S-1 |                       | 0 to 2     | 3        |                                                     | Brown Gravelly SAND, trace Silt, dry, compact, SP             |             | FILL                      |                       |
|                                                                                   |     |                       |            | 5        |                                                     |                                                               |             |                           |                       |
| 2                                                                                 |     |                       |            | 3        |                                                     |                                                               |             |                           |                       |
|                                                                                   | S-2 |                       | 2 to 4     | 2        |                                                     | Gray Ash mixed with bricks and silty sand                     |             |                           |                       |
| 3                                                                                 |     |                       |            | 2        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            | 3        |                                                     |                                                               |             |                           |                       |
| 4                                                                                 |     |                       |            | 1        |                                                     | Olive-brown Silty CLAY, moist, firm, CL                       | PP >4.5 tsf | GLACIAL MARINE            |                       |
|                                                                                   | S-3 |                       | 4 to 6     | 4        |                                                     |                                                               |             |                           |                       |
| 5                                                                                 |     |                       |            | 3        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            | 3        |                                                     | Same as above                                                 |             |                           |                       |
| 6                                                                                 |     |                       |            | 5        |                                                     |                                                               |             |                           |                       |
|                                                                                   | S-4 |                       | 6 to 8     | 8        |                                                     |                                                               |             |                           |                       |
| 7                                                                                 |     |                       |            | 5        |                                                     | Gray Silty CLAY, trace fine Sand in seams, wet, very soft, CL |             |                           |                       |
|                                                                                   |     |                       |            | 5        |                                                     |                                                               |             |                           |                       |
| 8                                                                                 |     |                       |            | 2        |                                                     |                                                               |             |                           |                       |
|                                                                                   | S-5 |                       | 8 to 10    | WH       |                                                     | End of Boring at 12 ft                                        |             |                           |                       |
| 9                                                                                 |     |                       |            | 1        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            | WH       |                                                     |                                                               |             |                           |                       |
| 10                                                                                |     |                       |            | 1        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            | WH       |                                                     |                                                               |             |                           |                       |
| 11                                                                                |     |                       |            | 1        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            | WH       |                                                     |                                                               |             |                           |                       |
| 12                                                                                |     |                       |            | 1        |                                                     |                                                               |             |                           |                       |
|                                                                                   |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 13                                                                                |     |                       |            |          |                                                     | End of Boring at 12 ft                                        |             |                           |                       |
| 14                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 15                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 16                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 17                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 18                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 19                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 20                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 21                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 22                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 23                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 24                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 25                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 26                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |
| 27                                                                                |     |                       |            |          |                                                     |                                                               |             |                           |                       |

|                |          |                |             |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
|----------------|----------|----------------|-------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Granular Soils |          | Cohesive Soils |             | % Composition<br>ASTM D2487                             | NOTES:<br>PP = Pocket Penetrometer, MC = Moisture Content<br>LL = Liquid Limit, PI = Plastic Index<br><br><u>Bedrock Joints</u><br>Shallow = 0 to 35 degrees<br>Dipping = 35 to 55 degrees<br>Steep = 55 to 90 degrees<br><br>Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches<br>Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200 | Soil Moisture Condition<br><br>Dry: S = 0%<br>Humid: S = 1 to 25%<br>Damp: S = 26 to 50%<br>Moist: S = 51 to 75%<br>Wet: S = 76 to 99%<br>Saturated: S = 100% |
| Blows/ft.      | Density  | Blows/ft.      | Consistency |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
| 0-4            | V. Loose | <2             | V. soft     | < 5% Trace<br>5-15% Little<br>15-30% Some<br>> 30% With |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
| 5-10           | Loose    | 2-4            | Soft        |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
| 11-30          | Compact  | 5-8            | Firm        |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
| 31-50          | Dense    | 9-15           | Stiff       |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
| >50            | V. Dense | 16-30          | V. Stiff    |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |
|                |          | >30            | Hard        |                                                         |                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                               |

|                                                                                   |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|-----------------------------------------------------------------------------------|----------|----------------|-----------------------|---------------------------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |          |                |                       |                                                         |                 | <b>SOIL BORING LOG</b>                                                                                                                                                                                                                                                                                                                                                                      |       |           | Boring #: <b>B-3</b>      |                                                                                                                                                           |  |
|                                                                                   |          |                |                       |                                                         |                 | Project: East Bayside                                                                                                                                                                                                                                                                                                                                                                       |       |           | Project #: 14221          |                                                                                                                                                           |  |
|                                                                                   |          |                |                       |                                                         |                 | Location: 89 Anderson Street                                                                                                                                                                                                                                                                                                                                                                |       |           | Sheet: 1 of 1             |                                                                                                                                                           |  |
|                                                                                   |          |                |                       |                                                         |                 | City, State: Portland, Maine                                                                                                                                                                                                                                                                                                                                                                |       |           | Chkd by:                  |                                                                                                                                                           |  |
| Drilling Co: Summit Geoengineering Services                                       |          |                |                       |                                                         |                 | Boring Elevation:                                                                                                                                                                                                                                                                                                                                                                           |       |           |                           |                                                                                                                                                           |  |
| Driller: C. Coolidge, P.E.                                                        |          |                |                       |                                                         |                 | Reference:                                                                                                                                                                                                                                                                                                                                                                                  |       |           |                           |                                                                                                                                                           |  |
| Summit Staff: B. Peterlein, P.E.                                                  |          |                |                       |                                                         |                 | Date started: 11/25/2014 Date Completed: 11/25/2014                                                                                                                                                                                                                                                                                                                                         |       |           |                           |                                                                                                                                                           |  |
| DRILLING METHOD                                                                   |          |                | SAMPLER               |                                                         |                 | ESTIMATED GROUND WATER DEPTH                                                                                                                                                                                                                                                                                                                                                                |       |           |                           |                                                                                                                                                           |  |
| Vehicle: Tracked                                                                  |          |                | Length: 24" SS        |                                                         |                 | Date                                                                                                                                                                                                                                                                                                                                                                                        | Depth | Elevation | Reference                 |                                                                                                                                                           |  |
| Model: AMS Power Probe                                                            |          |                | Diameter: 2"OD/1.5"ID |                                                         |                 | 11/25/2014                                                                                                                                                                                                                                                                                                                                                                                  | 9 ft  |           | in borehole at completion |                                                                                                                                                           |  |
| Method: 2-1/2" H.S.A.                                                             |          |                | Hammer: 140 lb        |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| Hammer Style: Auto                                                                |          |                | Method: ASTM D1586    |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| Depth<br>(ft.)                                                                    |          |                |                       |                                                         |                 | SAMPLE<br>DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                       |       |           | Geological/<br>Test Data  | Geological<br>Stratum                                                                                                                                     |  |
|                                                                                   | No.      | Pen/Rec (in)   | Depth (ft)            | blows/6"                                                | N <sub>60</sub> |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 1                                                                                 | S-1      |                | 0 to 2                | 3                                                       |                 | Dark brown Sandy SILT, trace organics, humid, firm, ML                                                                                                                                                                                                                                                                                                                                      |       |           |                           | FILL                                                                                                                                                      |  |
|                                                                                   |          |                |                       | 4                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | 3                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 2                                                                                 |          |                |                       | 4                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-2      |                | 2 to 4                | 4                                                       |                 | Same as above, trace ash, moist, firm, ML                                                                                                                                                                                                                                                                                                                                                   |       |           |                           |                                                                                                                                                           |  |
| 3                                                                                 |          |                |                       | 3                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | 3                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 4                                                                                 |          |                |                       | 3                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-3      |                | 4 to 6                | WH                                                      |                 | Olive-gray Silty CLAY, moist, soft, CL                                                                                                                                                                                                                                                                                                                                                      |       |           | PP = 1.4 to 1.7 tsf       | GLACIAL MARINE                                                                                                                                            |  |
| 5                                                                                 |          |                |                       | 1                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | 2                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 6                                                                                 |          |                |                       | 1                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-4      |                | 6 to 8                | WH                                                      |                 | Same as above, damp                                                                                                                                                                                                                                                                                                                                                                         |       |           | PP = 0.3 to 0.5 tsf       |                                                                                                                                                           |  |
| 7                                                                                 |          |                |                       | 3                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | 1                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 8                                                                                 |          |                |                       | 1                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-5      |                | 8 to 10               | WH                                                      |                 | Gray Silty fine SAND, trace to little Clay, mottled wet, SM                                                                                                                                                                                                                                                                                                                                 |       |           |                           |                                                                                                                                                           |  |
| 9                                                                                 |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | 1                                                       |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 10                                                                                |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 11                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 12                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 13                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 14                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-6      |                | 15 to 17              | WH                                                      |                 | Gray Silty CLAY, trace fine Sand in seams, wet, very soft, CL                                                                                                                                                                                                                                                                                                                               |       |           |                           |                                                                                                                                                           |  |
| 15                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 16                                                                                |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 17                                                                                |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 18                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 19                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   | S-7      |                | 20 to 22              | WH                                                      |                 | Same as above                                                                                                                                                                                                                                                                                                                                                                               |       |           |                           |                                                                                                                                                           |  |
| 20                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 21                                                                                |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       | WH                                                      |                 | End of Boring at 22 ft                                                                                                                                                                                                                                                                                                                                                                      |       |           |                           |                                                                                                                                                           |  |
| 22                                                                                |          |                |                       | WH                                                      |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 23                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 24                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 25                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 26                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 27                                                                                |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          |                |                       |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| Granular Soils                                                                    |          | Cohesive Soils |                       | % Composition<br>ASTM D2487                             |                 | NOTES: PP = Pocket Penetrometer, MC = Moisture Content<br>LL = Liquid Limit, PI = Plastic Index<br><br><u>Bedrock Joints</u><br>Shallow = 0 to 35 degrees<br>Dipping = 35 to 55 degrees<br>Steep = 55 to 90 degrees<br><br>Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches<br>Gravel = < 3 inch and > No 4, Sand = < No 4 and > No 200, Silt/Clay = < No 200 |       |           |                           | Soil Moisture Condition<br>Dry: S = 0%<br>Humid: S = 1 to 25%<br>Damp: S = 26 to 50%<br>Moist: S = 51 to 75%<br>Wet: S = 76 to 99%<br>Saturated: S = 100% |  |
| Blows/ft.                                                                         | Density  | Blows/ft.      | Consistency           |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 0-4                                                                               | V. Loose | <2             | V. soft               | < 5% Trace<br>5-15% Little<br>15-30% Some<br>> 30% With |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 5-10                                                                              | Loose    | 2-4            | Soft                  |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 11-30                                                                             | Compact  | 5-8            | Firm                  |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| 31-50                                                                             | Dense    | 9-15           | Stiff                 |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
| >50                                                                               | V. Dense | 16-30          | V. Stiff              |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |
|                                                                                   |          | >30            | Hard                  |                                                         |                 |                                                                                                                                                                                                                                                                                                                                                                                             |       |           |                           |                                                                                                                                                           |  |

|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|-----------------------------------------------------------------------------------|----------|----------------|-----------------------|---------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------|---------------------------|-------------------------|--|
|  |          |                |                       |               |                 | <b>SOIL BORING LOG</b>                                                                                                                                                                                                                                                                                                                                                                     |        |           | Boring #: <b>B-4</b>      |                         |  |
|                                                                                   |          |                |                       |               |                 | Project: East Bayside                                                                                                                                                                                                                                                                                                                                                                      |        |           | Project #: 14221          |                         |  |
|                                                                                   |          |                |                       |               |                 | Location: 89 Anderson Street                                                                                                                                                                                                                                                                                                                                                               |        |           | Sheet: 1 of 1             |                         |  |
|                                                                                   |          |                |                       |               |                 | City, State: Portland, Maine                                                                                                                                                                                                                                                                                                                                                               |        |           | Chkd by:                  |                         |  |
| Drilling Co: Summit Geoengineering Services                                       |          |                |                       |               |                 | Boring Elevation:                                                                                                                                                                                                                                                                                                                                                                          |        |           |                           |                         |  |
| Driller: C. Coolidge, P.E.                                                        |          |                |                       |               |                 | Reference:                                                                                                                                                                                                                                                                                                                                                                                 |        |           |                           |                         |  |
| Summit Staff: B. Peterlein, P.E.                                                  |          |                |                       |               |                 | Date started: 11/25/2014 Date Completed: 11/25/2014                                                                                                                                                                                                                                                                                                                                        |        |           |                           |                         |  |
| DRILLING METHOD                                                                   |          |                | SAMPLER               |               |                 | ESTIMATED GROUND WATER DEPTH                                                                                                                                                                                                                                                                                                                                                               |        |           |                           |                         |  |
| Vehicle: Tracked                                                                  |          |                | Length: 24" SS        |               |                 | Date                                                                                                                                                                                                                                                                                                                                                                                       | Depth  | Elevation | Reference                 |                         |  |
| Model: AMS Power Probe                                                            |          |                | Diameter: 2"OD/1.5"ID |               |                 | 11/25/2014                                                                                                                                                                                                                                                                                                                                                                                 | 6.5 ft |           | On borehole at completion |                         |  |
| Method: 2-1/2" H.S.A.                                                             |          |                | Hammer: 140 lb        |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| Hammer Style: Auto                                                                |          |                | Method: ASTM D1586    |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| Depth<br>(ft.)                                                                    |          |                |                       |               |                 | SAMPLE<br>DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                      |        |           | Geological/<br>Test Data  | Geological<br>Stratum   |  |
|                                                                                   | No.      | Pen/Rec (in)   | Depth (ft)            | blows/6"      | N <sub>60</sub> |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 1                                                                                 | S-1      |                | 0 to 2                | 1             |                 | Dark brown Sandy SILT, trace rootlets and organics, humid, very soft, ML                                                                                                                                                                                                                                                                                                                   |        |           |                           | FILL                    |  |
|                                                                                   |          |                |                       | 1             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 2                                                                                 |          |                |                       | 3             |                 | Olive-brown Silty SAND, trace Clay, moist, loose, SM                                                                                                                                                                                                                                                                                                                                       |        |           |                           |                         |  |
|                                                                                   | S-2      |                | 2 to 4                | 1             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 3                                                                                 |          |                |                       | 1             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       | 2             |                 | Brown medium to fine SAND, trace Silt, moist, loose, SP                                                                                                                                                                                                                                                                                                                                    |        |           |                           |                         |  |
| 4                                                                                 |          |                |                       | 3             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   | S-3      |                | 4 to 6                | 3             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 5                                                                                 |          |                |                       | 5             |                 | Brown medium to fine SAND, little Gravel, trace Silt, wet, compact, SP                                                                                                                                                                                                                                                                                                                     |        |           |                           |                         |  |
|                                                                                   |          |                |                       | 11            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 6                                                                                 |          |                |                       | 7             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | GLACIAL MARINE          |  |
|                                                                                   | S-4      |                | 6 to 8                | 3             |                 | Same as above                                                                                                                                                                                                                                                                                                                                                                              |        |           |                           |                         |  |
| 7                                                                                 |          |                |                       | 2             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       | 2             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 8                                                                                 |          |                |                       | 2             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   | S-5      |                | 8 to 10               | 2             |                 | Same as above                                                                                                                                                                                                                                                                                                                                                                              |        |           |                           |                         |  |
| 9                                                                                 |          |                |                       | 4             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       | 2             |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 10                                                                                |          |                |                       | 1             |                 | Olive-gray Silty CLAY, wet, very soft, CL                                                                                                                                                                                                                                                                                                                                                  |        |           |                           |                         |  |
|                                                                                   | S-6      |                | 10 to 12              | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 11                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 12                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 13                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 14                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 15                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   | S-7      |                | 15 to 17              | WH            |                 | Same as above                                                                                                                                                                                                                                                                                                                                                                              |        |           |                           |                         |  |
| 16                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 17                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 18                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 19                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 20                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   | S-7      |                | 20 to 22              | WH            |                 | Same as above                                                                                                                                                                                                                                                                                                                                                                              |        |           |                           |                         |  |
| 21                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           | End of Boring at 22 ft    |                         |  |
|                                                                                   |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 22                                                                                |          |                |                       | WH            |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 23                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 24                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 25                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 26                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 27                                                                                |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
|                                                                                   |          |                |                       |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| Granular Soils                                                                    |          | Cohesive Soils |                       | % Composition |                 | NOTES: PP = Pocket Penetrometer, MC = Moisture Content<br>LL = Liquid Limit, PI = Plastic Index<br><br><u>Bedrock Joints</u><br>Shallow = 0 to 35 degrees<br>Dipping = 35 to 55 degrees<br>Steep = 55 to 90 degrees<br><br>Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches<br>Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200 |        |           |                           | Soil Moisture Condition |  |
| Blows/ft.                                                                         | Density  | Blows/ft.      | Consistency           | ASTM D2487    |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           |                         |  |
| 0-4                                                                               | V. Loose | <2             | V. soft               |               | < 5% Trace      |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Dry: S = 0%             |  |
| 5-10                                                                              | Loose    | 2-4            | Soft                  |               | 5-15% Little    |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Humid: S = 1 to 25%     |  |
| 11-30                                                                             | Compact  | 5-8            | Firm                  |               | 15-30% Some     |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Damp: S = 26 to 50%     |  |
| 31-50                                                                             | Dense    | 9-15           | Stiff                 |               | > 30% With      |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Moist: S = 51 to 75%    |  |
| >50                                                                               | V. Dense | 16-30          | V. Stiff              |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Wet: S = 76 to 99%      |  |
|                                                                                   |          | >30            | Hard                  |               |                 |                                                                                                                                                                                                                                                                                                                                                                                            |        |           |                           | Saturated: S = 100%     |  |

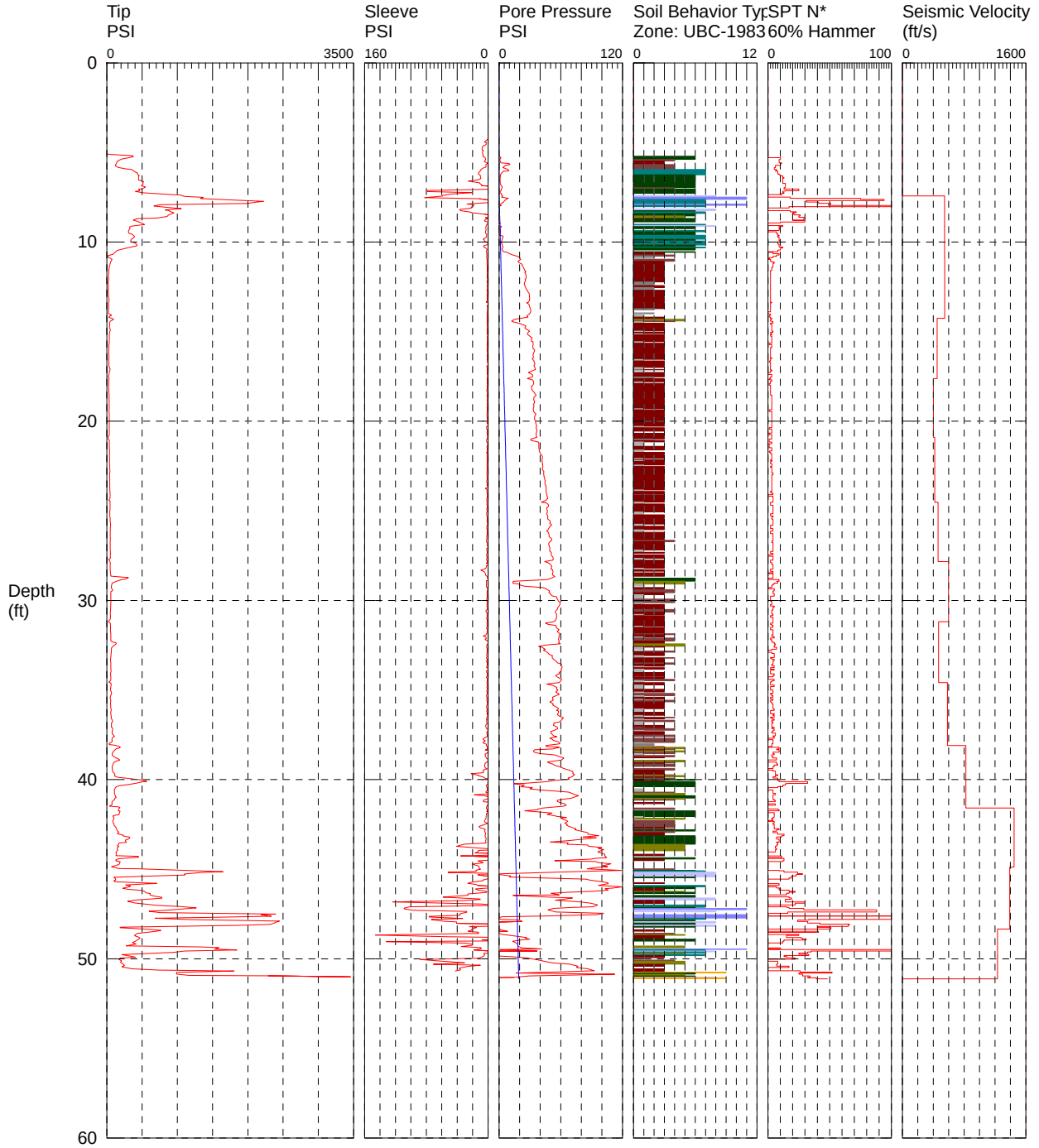
# 14221



COMPANY: Summit  
 FILENAME:  
 TEST ID: cpt1  
 PROJECT: 14221  
 SITE: Fox Street

LOCATION: Portland  
 OPERATOR: Craig  
 CREW: Bill  
 CLIENT: Red Fern  
 CLIENT REP: Jay Culley

TEST DATE: Tue 25/Nov/2014  
 START TIME: 13:09:08  
 GPS: 0, 0, 0, 0, 0  
 WEATHER: CLEAR



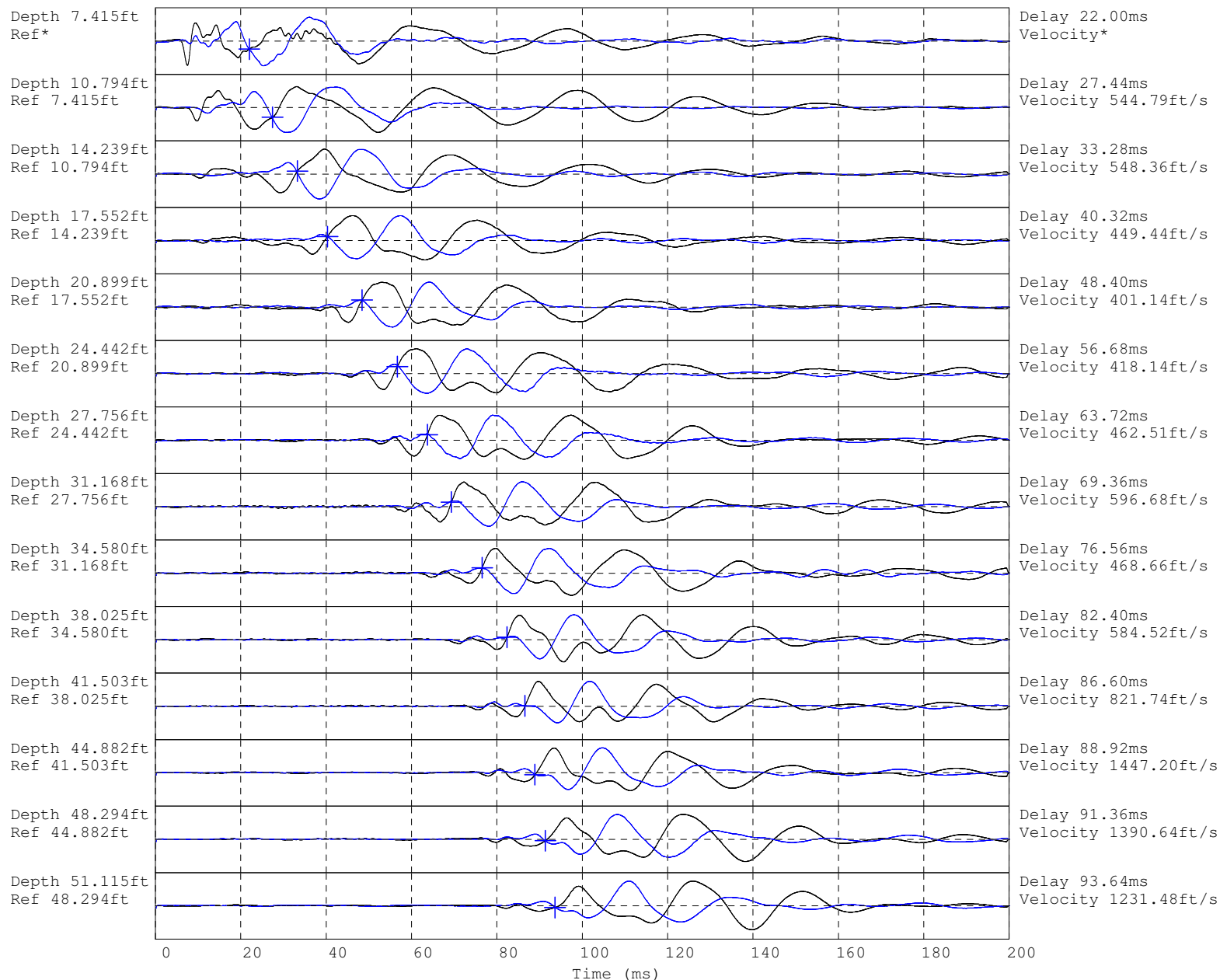
COMMENTS:

- |                          |                             |                            |                                |
|--------------------------|-----------------------------|----------------------------|--------------------------------|
| 1 sensitive fine grained | 4 silty clay to clay        | 7 silty sand to sandy silt | 10 gravelly sand to sand       |
| 2 organic material       | 5 clayey silt to silty clay | 8 sand to silty sand       | 11 very stiff fine grained (*) |
| 3 clay                   | 6 sandy silt to clayey silt | 9 sand                     | 12 sand to clayey sand (*)     |

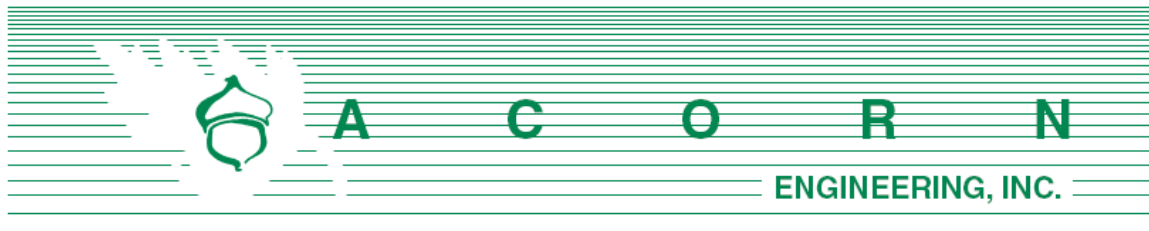
\*SBT/SPT CORRELATION: UBC-1983



# 14221cpt1(001).SEI =



Hammer to Rod String Distance 1.5 (m)  
 \* = Not Determined



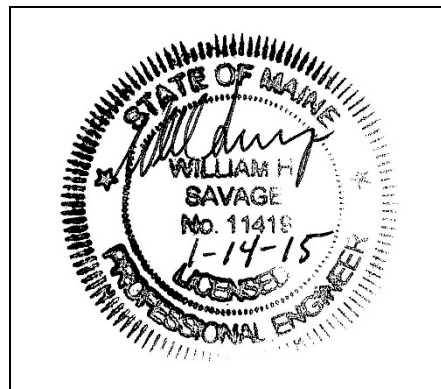
# **EROSION & SEDIMENTATION** **CONTROL REPORT**

**Prepared For:**

**Redfern Properties, LLC  
East Bayside Lofts  
89 Anderson Street  
Portland, Maine 04101**

**Prepared By:**

**Acorn Engineering, Inc.  
158 Danforth Street  
Portland, Maine 04102**



**January 2015**

## **INTRODUCTION**

Acorn Engineering, Inc. has been retained by Redfern Properties, LLC to provide civil engineering services for the proposed development of East Bayside Lofts, located at 89 Anderson Street in Portland, Maine. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The building is anticipated to be four stories tall; the first story, as presently proposed, will comprise of a restaurant, two additional commercial spaces, and an indoor/outdoor parking facility; and the second through fourth stories will contain a total of 10 studio apartments, 34 one-bedroom apartments, and 9 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1). This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual dated March 2003.

### **1.0 EXISTING CONDITIONS**

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

Prior to the beginning of this project, the City of Portland has zoned this area as R-6 Residential Zone; this location's prior use was a non-conforming use as an automobile repair garage. In recognition of this project, this location has been re-zoned as a B-1b zone. An existing conditions plan has been prepared by Nadeau Land Surveys of Portland, Maine.

Abutting Uses:

- Northeast R-6 Zone - Single and Multi-Family Residential
- Southeast R-6 Zone - Single and Multi-Family Residential
- Southwest ROS Zone – Kennedy Park
- Northwest ILb Zone – Neap Tide LLC.

The majority of the existing project area is comprised of a paved and gravel parking area, as well as two buildings. Existing impervious areas include the existing buildings, as well as paved and gravel parking areas. From southeast to northwest the existing grades are relatively gradual with the majority of the existing slope at approximately 0-10%.

#### **1.1 Existing Soils**

Onsite soil information includes the following:



- Summit Geoengineering Services – Soil Boring Logs, dated November 25, 2014. A formal Geotechnical Report will be prepared by Summit Geoengineering Services for the project.
- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County.

Given the soils information, listed above, and the fact that greater than 50% of the proposed development site is currently developed, it is Acorn Engineering's professional opinion that a more intense hydric soil boundary delineation is not required because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soils types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

| Table 1 - "K" Value |            |            |
|---------------------|------------|------------|
| Soils Type          | Subsurface | Substratum |
| Au Gres             | .15        |            |
| Deerfield           | .17        |            |
| Hinckley            | .17        | .17        |

The soil "K" values for the soils, listed above, indicate a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County.

## 1.2 Existing Erosion Problems

Currently, the site is primarily developed paved and gravel parking areas and buildings. While no existing erosion problems are apparent, the development's proposed terracing of the slopes, grading of the new parking areas, and landscaping efforts will provide a stabilized condition and mitigate any erosion control concerns.

## 1.3 Critical Areas

Critical areas that would require special attention during construction are the areas adjacent to the municipal stormwater system.

## 1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream.

## 1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities or timber harvesting within the project limits within the past 5 years.

## 1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any significant timber harvesting within the past five years.

## 2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

### 2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period.

- 2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:
  - Stone size shall be 2-3 inches, or reclaimed or recycled concrete equivalent.
  - The thickness of the entrance stone layer shall be no less than 6 inches.
  - The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
  - Geotextile fabric (woven or non woven) shall be placed over the entire entrance area.
  - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public road ways.
- 2.1.2 Siltation fence or erosion control berm shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15<sup>th</sup> and November 1<sup>st</sup> on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1<sup>st</sup> and April 15<sup>th</sup> on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.



- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 Anderson Street, Fox Street and Everett Street shall be swept to control mud and dust from construction as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14 gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 2.1.8 Stormdrain inlet protection shall be provided to stormdrains through the use of any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached  $\frac{1}{2}$  the design height.
- 2.1.9 Dust control shall be accomplished by the use of any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7 day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

## 2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, fertilized, seeded, and





mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

### **3.0 EROSION AND SEDIMENTATION CONTROL PLAN**

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

### **4.0 DETAILS AND SPECIFICATIONS**

4.1 Erosion Control Details and Specification are included in the plan set.

### **5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION**

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

#### **5.1 Sediment Barriers**

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

#### **5.2 Mulching**

All areas shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4 inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered



sufficient when the ground surface is not visible through the mulch. After November 1<sup>st</sup>, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

### 5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

### 5.4 Seeding

Between the dates of October 15<sup>th</sup> and April 1<sup>st</sup>, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1<sup>st</sup> and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs/1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

### 5.5 Over winter stabilization of disturbed soils

By September 15<sup>th</sup>, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1<sup>st</sup>, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1<sup>st</sup>, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1<sup>st</sup>. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.



- Stabilize the soil with mulch – By November 15<sup>th</sup>, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

## 5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15<sup>th</sup>. All slopes to be vegetated shall be seeded and mulched by September 1<sup>st</sup>. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1<sup>st</sup>, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1<sup>st</sup> the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1<sup>st</sup>, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1<sup>st</sup>. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15<sup>th</sup>. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15<sup>th</sup>. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

## 6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24 hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.



**Sediment Barriers:** Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

**Stabilized Stone Construction Entrances** The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

**Mulched Areas** All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Inspections shall take place until grasses are firmly established (95% soil surface covered with grass). Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

**Dust Control** When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

**Stormwater Appurtenances** including the underdrains, storm drains, and catch basins.

### **Erosion and Sedimentation Control Inspections:**

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information contact:

Contact: Will Savage, PE  
Telephone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419



A C O R N Engineering, Inc. • PO Box 3372 • Portland • Maine • 04104  
Voice: 207-775-2655 • Fax: 207-358-7979 • [www.acorn-engineering.com](http://www.acorn-engineering.com)

- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

**The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.**

## **7.0 IMPLEMENTATION SCHEDULE**

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Cut and fill only as necessary to backfill the retaining wall and foundation wall as designed within the appropriate plan(s).
5. Commence earthwork operations, wall and foundation installation.
6. Commence installation of drainage infrastructure.
7. Commence installation of utilities.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of drainage infrastructure, as well as other utility work.
10. Complete remaining earthwork operations.
11. Install sub-base and base gravels in paved areas.
12. Install paving, curbing and brickwork.
13. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
14. Once the site is stabilized and 90% catch of vegetation has been obtained, remove all temporary erosion control measures.
15. Touch up areas without a vigorous catch of grass with loam and seed.
16. Complete site signage and striping.
17. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed area to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall revegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.



## 8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

## 9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan





## TEMPORARY SEEDING PLAN

### Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

### Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P<sub>2</sub>O<sub>5</sub>-K<sub>2</sub>O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

### Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

| Seed            | Pounds / 1,000 S.F. | Recommended Seeding Dates          |
|-----------------|---------------------|------------------------------------|
| Winter Rye      | 2.57                | Aug-15 to Oct-1                    |
| Oats            | 1.84                | Apr-1 to Jul-1<br>Aug-15 to Sep-15 |
| Annual Ryegrass | 0.92                | Apr-1 to Jul-1                     |
| Sudangrass      | 0.92                | May-15 to Aug-15                   |
| Perennial       | 0.92                | Aug-15 to Sep-15                   |

### Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

### Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



## PERMANENT SEEDING PLAN

### Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

### Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P<sub>2</sub>O<sub>5</sub>-K<sub>2</sub>O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

### Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

| Seed                | Pounds / 1,000 S.F. |
|---------------------|---------------------|
| Kentucky Bluegrass  | 0.46                |
| Creeping Red Fescue | 0.46                |
| Perennial Ryegrass  | 0.11                |
| Total               | 1.03                |

### Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

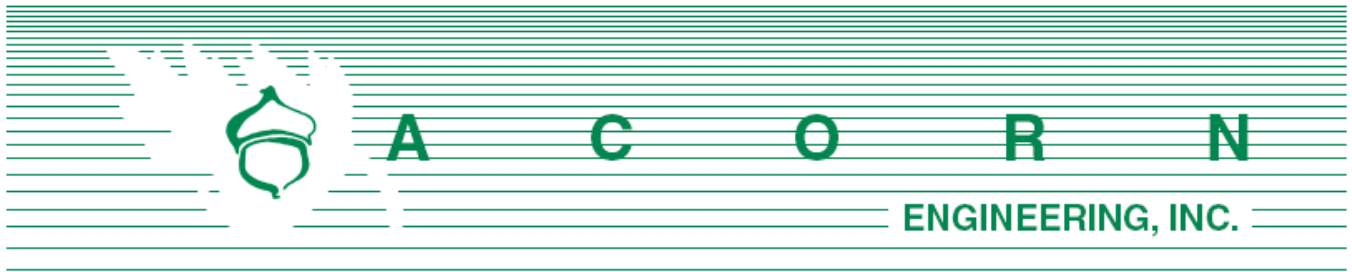
### Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1<sup>st</sup>. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

### Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





Central Maine Power Company  
Attn: Jamie Cough  
162 Canco Road  
Portland, Maine 04103

November 14, 2014

Subject: East Bayside Lofts - Redfern Properties, LLC – Portland  
Re: Ability to Serve

Mr. Cough,

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Unitil Service Corp.'s ability to serve the proposed development. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story will comprise of a restaurant, two additional commercial spaces, and an indoor parking facility; and the second through fourth stories will contain a total of 12 studio apartments, 29 one-bedroom apartments, and 12 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

The developer plans to serve the proposed building with underground electric service. At this time we have proposed that the new service be established from the existing utility pole located on the easterly side of the Everett Street corridor, approximately 50' north of the intersection of Everett Street and Anderson Street. This service would then be connected to a transformer, located at the eastern property corner. I have attached a preliminary utility plan to facilitate your review. Electrical loading computations, as well as a determination of 3-phase or 1-phase, will be performed by the electrical engineer, at a later date. Please let me know if you have any further questions or comments.

Sincerely,

Michael A. Guethle  
Design Engineer  
Acorn Engineering, Inc.

cc: Will Savage  
Jonathan Cully  
Ryan Senatore



11/17/2014

**Michael Guethle, E.I.T.**

Acorn Engineering, Inc

PO Box 3372

Portland, Maine 04104

*Sent via email to: [mguethle@acorn-engineering.com](mailto:mguethle@acorn-engineering.com)*

RE: Ability to Serve Letter for East Bayside Lofts-Redfern Properties, LLC

Dear Mr. Guethle:

CMP has the ability to serve the proposed project located at the corner of Fox and Anderson Street in Portland, Maine, in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Standards Handbook. If you have any questions on the process, or need help in completion of the documents, please feel free to contact me.

**New Service Milestones**

- Call 1-800-565-3181 to establish a new account and an SAP work order.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Submit Load information. Please complete this CMP spreadsheet using load information
- Submit the easement information worksheet. Please complete this CMP form and either email or fax back to us.
- Preliminary meetings with CMP to determine the details of job
- Field planner design appointment to cost out job and develop CMP Invoice.
- Submit invoice for payment.
- Easements signed and payment received.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer delivery, potential substation upgrades, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

162 Canco Road Portland, ME 04103  
Tel (800) 750-4000  
207-842-2367 office  
207-458-0382 cell  
207-626-4082 fax

[www.cmpco.com](http://www.cmpco.com)



An equal opportunity employer



For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements:

[CMP Handbook of Standard Requirements](http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf)

(<http://www.cmpco.com/MediaLibrary/3/6/Content%20Management/YourAccount/PDFs%20and%20Docs/handbook.pdf>)

If you have any questions, please contact me.

Regards,

A handwritten signature in black ink that reads "Jamie Cough".

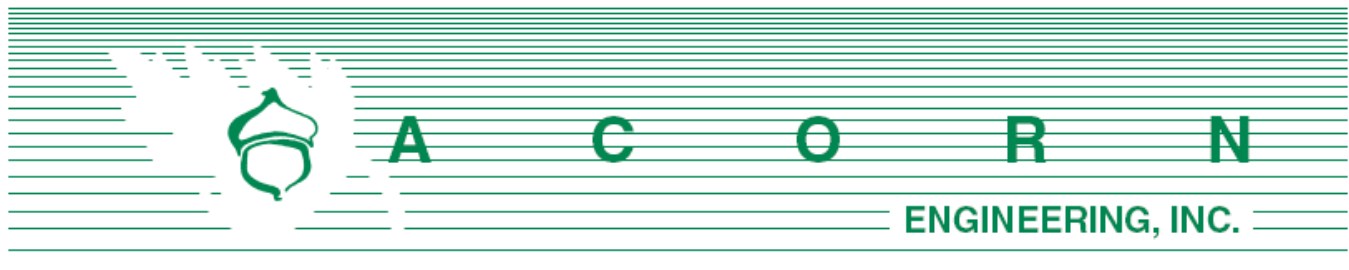
Jamie Cough  
Energy Services Advisor  
Central Maine Power Company  
162 Canco Road  
Portland, ME 04103  
207-842-2367 office  
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207-626-4082 fax

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Department of Public Services  
 Attn: Frank J. Brancely, B.A., M.A.  
 55 Portland Street  
 Portland, Maine 04101

November 14, 2014

Subject: East Bayside Lofts - Redfern Properties, LLC – Portland  
 Re: Capacity to Handle Anticipated Wastewater Flows

Dear Mr. Brancely,

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for the City of Portland Department of Public Services' ability to serve the proposed development. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story is anticipated to comprise of a restaurant, two additional commercial spaces, and an indoor parking facility; and the second through fourth stories are anticipated to contain a total of 12 studio apartments, 29 one-bedroom apartments, and 12 two-bedroom apartments for a total of 53 units within the building. An outdoor parking lot will also be included in the design.

The proposed project is located at the easterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

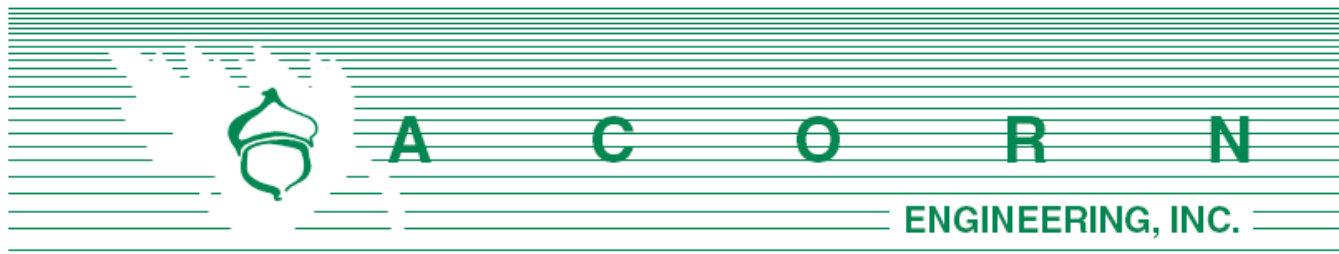
Based upon the Section 4 of the Maine Subsurface Water Disposal Rules, the project anticipates the following design flows:

| Conservative Estimate of Anticipated Design Flows |                                       |                 |                          |                       |
|---------------------------------------------------|---------------------------------------|-----------------|--------------------------|-----------------------|
| Development                                       | Unit Size                             | Number of Units | Gallons per Day per Unit | Total Gallons per Day |
| Existing flow to be removed                       |                                       |                 |                          |                       |
| Tire & Automotive Facility                        | Employees w/o On-Site Shower Facility | 4               | 12                       | 48                    |
| Proposed flow                                     |                                       |                 |                          |                       |
| Restaurant: Base Flow                             | Per Seat                              | 50              | 30                       | 1,500                 |
| Restaurant: Employees                             | Per Employee                          | 12              | 12                       | 144                   |
| Commercial 2                                      | Per Employee                          | 10              | 12                       | 120                   |
| Commercial 3                                      | Per Employee                          | 12              | 12                       | 144                   |
| East Bayside Lofts                                | ≤2 – Bedroom                          | 53              | 180                      | 9,540                 |
| Net Change                                        |                                       |                 |                          | 11,400                |

\*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition

The proposed project is anticipated to add a net water usage from the development of 11,400 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine





Subsurface Wastewater Disposal Rules. The anticipated flow assumes a conservative wastewater estimate; a high seating capacity of 50 was used as an estimated flow for the restaurant, and many of the apartments are 1-bedroom apartments or studio apartments. For these reasons, the volume of actual wastewater conveyed from this location may be lower.

We are proposing separate sewer connections for the commercial and residential units within the building. For the residential units, a new gravity sewer main is proposed to convey sewerage from the northwestern corner of the building to the existing sewer main within Everett Street. There are three commercial buildings which are proposed to convey sewerage towards Anderson Street. Lateral sewer services for Commercial Space 2 and 3 are proposed to connect into the existing 24" sewer within Anderson Street. Whereas Commercial Space 1 is proposed to be a restaurant, we are also proposing a new lateral sewer service for the restaurant to convey sewerage through a grease interceptor to be located within the Anderson Street sidewalk, and then to the existing 24" sewer within Anderson Street. For similar reasons noted above, the grease interceptor sizing provided is using conservative numbers. Grease interceptor calculations are included below:

| Grease Waste Interceptor Sizing |             |                 |                |                |                 |                   |
|---------------------------------|-------------|-----------------|----------------|----------------|-----------------|-------------------|
| Number of Meals/Peak Hour       |             | Waste Flow Rate | Retention Time | Storage Factor | Calculated Size | Manufactured Size |
| Capacity                        | Meal Factor | Washing Machine | Commercial     | 10 HRS         | (gallons)       | (gallons)         |
| 50                              | 1           | 6               | 2.5            | 1.25           | 937.5           | 1000              |

\*Based on values from Uniform Plumbing Code Formula

These anticipated connection locations have been made in recognition of the proposed Fox Street and Anderson Street improvements, notably recognizing the inclusion of the municipal separate storm sewer system within the corridor improvements. Final design drawings are anticipated to be in cohesion with these corridor improvements.

Any additional information or any project recommendations that you may have would be appreciated. I have attached an updated preliminary utility plan to facilitate your review. We would also like to highlight at this time that we anticipate installing the grease interceptor in the Anderson Street sidewalk as this location is most easily accessible for maintenance, and that we would like to know of any additional necessary steps in order to install the grease interceptor in this location. Please let me know if you have any further questions or comments.

Sincerely,

Michael A. Guethle

Design Engineer  
Acorn Engineering, Inc.

cc: Will Savage  
Jonathan Cully  
Ryan Senatore

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: 11/4/2014

## 1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 89 Anderson Street

Chart Block Lot Number: Refer to Letter

Proposed Use: Commercial, Apartments

Previous Use: Car Garage

Existing Sanitary Flows: 48 GPD

Existing Process Flows: 0 GPD

Description and location of City sewer that is to receive  
the proposed building sewer lateral.

Refer to the attached plan

Site Category | Commercial (see part 4 below) | ☒  
Industrial (complete part 5 below) | ☐  
Governmental | ☐  
Residential | ☒  
Other (specify) | ☐

**(Clearly, indicate the proposed connections, on the submitted plans)**

## 2. Please, Submit Contact Information.

City Planner's Name: Helen Donaldson Phone: 874-8723

Owner/Developer Name: Jonathan Culley- Redfern Properties, LLC

Owner/Developer Address: P.O. Box 8816, Portland, Maine 04104

Phone: 207-776-9715 Fax:  E-mail: jonathan@redfernproperties.com

Engineering Consultant Name: Acorn Engineering, Inc.

Engineering Consultant Address: PO Box 3372, Portland, Maine 04104

Phone: 207-775-2655 Fax:  E-mail: wsavage@acorn-engineering.com

**(Note: Consultants and Developers should allow +/- 15 days, for capacity status,  
prior to Planning Board Review)**

## 3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 9,540 GPD

Peaking Factor/ Peak Times: Diurnal Residential Flow Pattern

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"

"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

STATE OF MAINE SUBSURFACE WASTEWATER DISPOSAL RULES

**(Note: Please submit calculations showing the derivation of your design flows,  
either on the following page, in the space provided, or attached, as a separate sheet)**

#### 4. Please, Submit External Grease Interceptor Calculations.

|                                           |                                   |
|-------------------------------------------|-----------------------------------|
| Total Drainage Fixture Unit (DFU) Values: | 22                                |
| Size of External Grease Interceptor:      | 1000 gallons                      |
| Retention Time:                           | 2.5 hours                         |
| Peaking Factor/ Peak Times:               | 1 / 11:00AM-2:00PM, 5:00PM-8:00PM |

*(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)*

#### 5. Please, Submit Industrial Process Wastewater Flow Calculations N/A

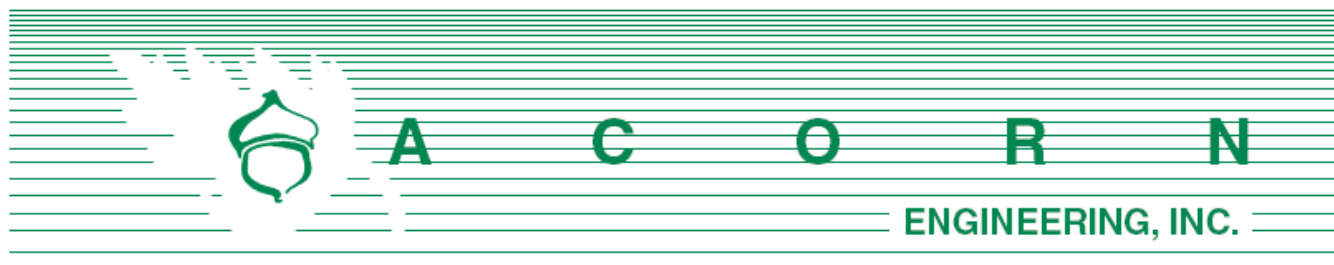
|                                                            |                                                                                                 |     |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----|
| Estimated Industrial Process Wastewater Flows Generated:   |                                                                                                 | GPD |
| Do you currently hold Federal or State discharge permits?  | Yes                                                                                             | No  |
| Is the process wastewater termed categorical under CFR 40? | Yes                                                                                             | No  |
| OSHA Standard Industrial Code (SIC):                       | <a href="http://www.osha.gov/oshstats/sicser.html">http://www.osha.gov/oshstats/sicser.html</a> |     |
| Peaking Factor/Peak Process Times:                         |                                                                                                 |     |

*(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)*

*(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)*

Notes, Comments or Calculation

Please refer to the attached letter with calculations, and plan



Portland Water District  
Attn: MEANS Department  
225 Douglas Street  
Portland, Maine 04104

November 14, 2014

Subject: East Bayside Lofts - Redfern Properties, LLC – Portland  
Re: Ability to Serve

To whom it may concern:

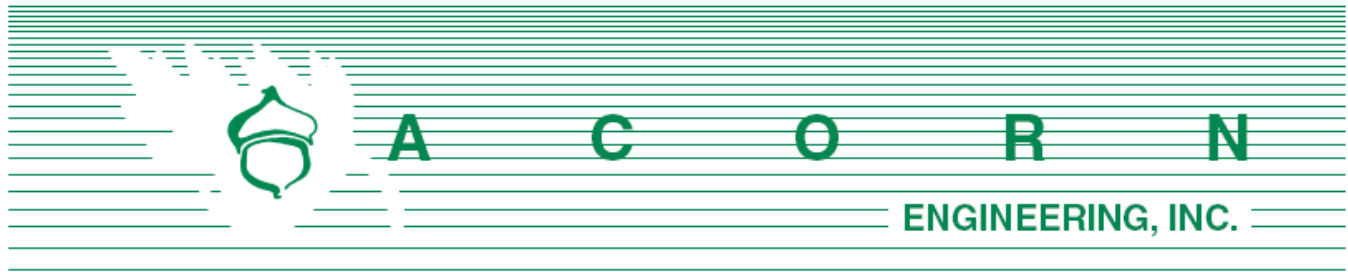
On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Portland Water District's ability to serve the proposed development. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story will comprise of a restaurant, two additional commercial spaces, and an indoor parking facility, and the second through fourth stories will contain a total of 12 studio apartments, 29 one-bedroom apartments, and 12 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

Based upon the Section 4 of the Maine Subsurface Water Disposal Rules, the project anticipates the following design flows:

| Conservative Estimate of Anticipated Design Flows |                                       |                 |                          |                       |
|---------------------------------------------------|---------------------------------------|-----------------|--------------------------|-----------------------|
| Development                                       | Unit Size                             | Number of Units | Gallons per Day per Unit | Total Gallons per Day |
| Existing flow to be removed                       |                                       |                 |                          |                       |
| Tire & Automotive Facility                        | Employees w/o On-Site Shower Facility | 4               | 12                       | 48                    |
| Proposed flow                                     |                                       |                 |                          |                       |
| Restaurant: Base Flow                             | Per Seat                              | 50              | 30                       | 1,500                 |
| Restaurant: Employees                             | Per Employee                          | 12              | 12                       | 144                   |
| Commercial 2                                      | Per Employee                          | 10              | 12                       | 120                   |
| Commercial 3                                      | Per Employee                          | 12              | 12                       | 144                   |
| East Bayside Lofts                                | ≤2 – Bedroom                          | 53              | 180                      | 9,540                 |
| Net Change                                        |                                       |                 |                          | 11,400                |

\*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition



The proposed project is anticipated to add a net water usage from the development of 11,400 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules. The anticipated flow assumes a conservative water usage estimate; a high seating capacity of 50 was used as an estimated flow for the restaurant, and many of the apartments are 1-bedroom apartments or studio apartments. For these reasons, the actual water usage for this location may be lower.

Separate services are proposed for the commercial properties and the residential units. For the residential units, the developer has proposed a new eight-inch fire line service for the development that would tie into the existing water main in Everett Street, as well as a four-inch domestic service. The developer is also proposing individual one-inch services for each of the commercial properties. Any available data you may have on flow data for the nearest hydrant, existing maps for utilities within Everett Street, location of any existing water services to the lots, as well as any project recommendations (such as options for water metering) would be appreciated. I have attached a preliminary utility plan to facilitate your review. Please let me know if you have any further questions or comments.

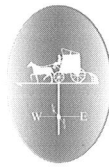
Sincerely,

Michael A. Guethle

Design Engineer  
Acorn Engineering, Inc.

cc: Will Savage  
Jonathan Cully  
Ryan Senatore





## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

December 17, 2014

Acorn Engineering, Inc.  
P. O. Box 3372  
Portland, ME 04104

Attn: Michael Guethle  
Re: East Bayside Lofts; Anderson Street, Portland  
Ability to Serve with PWD Water

Dear Mr.. Guethle:

The Portland Water District has received your request for an Ability to Serve determination for the noted site submitted on November 17, 2014. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter.

**Please note that this letter does not constitute approval of this project from the District. Review and approval of final plans is required.** Please review this letter for any special conditions specified by the District and to determine the appropriate next steps to take to move your project through the submittal and approval process.

### Existing Site Service

According to District records, the project site does currently have existing water service. Two 3/4-inch diameter copper water service lines, located as shown on the attached water service cards, provide water service to this site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

### Water System Characteristics

According to District records, there is an 20-inch diameter cast iron water main on the southeast side of Fox Street, a 12" ductile iron water main on the northeast side of Anderson Street and a 6" cast iron water main on the southeast side of Everett Street and a public fire hydrant located 75 feet from the site.

The current data from the nearest hydrant with flow test information is as follows:

Hydrant Location: Anderson Street 15 feet southeast of Everett Street  
Hydrant Number: POD-HYD00004  
Last Tested: 6/11/1991  
Static Pressure: 95 psi  
Residual Pressure: ##  
Flow: 1247 GPM

---

PO - 89 Anderson Street - Ability to Serve Determination - December 2014





Static Pressure was retested on @/10/2012 with 106 psi.

#### Public Fire Protection

You have indicated that this project will not include the installation of new public hydrants to be accepted into the District water system. It is your responsibility to contact the Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

#### Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

#### Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact the MEANS group to request a hydrant flow test and we will work with you to get more complete data.

#### Conditions of Service

The existing services at this site may be used by the proposed development as long as the project team determines that they will provide adequate flow and pressure for the proposed use. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe from the water main.

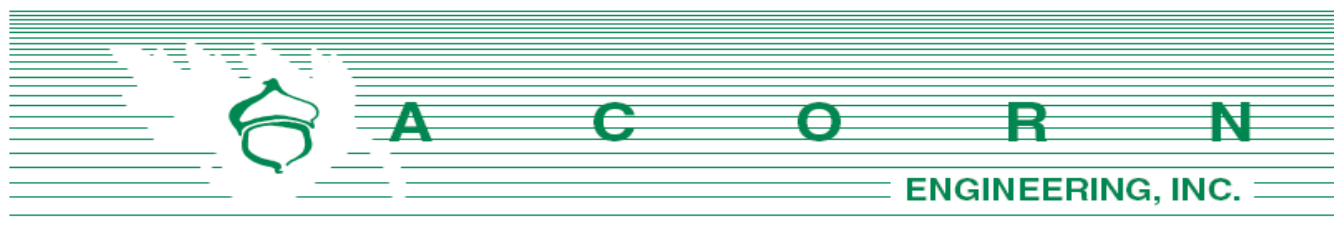
As your project progresses, we advise that you submit any preliminary design plans to the MEANS group for review of the water service line configuration. We will work with you or your representative to ensure that the design meets our current standards. Please be aware that there are City storm water separation projects going on in this area that may or may not include water main renewal work. As you proceed, please coordinate with the City and District to avoid any issues related to these projects. If the District can be of further assistance in this matter, please let us know.

If the District can be of further assistance in this matter, please let us know.

Sincerely,  
Portland Water District



Gordon Johnson, P.E.  
Engineering Services Manager



Time Warner Cable  
Attn: Mark Pelletier  
5 Davis Farm Road  
118 Johnson Road  
Portland, Maine 04102

November 21, 2014

Subject: East Bayside Lofts - Redfern Properties, LLC – Portland  
Re: Ability to Serve

Mark Pelletier,

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Time Warner Cable's ability to serve the proposed development. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story will comprise of a restaurant, two additional commercial spaces, and an indoor parking facility; and the second through fourth stories will contain a total of 12 studio apartments, 29 one-bedroom apartments, and 12 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

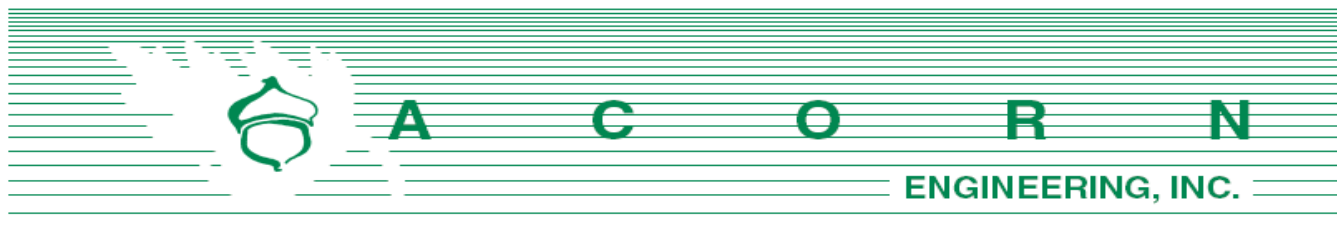
The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

The developer plans to serve the proposed building with an underground cable service. At this time we have proposed that the new service be established from the existing utility pole located on the easterly side of the Everett Street corridor, approximately 50' north of the intersection of Everett Street and Anderson Street; the service would then be routed beneath Everett Street, and into the mechanical closet for the development. Pull boxes are anticipated to be placed at corners, and conduit is anticipated to be encased in concrete within the City of Portland ROW.

On behalf of the client we are requesting the following information:

- Any additional information, such as additional utility mapping within Everett Street.
- Alternative connection location of the cable system
- Proposed infrastructure improvements within the project vicinity.
- Time Warner Cable's ability to serve the project.

I have attached a preliminary utility plan to facilitate your review. Please let me know if you have any further questions or comments.



Sincerely,

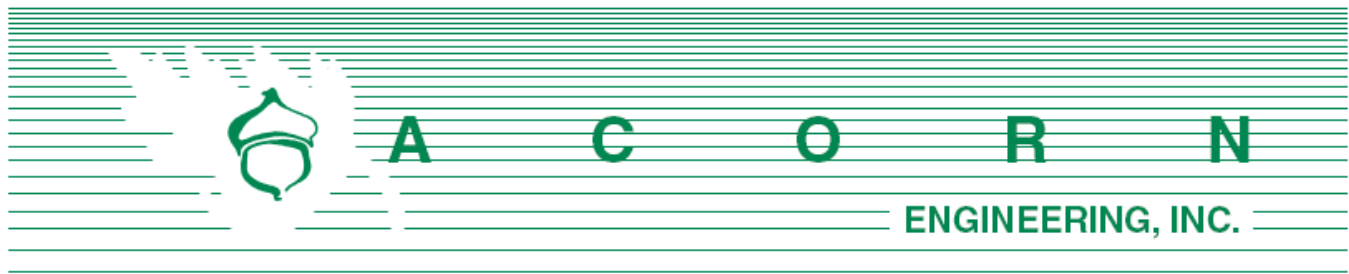
A handwritten signature in cursive script, appearing to read 'Michael A. Guethle'.

Michael A. Guethle

Design Engineer  
Acorn Engineering, Inc.

cc: Will Savage  
Jonathan Cully  
Ryan Senatore





Unitil Service Corp.  
Attn: Kelly Fowler  
P.O. Box 3586  
Portland, Maine 04104

November 14, 2014

Subject: East Bayside Lofts - Redfern Properties, LLC – Portland  
Re: Ability to Serve

Kelly Fowler,

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Unitil Service Corp.'s ability to serve the proposed development. East Bayside Lofts is a 53-unit vertical urban infill development located within Portland's East Bayside community. The proposed building is anticipated to be four stories tall; the first story will comprise of a restaurant, two additional commercial spaces, and an indoor parking facility; and the second through fourth stories will contain a total of 12 studio apartments, 29 one-bedroom apartments, and 12 two-bedroom apartments for a total of 53 rental units within the building. An outdoor parking lot will also be included in the design.

The proposed project is located at the northeasterly corner of Fox Street and Anderson Street in Portland. The proposed lot is a combination of two properties which presently include Portland Tax Map 012, Block I, Lots 1 and 5. There is an existing auto service building and two smaller associated buildings located on Lot 1 which are to be demolished as part of the proposed project.

The developer plans to serve the proposed building with natural gas, connecting into the existing gas main located within the Everett Street corridor. Any additional information, such as additional utility information within Everett Street, or an alternative preferred connection location of the natural gas line within the adjacent Fox Street, Anderson Street and Everett Street corridors, as well as any project recommendations, would be appreciated. I have attached a preliminary utility plan to facilitate your review. Please let me know if you have any further questions or comments.

Sincerely,

Michael A. Guethle

Design Engineer  
Acorn Engineering, Inc.

cc: Will Savage  
Jonathan Cully  
Ryan Senatore



December 16, 2014

Mr. Michael A. Guethle  
Design Engineer  
Acorn Engineering, Inc.  
PO Box 3372  
Portland, ME 04104

Re: East Bayside Lofts – Redfern Properties, LLC - Portland, ME

Dear Mr. Guethle:

Thank you for your interest in using natural gas for the above referenced project.

Unitil has natural gas in the vicinity of this project to provide service. The evaluation to complete the design, costs and determining what the customer contribution is, can be completed once Unitil receives the completed design and load information. Unitil welcomes the opportunity for further discussions regarding this project.

If you have any further questions or require additional information, please contact me directly at (207) 541-2505 or at [fowler@unitil.com](mailto:fowler@unitil.com).

Sincerely,

Kelly Fowler  
Sr. Business Development Representative  
Unitil Corporation  
(o) 207-541-2505 (f) 207-541-2565

---

ME GAS CUSTOMER ENERGY SOLUTIONS

1075 Forest Avenue  
Portland, ME 04103-3586

T 888-486-4845 [www.unitil.com](http://www.unitil.com)

January 15, 2015

Nell Donaldson  
Planner  
City of Portland Maine  
389 Congress Street  
Portland, Maine 04101

**Re: 89 Anderson Street Summary of Fire Safety**

89 Anderson will be protected by a full NFPA 13 sprinkler system with standpipes in each of the the egress stairs. The 53 Unit Apartment Building with ground floor parking, a restaurant and commercial space, has two remote egress stairs within fire rated shafts. The building will be designed in accordance with NFPA 101 2009 and IBC 2009, to include appropriate fire separations between occupancies and dwelling units.

We have met with Jeanne Bourke from the Code Enforcement department and Deputy Chief Keith Gatreau from the Fire department to review preliminary plans to discuss the overall design of the building in relation to applicable codes. During the development of construction documents additional fire safety details will be generated and submitted as part of the building permit package to the City of Portland.

Please feel free to contact me with any questions during your site plan review.

Sincerely,



Ryan Senatore, AIA LEED-AP

Principal

207-650-6414

senatorearchitecture.com

ryan@senatorearchitecture.com

565 Congress Street, Suite 304  
Portland Maine 04101



January 15, 2015

Nell Donaldson  
Planner  
City of Portland Maine  
389 Congress Street  
Portland, Maine 04101

**Re: 89 Anderson Street - Design Narrative**

The proposed building to be located at the corner of Fox Anderson and Everett Streets in Portland's East Bayside Neighborhood is a mixed-use project that will provide 53 residential apartments and a first floor restaurant and commercial uses. 89 Anderson is a four story building with the apartments located on floors 2, 3 and 4. The building is three and one half stories above grade at its North end on Everett due to the sloping street grades.

Prior to developing the building concept we spent much time walking the streets of East Bayside, taking photos, analyzing existing streetscapes, existing development densities, building massing, forms, materials and textures. This approach allowed us to develop a design concept that is grounded by the existing neighborhood context but reflects our contemporary time.

The neighborhood is comprised of a diverse palate of Architectural forms, scales and density. To the East of 89 Anderson the character is of predominantly Gable roof multi story residential structure, varying in number of stories. To the Southeast the neighborhood is comprised of single pitch multi-story multiunit buildings. To the South are large open spaces and basketball courts for neighborhood recreation. To the Southwest and West are large commercial buildings with flat roofs and constructed of Concrete masonry units, Brick and Metal siding. To the North are larger high density multistory residential buildings. As the description above indicates this site is surrounded by many varying Architectural styles, forms, scales, densities and uses.

The building design has evolved from our neighborhood study pulling pieces of the existing fabric and relating the design to those existing elements. The current site does not hold the traditional neighborhood block due to its undeveloped street

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ryan@senatorearchitecture.com

565 Congress Street, Suite 304  
Portland, Maine 04101

frontages existing of parking lots. The proposed building holds and defines all street edges creating an active presence on the street level.

Building Scale is a very important and complex issue on this site due to its location at the confluence of many differing existing building scales in the neighborhood. The building design has a larger mass at the Corner of Fox and Anderson Street articulated by the darker gray siding. As the building approaches the East its scale is broken down by a high contrast warm siding color and vertical pattern change at the 4th floor level, emphasizing the lower 3 story mass which is scaled down toward the 2 plus story structures along Anderson Street across the Everett intersection. We have also run the warmer vertical siding color down on an approximate 24' spacing in line with the Patio doors which breaks the facade horizontally in a scale similar to that of the existing residential development pattern to the East on Anderson Street. The street grade increases on Everett Street by 7' along the building so the structure reads as a 3 story structure toward the North End of the site on Everett. The building across the street on Everett toward the north end of the site and on the same side of the street are 3 plus story structures. The three buildings on Greenleaf street have flat roof lines at approximately the same elevation as the roofline of the proposed building at 89 Anderson Street.

The Materials of the facade play an important role in the scale of the building, we are proposing a horizontal corrugated metal siding panel that recalls the tradition horizontal clapboard siding pattern found throughout the neighborhood but also incorporates the industrial character and history of the neighborhood. The warmer siding panel has a vertical pattern with a smoother texture to contrast the horizontal corrugated panel. We are proposing a smooth fibercement panel between the windows which further break up the facade horizontally. The first floor wall material is proposed to be a Ground Face concrete masonry unit which is a durable material with a smooth clean finish that will hold up well over time and will help ground the building on the street.

In addition to the use of color and texture to scale the building down we have used projecting masses. The building walls step back in plan along Anderson Street 3' and 4'-10" along Everett Street to create massing forms at the corners of the building with recessed masses along the center of the elevations. We have

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Portland, Maine 04101

included projecting balconies along all street facades at a rhythm to further emphasize the 24' facade pattern break, the balconies will create dynamic shadows that will change the building texture throughout the course of a day.

The use of landscaping is also an important design tool to help scale the building and create a relationship to the street and pedestrian experience. At the building plan step backs we have designed linear planting areas that extend for a large percentage of the facades along Anderson and Everett Street. These plantings will soften the building wall and add color and texture along the sidewalks.

89 Anderson is an urban infill project that will help define the city block it is located on. The design of the building is derived from the many Architectural typologies that exist in the neighborhood, we have used color, texture, rhythm, massing, and landscape as tools to scale the project and integrate it into the existing neighborhood fabric.

We look forward to discussing the project at the upcoming Planning Board workshop.

Sincerely,



Ryan Senatore, AIA LEED BD+C

Principal

207-650-6414

[senatorearchitecture.com](http://senatorearchitecture.com)

[ryan@senatorearchitecture.com](mailto:ryan@senatorearchitecture.com)

565 Congress Street, Suite 304  
Portland, Maine 04101

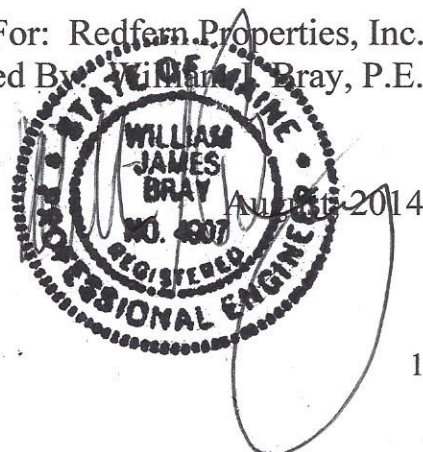
TRAFFIC IMPACT STUDY

FOR

PROPOSED

**89 Anderson Street  
Apartment Complex**

Prepared For: Redfern Properties, Inc.  
Prepared By: William James Bray, P.E.



## **INTRODUCTION**

Redfern Properties, LLC is proposing to construct a 53-unit apartment building on a parcel of property located at 89 Anderson Street. A total of 53 parking spaces will be provided under the cover of the proposed apartment building. Access to the covered parking spaces will be provided through a single entrance located on Everett Street.

The purpose of this study is to examine existing traffic conditions in the general vicinity of the proposed project, estimate the total number of site trips generated by the project, and make a determination as to whether the existing transportation system can safely accommodate the added traffic demand generated by the project.

## **EXISTING CONDITIONS**

**Existing Traffic:** Manual turning movement counts were conducted at three study area intersections per direction received from the City's Traffic Peer Review Consultant. The intersections included the following locations:

1. Anderson Street @ Fox Street
2. Washington Avenue/Fox Street/Walnut Street
3. Anderson Street @ Cumberland Avenue

All vehicular traffic entering each intersection was recorded in 15-minute intervals between the hours of 7:00 to 9:00 AM and between 3:00 to 6:00 PM (Copies of the field data summary sheets are attached). In addition, both pedestrian and bicycle data was gathered at each location both directionally and time of day. From a summary of the data, it was determined that the morning peak hour occurs between 8:00 and 9:00 AM at each study area location; the PM peak hour falls between 4:30 and 5:30 at each of the locations.

Bicycle and pedestrian volume totals recorded during the vehicular peak hour(s) at each study location are summarized in the following tables:

### **Bicycle Volumes** **(Street Peak Hour)**

| <b><u>Intersection/Approach</u></b> | <b><u>AM Peak Hour</u></b> | <b><u>PM Peak Hour</u></b> |
|-------------------------------------|----------------------------|----------------------------|
| Washington Ave./Walnut St./Fox St.  |                            |                            |
| - Washington Avenue EB              | 1                          | 9                          |
| - Washington Avenue WB              | 2                          | 13                         |
| - Walnut Street                     | 0                          | 1                          |
| - Fox Street                        | 2                          | 2                          |
| Anderson St./Fox St.                |                            |                            |
| - Anderson Street EB                | 1                          | 6                          |
| - Anderson Street WB                | 3                          | 9                          |
| - Fox Street NB                     | 0                          | 11                         |
| - Fox Street SB                     | 0                          | 7                          |
| Anderson St./Cumberland Ave.        |                            |                            |
| - Anderson Street                   | 1                          | 0                          |
| - Cumberland Avenue NB              | 2                          | 4                          |
| - Cumberland Avenue SB              | 5                          | 5                          |

Bicycle travel through the study intersections was somewhat moderate during the afternoon peak hour; volumes recorded in the morning peak hour were very low at each of the three study intersections. The highest volume of bicycle trips in the PM peak hour were recorded traveling along the Washington Avenue corridor (22



two-way trips) and a second predominate travel route was along Fox Street with a total two-way volume of 18 trips.

**Pedestrian Volumes  
(Street Peak Hour)**

| <b><u>Intersection/Approach</u></b>       | <b><u>AM Peak Hour</u></b> | <b><u>PM Peak Hour</u></b> |
|-------------------------------------------|----------------------------|----------------------------|
| Washington Ave./Walnut St./Fox St.        |                            |                            |
| - Crossing Washington Ave. @ Walnut St.   | 2                          | 0                          |
| - Crossing Washington Ave. @ Fox St.      | 6                          | 8                          |
| - Crossing Walnut St.                     | 5                          | 4                          |
| - Crossing Fox St.                        | 4                          | 18                         |
| Anderson St./Fox St.                      |                            |                            |
| - Crossing East Anderson St.              | 9                          | 14                         |
| - Crossing West Anderson St.              | 4                          | 2                          |
| - Crossing North Fox St.                  | 12                         | 6                          |
| - Crossing South Fox St.                  | 7                          | 9                          |
| Anderson St./Cumberland Ave.              |                            |                            |
| - Crossing Anderson St.                   | 21                         | 29                         |
| - Crossing Cumberland Ave. @ Anderson St. | 14                         | 30                         |

The volume of pedestrian movements recorded at each of the three study intersections was highest at the Anderson Street/Cumberland Avenue intersection where a total of 35 pedestrian movements were recorded in the morning peak hour and 59 pedestrian movements were recorded in the afternoon peak hour.

Traffic data collected during the months of July and August are generally representative of “peak” travel conditions and further adjustment is not required. Figures 1 and 2 are “*line-diagrams*” presenting “*peak*” hour vehicular traffic volumes for the AM and PM peak hours, respectively, for the study area intersections.

**Existing Safety Trends:** The Maine Department of Transportation’s (MaineDOT) Accident Records Section provided the latest three-year (2011 through 2013) crash data for the following roadway segments:

1. Fox Street between Franklin Arterial and Washington Avenue
2. Washington Avenue/Fox Street/Walnut Street intersection
3. Anderson Street between Fox Street and Cumberland Avenue
4. Everett Street between Anderson Street and Greenleaf Street

Their report is summarized as follows and attached as an appendix to the report:



## 2011 -2013 Traffic Accident Summary

| <u>Location</u>                                                   | <u>Total<br/>Crashes</u> | <u>Critical<br/>Rate Factor</u> |
|-------------------------------------------------------------------|--------------------------|---------------------------------|
| 1. Fox Street @ Franklin Arterial                                 | 20                       | 0.58                            |
| 2. Fox Street and N. Boyd Street                                  | 3                        | 1.03                            |
| 3. Fox Street @ Diamond Street                                    | 1                        | 0.34                            |
| 4. Fox Street @ Anderson Street                                   | 2                        | 0.73                            |
| 5. Fox Street @ Greenleaf Street                                  | 2                        | 0.98                            |
| 6. Fox Street @ Winthrop Street                                   | 2                        | 1.06                            |
| 7. Washington Avenue/Fox Street/Walnut Street                     | 9                        | 1.98                            |
| 8. Fox Street btw. Cove Street and Greenleaf Street               | 1                        | 0.54                            |
| 9. Fox Street btw. Winthrop Street and Washington Avenue          | 1                        | 0.48                            |
| 10. Anderson Street @ Madison Street                              | 1                        | 4.63                            |
| 11. Anderson Street @ Oxford Street                               | 1                        | 4.09                            |
| 12. Anderson Street @ Cumberland Avenue                           | 2                        | 0.71                            |
| 13. Anderson Street btw. Fox Street and Everett Street            | 1                        | 4.42                            |
| 14. Anderson Street btw. E. Lancaster Street and E. Oxford Street | 4                        | 16.00                           |
| 15. Anderson Street btw. E. Oxford Street and Cumberland Avenue   | 4                        | 11.44                           |

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- **8 or more accidents**
- **A Critical Rate Factor greater than 1.00**

As the data presented in the table shows (location highlighted in yellow), the Washington Avenue/Walnut Street/Fox Street intersection meets MaineDOT's criteria for a high crash location. A total of 9 crashes and a Critical Rate Factor (CRF) of 1.98 were reported for the intersection. A more in-depth review (preparation of detailed vehicle collision diagrams) was prepared for the intersection to determine if a clear pattern of accident is occurring (Copies of the Collision Diagrams are attached as an appendix to the report).

The detailed review of the vehicle crash reports for the intersection would suggest two clear patterns of concern: 1) Four of the nine accidents involved vehicles on the Fox Street approach turning left onto Washington Avenue being struck by thru vehicles traveling eastbound on Washington Avenue; 2) A total of three collisions involved vehicles approaching Washington Avenue from the Walnut Street approach sliding through the intersection and striking a thru vehicle on Washington Avenue.

Implementation of one or more of the suggested remediation measures should help reduce the frequency of traffic crashes occurring at this "off-set" intersection:

- Utilization of an anti-icing agent on the full length of Walnut Street would potentially reduce vehicle skidding problems on Walnut Street.
- Alternatively, or in conjunction with utilization of the anti-icing agent, the City may want to consider closure of Walnut Street at North Street during periods of severe winter road conditions using a remotely operated flashing "Street Closed" beacon placed at the top of the Walnut Street "hill".
- Replace and/or update existing pedestrian crossing equipment (equipment presently inoperative) at both existing Washington Avenue crosswalks to improve safety of pedestrians crossing "busy" Washington Avenue.

In addition to the aforementioned recommendations, preliminary evaluation was given to full traffic signalization of the intersection; however, present intersection traffic volumes and/or other factors do not appear to satisfy the warrants for traffic signals.

### **SITE TRAFFIC**

**Site Trip Generation:** The eighth edition of the Institute of Transportation Engineers (ITE) “TRIP GENERATION” manual was used to determine the volume of site traffic generated by the proposed 53-unit residential apartment complex project. The ITE publication provides numerous land-use categories and the average volume of trips that are generated by each category. The following trip rates were used to calculate the trip generation of the proposed project:

**Land Use #220 - Apartment**

|              |                                 |
|--------------|---------------------------------|
| AM Peak Hour | = 0.51 trips per occupied unit  |
| PM Peak Hour | = 0.62 trips per occupied unit. |

Accordingly, the proposed 53-unit apartment complex can be expected to generate a total of 27 trips in the morning peak hour and 33 trips during the afternoon peak hour.

**Site Trip Distribution:** The Institute of Transportation Engineers handbook provides the following directional distribution rates for an apartment unit during the AM and PM peak hours:

|              |                                    |
|--------------|------------------------------------|
| AM Peak Hour | = 20% enter site and 80% exit site |
| PM Peak Hour | = 65% enter site and 35% exit site |

Based upon the noted directional distribution patterns, 22 trips during the morning peak hour and 12 trips in the evening peak hour will exit the site and the remaining trips (5 AM trips and 21 PM trips) during both peak time periods will enter the site.

**Site Trip Assignment:** Vehicle trips generated by the proposed project were assigned through the three study intersections on the basis of existing travel patterns and the Consultants knowledge of travel patterns in the City of Portland. Figures 3 and 4 graphically depict the assignment for both peak commuter time periods.

### **FUTURE TRAFFIC**

**Other Development Traffic:** Traffic generated by projects that have been approved by the Local Planning Board and/or the Maine Department of Transportation, yet are not opened, must be included in the estimate of pre-development traffic. At the direction of the City’s Development Review Services Manager, trips generated by the following projects were appropriately added to the base travel conditions at the site driveway intersections.

- Washington Avenue Efficiencies
- PHA Bayside Anchor Project
- Munjoy Heights
- Intermodal “Staging” Area

Figures 5 and 6 illustratively present the Other Development traffic assignment for the study intersections.

**2014 Pre-Development Traffic:** The 2014 Pre-Development traffic forecasts were prepared for the study intersections by combining the 2014 Design Hour traffic volumes shown on Figures 1 and 2 with the Other Development traffic values displayed on Figures 5 and 6. Figures 7 and 8 present the 2014 pre-development traffic forecasts at each of the three study intersections.



**2014 Post-Development Traffic:** Estimated 2014 Pre-Development traffic forecasts prepared for the study intersections, as depicted on Figures 7 and 8, were combined with the site traffic projections highlighted on Figures 3 and 4 to create estimated 2014 Post-Development traffic forecasts for the study intersections. Figures 9 (AM Peak Hour) and 10 (PM Peak Hour) are line diagrams that present the estimated 2014 Post-Development traffic conditions for the study intersections.

### **MOBILITY ANALYSIS**

Capacity analyses of both 2014 Pre and Post-Development traffic conditions were performed for each of the three study intersections utilizing the Synchro and SimTraffic computer models. Levels of Service rankings are similar to the academic grading system, where an “A” is very good with little delay and “F” represents very poor conditions.

The following table summarizes the relationship between delay and Level of Service for an unsignalized intersection:

#### **Level of Service Criteria for Unsignalized Intersections**

| <b><u>Level of Service</u></b> | <b><u>Total Control Delay<br/>(sec/veh)</u></b> |
|--------------------------------|-------------------------------------------------|
| A                              | Up to 10.0                                      |
| B                              | 10.1 to 15.0                                    |
| C                              | 15.1 to 25.0                                    |
| D                              | 25.1 to 35.0                                    |
| E                              | 35.1 to 50.0                                    |
| F                              | Greater than 50.0                               |

The result of the capacity analysis is presented in the following table:

#### **Level of Service Summary** **2014 Pre and Post-Development Conditions**

| <b><u>Intersection/Approach</u></b>    | <b><u>2014 Pre-Development</u></b> |                   |                                |                   | <b><u>2014 Post-Development</u></b> |                   |                                |                   |
|----------------------------------------|------------------------------------|-------------------|--------------------------------|-------------------|-------------------------------------|-------------------|--------------------------------|-------------------|
|                                        | <b><u>AM Peak Hour</u></b>         |                   | <b><u>PM Peak Hour</u></b>     |                   | <b><u>AM Peak Hour</u></b>          |                   | <b><u>PM Peak Hour</u></b>     |                   |
|                                        | <b><u>Delay<br/>(sec.)</u></b>     | <b><u>LOS</u></b> | <b><u>Delay<br/>(sec.)</u></b> | <b><u>LOS</u></b> | <b><u>Delay<br/>(sec.)</u></b>      | <b><u>LOS</u></b> | <b><u>Delay<br/>(sec.)</u></b> | <b><u>LOS</u></b> |
| 1. Washington Ave./ Walnut St./Fox St. |                                    |                   |                                |                   |                                     |                   |                                |                   |
| - Washington Ave. EB                   | 1 sec.                             | A                 | 2 sec.                         | A                 | 1 sec.                              | A                 | 2 sec.                         | A                 |
| - Washington Ave. WB                   | 1 sec.                             | A                 | 4 sec.                         | A                 | 4 sec.                              | A                 | 4 sec.                         | A                 |
| - Walnut St.                           | 13 sec.                            | B                 | 16 sec.                        | C                 | 15 sec.                             | B                 | 17 sec.                        | C                 |
| - Fox St.                              | 11 sec.                            | B                 | 27 sec.                        | D                 | 13 sec.                             | B                 | 27 sec.                        | D                 |
| 2. Fox St. @ Anderson St.              |                                    |                   |                                |                   |                                     |                   |                                |                   |
| - Anderson St. EB                      | 5 sec.                             | A                 | 5 sec.                         | A                 | 5 sec.                              | A                 | 5 sec.                         | A                 |
| - Anderson St. WB                      | 6 sec.                             | A                 | 6 sec.                         | A                 | 6 sec.                              | A                 | 6 sec.                         | A                 |
| - Fox St. NB                           | 6 sec.                             | A                 | 7 sec.                         | A                 | 6 sec.                              | A                 | 7 sec.                         | A                 |
| - Fox St. SB                           | 6 sec.                             | A                 | 7 sec.                         | A                 | 7 sec.                              | A                 | 7 sec.                         | A                 |
| 3. Anderson St. @ Cumberland Ave.      |                                    |                   |                                |                   |                                     |                   |                                |                   |
| - Anderson St.                         | 4 sec.                             | A                 | 3 sec.                         | A                 | 4 sec.                              | A                 | 3 sec.                         | A                 |
| - Cumberland Ave. NB                   | 1 sec.                             | A                 | 1 sec.                         | A                 | 1 sec.                              | A                 | 1 sec.                         | A                 |
| - Cumberland Ave. SB                   | 1 sec.                             | A                 | 1 sec.                         | A                 | 1 sec.                              | A                 | 1 sec.                         | A                 |

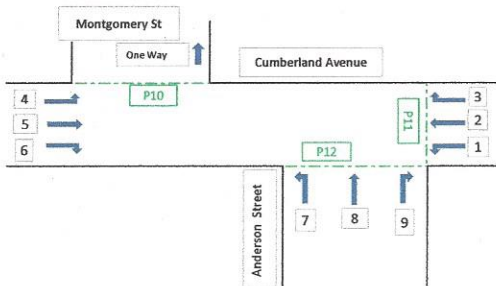


As presented in the chart above, the proposed project has no measurable impact on traffic operations at any of the three study intersections. Each intersection was found to operate at acceptable levels of service under both pre-development and post-development conditions.

## **SUMMARY**

1. The proposed 53-unit apartment complex can be expected to generate a total of 27 vehicle trips during the AM peak hour and a slight increase of 33 trips in the afternoon peak hour. Twenty-two (22) trips during the morning peak hour and 12 trips in the evening peak hour will exit the site and the remaining trips (5 AM trips and 21 PM trips) during both peak time periods will enter the site.
2. MaineDOT's Traffic Safety Bureau's latest three-year safety report for the identified portions of Washington Avenue, Fox Street, and Anderson Street shows that all roadway segments and intersections, with the exception of the Washington Avenue/Fox Street/Walnut Street intersection, experience fewer traffic crashes than the threshold criteria for identification of a high crash location. The noted traffic intersection, based upon the most recent three-year data, meets both of MaineDOT's criteria for identification of a high crash location. A total of 9 vehicle crashes were reported at the intersection during the study time period and the Critical Rate Factor, which compares operations at the intersection with a statewide average for similar locations, exceeds 1.00 at 1.98. Detailed vehicle collision diagrams were prepared for each of the reported 9 vehicle crashes to determine if a correctable pattern of vehicle crash is occurring at the intersection. The detailed analysis identified two crash patterns; four "angle" collisions involving vehicles entering Washington Avenue from Fox Street being struck by motorists traveling eastbound on Washington Avenue. The second pattern involved three crashes that resulted from vehicles approaching Washington Avenue on Walnut Street skidding, during inclement weather, into thru vehicles traveling west on Washington Avenue.
3. It would appear that all modes of transportation would benefit from full traffic signalization of the Washington Avenue/Fox Street/Walnut Street intersection; an abbreviated preliminary assessment of existing travel conditions was conducted and it was determined that prevailing traffic conditions at the noted intersection do not appear to meet the minimum travel conditions required for traffic signalization (Copy of abbreviated traffic signal warrant study is attached as an appendix to the report). The City may want to monitor traffic conditions on an annual basis to determine if prevailing conditions change meeting one or more of the warrants for traffic signalization. This report does identify three improvement strategies that, with implementation, should improve overall safety at the intersection, they include the following:
  - Utilization of an anti-icing agent on the full length of Walnut Street would potentially reduce vehicle skidding problems on Walnut Street.
  - Alternatively, or in conjunction with utilization of the anti-icing agent, the City may want to consider closure of Walnut Street at North Street during periods of severe winter road conditions using a remotely operated flashing "*Street Closed*" beacon placed at the top of the Walnut Street "hill".
  - Replace and/or update existing pedestrian crossing equipment (equipment presently inoperative) at both existing Washington Avenue crosswalks to improve safety of pedestrians crossing "busy" Washington Avenue.
4. The operational analysis conducted for the three study intersections clearly shows that traffic generated by the proposed apartment complex has virtually no impact on traffic operations at any of the three study intersections. Each study intersection was found to operate at acceptable levels of service during both the pre-development and post-development conditions.
5. Pedestrian crosswalk markings and stop bars should be installed at the Anderson Street/Fox Street intersection on all four approaches of the intersection.

**INTERSECTION PLAN  
WITH NUMBERED MOVEMENTS:**



Portland  
Intersection: Cumberland Ave./Anderson St./Montgomery St.  
Date: 8/13/14  
Day of Week: Wednesday  
Weather:  
Remarks:

**Count Summary Movement**

| Start       | End  | 1 | 2  | 3 | 4 | 5  | 6 | 7 | 8 | 9  | 10 | 11 | 12 | Total | P10 | P11 | P12 | C2 | C4 | C5 | C6 | C7 | C9 |
|-------------|------|---|----|---|---|----|---|---|---|----|----|----|----|-------|-----|-----|-----|----|----|----|----|----|----|
| 7:00        | 7:15 | 1 | 16 | 0 | 0 | 29 | 0 | 1 | 0 | 3  | 0  | 0  | 0  | 50    | 0   | 0   | 3   | 0  | 1  | 1  | 0  | 0  | 1  |
| Truck Count |      | 0 | 1  | 1 | 0 | 1  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 4     |     |     |     |    |    |    |    |    |    |
| 7:15        | 7:30 | 0 | 18 | 0 | 0 | 16 | 1 | 2 | 0 | 6  | 0  | 0  | 0  | 43    | 4   | 1   | 4   | 0  | 0  | 0  | 1  | 0  | 0  |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |    |
| 7:30        | 7:45 | 1 | 13 | 1 | 0 | 25 | 3 | 2 | 0 | 3  | 0  | 0  | 0  | 48    | 4   | 5   | 3   | 0  | 0  | 0  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0  | 1 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |    |
| 7:45        | 8:00 | 3 | 18 | 1 | 1 | 39 | 0 | 1 | 1 | 3  | 0  | 0  | 0  | 67    | 3   | 3   | 4   | 0  | 0  | 2  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0     |     |     |     |    |    |    |    |    |    |
| 8:00        | 8:15 | 4 | 28 | 0 | 1 | 54 | 3 | 1 | 0 | 10 | 0  | 0  | 0  | 101   | 7   | 3   | 5   | 0  | 0  | 0  | 0  | 0  | 0  |
| Truck Count |      | 0 | 2  | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 4     |     |     |     |    |    |    |    |    |    |
| 8:15        | 8:30 | 3 | 23 | 0 | 3 | 55 | 1 | 0 | 0 | 11 | 0  | 0  | 0  | 96    | 8   | 5   | 4   | 1  | 0  | 2  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0  | 0 | 0 | 3  | 0 | 1 | 0 | 1  | 0  | 0  | 0  | 5     |     |     |     |    |    |    |    |    |    |
| 8:30        | 8:45 | 1 | 16 | 0 | 1 | 59 | 1 | 0 | 0 | 10 | 0  | 0  | 0  | 88    | 2   | 0   | 9   | 1  | 1  | 2  | 0  | 1  | 0  |
| Truck Count |      | 1 | 3  | 0 | 0 | 1  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 6     |     |     |     |    |    |    |    |    |    |
| 8:45        | 9:00 | 2 | 32 | 2 | 0 | 38 | 1 | 3 | 0 | 15 | 0  | 0  | 0  | 93    | 5   | 6   | 3   | 0  | 0  | 0  | 0  | 0  | 0  |
| Truck Count |      | 0 | 3  | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 4     |     |     |     |    |    |    |    |    |    |

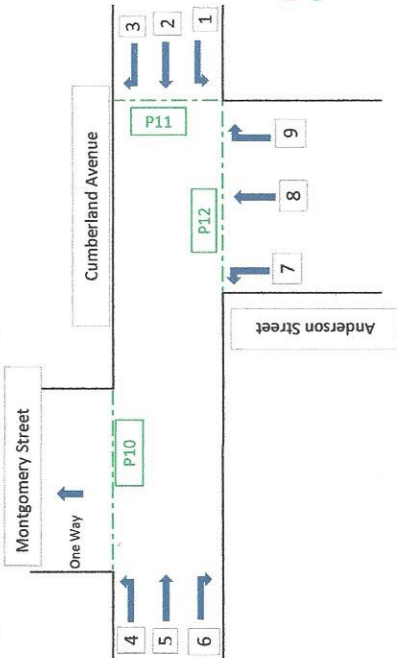
**PEAK HOUR COUNT**

TIME: 8:00 TO: 9:00

|    |     |   |   |     |   |   |   |    |   |   |   |     |
|----|-----|---|---|-----|---|---|---|----|---|---|---|-----|
| 11 | 107 | 2 | 5 | 213 | 6 | 5 | 0 | 48 | 0 | 0 | 0 | 397 |
|----|-----|---|---|-----|---|---|---|----|---|---|---|-----|



# INTERSECTION PLAN WITH NUMBERED MOVEMENTS:



Red = Bicycle Movement  
Green = Pedestrian Movement

Portland  
Intersection: Cumberland Ave/Anderson St/Montgomery St  
Date: 8/13/14  
Day of Week: Wednesday  
Weather:  
Remarks:

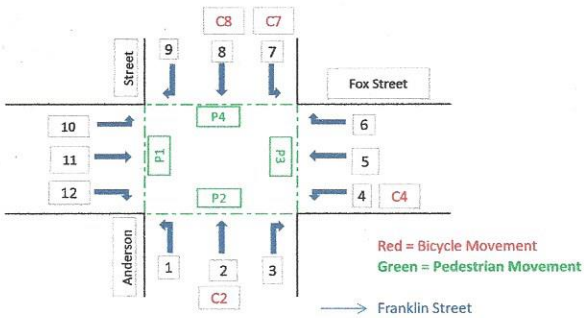
## Count Summary Movement

| Start       | End  | 1 | 2   | 3 | 4 | 5  | 6 | 7 | 8 | 9  | 10 | 11 | 12 | Total | P10 | P11 | P12 | C1 | C2 | C4 | C5 | C6 |
|-------------|------|---|-----|---|---|----|---|---|---|----|----|----|----|-------|-----|-----|-----|----|----|----|----|----|
| 3:00        | 3:15 | 5 | 52  | 0 | 2 | 43 | 1 | 1 | 0 | 11 | 0  | 0  | 0  | 115   | 12  | 7   | 11  | 1  | 1  | 0  | 2  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0     |     |     |     |    |    |    |    |    |
| 3:15        | 3:30 | 2 | 46  | 0 | 1 | 38 | 2 | 4 | 0 | 9  | 0  | 0  | 0  | 102   | 10  | 13  | 7   | 0  | 0  | 1  | 0  | 0  |
| Truck Count |      | 0 | 1   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |
| 3:30        | 3:45 | 4 | 42  | 4 | 1 | 32 | 1 | 1 | 1 | 5  | 0  | 0  | 0  | 91    | 6   | 6   | 7   | 1  | 1  | 0  | 0  | 0  |
| Truck Count |      | 1 | 0   | 0 | 1 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 4     |     |     |     |    |    |    |    |    |
| 3:45        | 4:00 | 5 | 68  | 2 | 2 | 43 | 3 | 3 | 0 | 13 | 0  | 0  | 0  | 139   | 12  | 5   | 12  | 0  | 0  | 0  | 1  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |
| 4:00        | 4:15 | 7 | 40  | 2 | 0 | 28 | 4 | 3 | 0 | 4  | 0  | 0  | 0  | 88    | 3   | 3   | 11  | 0  | 0  | 0  | 0  | 1  |
| Truck Count |      | 0 | 0   | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |
| 4:15        | 4:30 | 5 | 64  | 0 | 1 | 32 | 3 | 3 | 0 | 11 | 0  | 0  | 0  | 119   | 6   | 8   | 7   | 0  | 1  | 0  | 0  | 0  |
| Truck Count |      | 0 | 1   | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 2     |     |     |     |    |    |    |    |    |
| 4:30        | 4:45 | 8 | 60  | 2 | 0 | 61 | 2 | 3 | 1 | 11 | 0  | 0  | 0  | 148   | 20  | 3   | 7   | 0  | 1  | 0  | 2  | 0  |
| Truck Count |      | 0 | 1   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |
| 4:45        | 5:00 | 3 | 67  | 3 | 0 | 60 | 2 | 5 | 1 | 10 | 0  | 0  | 0  | 151   | 10  | 19  | 14  | 0  | 1  | 0  | 1  | 2  |
| Truck Count |      | 0 | 2   | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 4     |     |     |     |    |    |    |    |    |
| 5:00        | 5:15 | 2 | 76  | 1 | 3 | 48 | 1 | 1 | 1 | 14 | 0  | 0  | 0  | 147   | 5   | 6   | 2   | 0  | 1  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0     |     |     |     |    |    |    |    |    |
| 5:15        | 5:30 | 7 | 117 | 4 | 2 | 80 | 4 | 6 | 0 | 13 | 0  | 0  | 0  | 233   | 4   | 2   | 6   | 0  | 1  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 1     |     |     |     |    |    |    |    |    |
| 5:30        | 5:45 | 5 | 89  | 1 | 0 | 46 | 3 | 1 | 0 | 7  | 0  | 0  | 0  | 152   | 3   | 2   | 1   | 0  | 0  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0     |     |     |     |    |    |    |    |    |
| 5:45        | 6:00 | 2 | 78  | 2 | 1 | 47 | 4 | 3 | 0 | 12 | 0  | 0  | 0  | 149   | 2   | 0   | 2   | 0  | 0  | 0  | 0  | 0  |
| Truck Count |      | 0 | 0   | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0     |     |     |     |    |    |    |    |    |

| PEAK HOUR COUNT |     |    |   |     | TIME: |    |   |    |   | TO: |   |   |      |  |
|-----------------|-----|----|---|-----|-------|----|---|----|---|-----|---|---|------|--|
| 20              | 323 | 10 | 5 | 252 | 9     | 15 | 3 | 48 | 0 | 0   | 0 | 0 | 5:30 |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   | 685  |  |
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|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   |     |       |    |   |    |   |     |   |   |      |  |
|                 |     |    |   | </  |       |    |   |    |   |     |   |   |      |  |



**INTERSECTION PLAN  
WITH NUMBERED MOVEMENTS:**



Portland  
 Intersection: Fox Street/Anderson Street  
 Date: 8/12/14  
 Day of Week: Tuesday  
 Weather: \_\_\_\_\_  
 Remarks: \_\_\_\_\_

**Count Summary Movement**

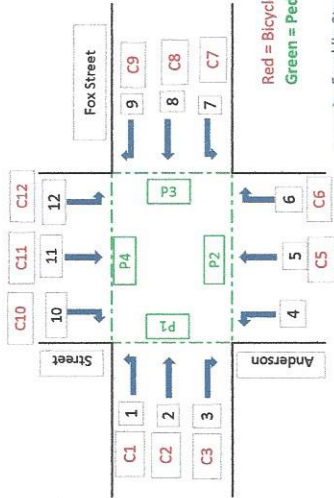
| Start | End         | 1 | 2  | 3  | 4 | 5  | 6  | 7  | 8 | 9 | 10 | 11 | 12 | Total | P1 | P2 | P3 | P4 | C2 | C4 | C7 | C8 |
|-------|-------------|---|----|----|---|----|----|----|---|---|----|----|----|-------|----|----|----|----|----|----|----|----|
| 7:00  | 7:15        | 1 | 3  | 8  | 2 | 15 | 3  | 3  | 1 | 0 | 0  | 19 | 6  | 61    | 1  | 1  | 3  | 1  | 0  | 0  | 1  | 0  |
|       | Truck Count | 0 | 0  | 1  | 0 | 0  | 0  | 0  | 1 | 0 | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |
| 7:15  | 7:30        | 1 | 1  | 3  | 1 | 12 | 3  | 9  | 3 | 1 | 0  | 25 | 1  | 60    | 1  | 0  | 0  | 2  | 0  | 1  | 0  | 0  |
|       | Truck Count | 0 | 0  | 1  | 0 | 0  | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |
| 7:30  | 7:45        | 6 | 8  | 15 | 1 | 16 | 1  | 7  | 4 | 1 | 0  | 33 | 3  | 95    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
|       | Truck Count | 0 | 1  | 2  | 0 | 0  | 0  | 0  | 0 | 0 | 0  | 1  | 0  | 4     |    |    |    |    |    |    |    |    |
| 7:45  | 8:00        | 1 | 11 | 17 | 3 | 20 | 7  | 12 | 1 | 0 | 3  | 40 | 1  | 116   | 0  | 0  | 0  | 0  | 0  | 0  | 1  | 0  |
|       | Truck Count | 0 | 0  | 0  | 0 | 0  | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |
| 8:00  | 8:15        | 4 | 9  | 21 | 3 | 18 | 4  | 14 | 2 | 1 | 0  | 39 | 1  | 116   | 4  | 1  | 5  | 3  | 0  | 0  | 1  | 0  |
|       | Truck Count | 0 | 0  | 0  | 0 | 0  | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |
| 8:15  | 8:30        | 2 | 10 | 17 | 6 | 16 | 11 | 14 | 2 | 0 | 0  | 40 | 3  | 121   | 4  | 0  | 0  | 5  | 0  | 0  | 0  | 0  |
|       | Truck Count | 0 | 1  | 2  | 0 | 0  | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |
| 8:30  | 8:45        | 3 | 12 | 35 | 3 | 20 | 8  | 20 | 0 | 1 | 1  | 29 | 2  | 134   | 4  | 3  | 0  | 0  | 1  | 0  | 0  | 0  |
|       | Truck Count | 0 | 0  | 2  | 0 | 1  | 0  | 0  | 0 | 0 | 1  | 1  | 0  | 5     |    |    |    |    |    |    |    |    |
| 8:45  | 9:00        | 7 | 21 | 22 | 1 | 21 | 8  | 13 | 6 | 2 | 1  | 32 | 0  | 134   | 0  | 0  | 2  | 1  | 0  | 0  | 1  | 1  |
|       | Truck Count | 0 | 0  | 0  | 0 | 1  | 0  | 0  | 0 | 0 | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |

**PEAK HOUR COUNT**

TIME: 8:00 TO: 9:00

|    |    |    |    |    |    |    |    |   |   |     |   |     |
|----|----|----|----|----|----|----|----|---|---|-----|---|-----|
| 16 | 53 | 99 | 13 | 77 | 31 | 61 | 10 | 4 | 3 | 141 | 6 | 514 |
|----|----|----|----|----|----|----|----|---|---|-----|---|-----|

INTERSECTION PLAN  
WITH NUMBERED MOVEMENTS:



Portland  
Intersection: Fox Street/Anderson Street

Date: 8/12/14

Day of Week: Tuesday

Weather:

Remarks:

Count Summary Movement

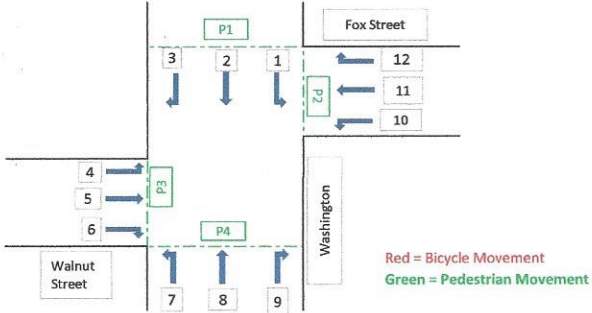
| Start       | End  | 1 | 2  | 3 | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | Total | P7 | P8 | P9 | P4 | C1 | C2 | C3 | C5 | C6 | C7 | C8 | C9 | C10 | C11 | C12 |
|-------------|------|---|----|---|----|----|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|
| 3:00        | 3:15 | 1 | 27 | 2 | 3  | 6  | 14 | 4  | 34 | 12 | 2  | 9  | 12 | 126   | 2  | 0  | 0  | 1  | 2  | 3  | 0  | 1  | 1  | 0  | 2  | 0  | 0   | 0   | 1   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 3:15        | 3:30 | 0 | 27 | 2 | 11 | 10 | 21 | 8  | 28 | 13 | 1  | 5  | 9  | 135   | 2  | 1  | 2  | 2  | 0  | 0  | 0  | 1  | 1  | 0  | 0  | 0  | 0   | 2   | 4   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 3:30        | 3:45 | 0 | 28 | 5 | 6  | 9  | 16 | 10 | 31 | 15 | 2  | 7  | 17 | 146   | 0  | 0  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 3:45        | 4:00 | 1 | 36 | 3 | 6  | 8  | 13 | 5  | 29 | 18 | 3  | 4  | 10 | 136   | 3  | 2  | 2  | 0  | 0  | 2  | 0  | 0  | 0  | 1  | 1  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 4:00        | 4:15 | 3 | 26 | 0 | 6  | 11 | 16 | 9  | 34 | 15 | 1  | 4  | 10 | 135   | 1  | 1  | 0  | 3  | 0  | 0  | 0  | 0  | 1  | 2  | 0  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 4:15        | 4:30 | 1 | 26 | 4 | 5  | 14 | 9  | 10 | 41 | 16 | 2  | 5  | 12 | 145   | 0  | 0  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 4:30        | 4:45 | 2 | 49 | 2 | 6  | 2  | 10 | 9  | 30 | 23 | 3  | 3  | 14 | 153   | 2  | 0  | 1  | 2  | 0  | 0  | 0  | 0  | 5  | 3  | 2  | 0  | 0   | 1   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 4:45        | 5:00 | 3 | 40 | 5 | 4  | 9  | 21 | 8  | 45 | 20 | 3  | 9  | 11 | 178   | 1  | 0  | 3  | 5  | 0  | 0  | 1  | 0  | 2  | 0  | 1  | 0  | 0   | 3   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 5:00        | 5:15 | 2 | 34 | 2 | 5  | 6  | 17 | 7  | 38 | 18 | 4  | 2  | 17 | 152   | 2  | 1  | 0  | 3  | 0  | 2  | 1  | 0  | 1  | 0  | 0  | 0  | 1   | 1   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 5:15        | 5:30 | 3 | 35 | 1 | 9  | 14 | 22 | 9  | 49 | 18 | 0  | 5  | 17 | 182   | 1  | 1  | 6  | 4  | 0  | 1  | 2  | 0  | 1  | 5  | 0  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 5:30        | 5:45 | 1 | 27 | 3 | 5  | 7  | 17 | 8  | 40 | 15 | 5  | 2  | 12 | 142   | 3  | 5  | 1  | 2  | 0  | 1  | 0  | 1  | 1  | 0  | 2  | 1  | 0   | 1   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |
| 5:45        | 6:00 | 1 | 30 | 1 | 3  | 9  | 13 | 4  | 46 | 12 | 0  | 0  | 17 | 136   | 3  | 1  | 0  | 6  | 1  | 1  | 0  | 1  | 2  | 1  | 0  | 0  | 0   | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |

PEAK HOUR COUNT

TIME: 4:30 TO: 5:30

|    |     |    |    |    |    |    |     |    |    |    |    |     |
|----|-----|----|----|----|----|----|-----|----|----|----|----|-----|
| 10 | 158 | 10 | 24 | 31 | 70 | 33 | 162 | 79 | 10 | 19 | 59 | 665 |
|----|-----|----|----|----|----|----|-----|----|----|----|----|-----|

**INTERSECTION PLAN  
WITH NUMBERED MOVEMENTS:**



Portland  
 Intersection: Washington Ave./Fox St./Walnut St.  
 Date: 8/14/14  
 Day of Week: Thursday  
 Weather:  
 Remarks: Construction

**Count Summary Movement**

| Start       | End  | 1  | 2  | 3 | 4 | 5  | 6  | 7 | 8   | 9  | 10 | 11 | 12 | Total | P1 | P2 | P3 | P4 | C2 | C8 | C11 | C12 |
|-------------|------|----|----|---|---|----|----|---|-----|----|----|----|----|-------|----|----|----|----|----|----|-----|-----|
| 7:00        | 7:15 | 7  | 24 | 1 | 2 | 6  | 3  | 6 | 74  | 1  | 5  | 7  | 5  | 141   | 1  | 1  | 2  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0  | 1  | 0 | 0 | 0  | 0  | 1 | 6   | 0  | 0  | 0  | 0  | 8     |    |    |    |    |    |    |     |     |
| 7:15        | 7:30 | 3  | 26 | 1 | 1 | 10 | 5  | 6 | 78  | 3  | 10 | 10 | 5  | 158   | 0  | 0  | 1  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 1  | 2  | 0 | 0 | 0  | 0  | 0 | 4   | 0  | 0  | 0  | 0  | 7     |    |    |    |    |    |    |     |     |
| 7:30        | 7:45 | 9  | 36 | 2 | 4 | 14 | 4  | 2 | 85  | 12 | 1  | 5  | 9  | 183   | 0  | 1  | 0  | 1  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0  | 5  | 0 | 1 | 0  | 0  | 0 | 3   | 0  | 0  | 0  | 0  | 9     |    |    |    |    |    |    |     |     |
| 7:45        | 8:00 | 10 | 47 | 2 | 2 | 11 | 6  | 3 | 142 | 8  | 7  | 2  | 11 | 251   | 0  | 4  | 3  | 2  | 0  | 0  | 0   | 0   |
| Truck Count |      | 1  | 1  | 0 | 0 | 0  | 0  | 0 | 4   | 0  | 0  | 0  | 0  | 6     |    |    |    |    |    |    |     |     |
| 8:00        | 8:15 | 10 | 39 | 2 | 3 | 11 | 9  | 2 | 159 | 19 | 10 | 4  | 9  | 277   | 4  | 1  | 1  | 1  | 1  | 0  | 0   | 1   |
| Truck Count |      | 0  | 3  | 0 | 0 | 0  | 0  | 0 | 1   | 0  | 0  | 0  | 0  | 4     |    |    |    |    |    |    |     |     |
| 8:15        | 8:30 | 19 | 43 | 2 | 5 | 16 | 10 | 4 | 126 | 8  | 8  | 1  | 11 | 253   | 1  | 2  | 3  | 1  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0  | 2  | 0 | 1 | 0  | 0  | 1 | 7   | 0  | 0  | 0  | 2  | 13    |    |    |    |    |    |    |     |     |
| 8:30        | 8:45 | 15 | 40 | 2 | 1 | 13 | 2  | 2 | 114 | 9  | 8  | 2  | 15 | 223   | 1  | 0  | 1  | 0  | 0  | 1  | 0   | 0   |
| Truck Count |      | 0  | 2  | 0 | 0 | 0  | 0  | 0 | 1   | 1  | 1  | 0  | 0  | 5     |    |    |    |    |    |    |     |     |
| 8:45        | 9:00 | 16 | 60 | 6 | 2 | 21 | 6  | 2 | 117 | 7  | 9  | 2  | 15 | 263   | 0  | 1  | 0  | 0  | 0  | 1  | 1   | 0   |
| Truck Count |      | 0  | 2  | 1 | 0 | 0  | 0  | 0 | 5   | 2  | 0  | 0  | 0  | 10    |    |    |    |    |    |    |     |     |

**PEAK HOUR COUNT**

TIME: 8:00 TO: 9:00

|    |     |    |    |    |    |    |     |    |    |   |    |       |
|----|-----|----|----|----|----|----|-----|----|----|---|----|-------|
| 60 | 191 | 13 | 12 | 61 | 27 | 11 | 530 | 46 | 36 | 9 | 52 | 1,048 |
|----|-----|----|----|----|----|----|-----|----|----|---|----|-------|



# INTERSECTION PLAN WITH NUMBERED MOVEMENTS:



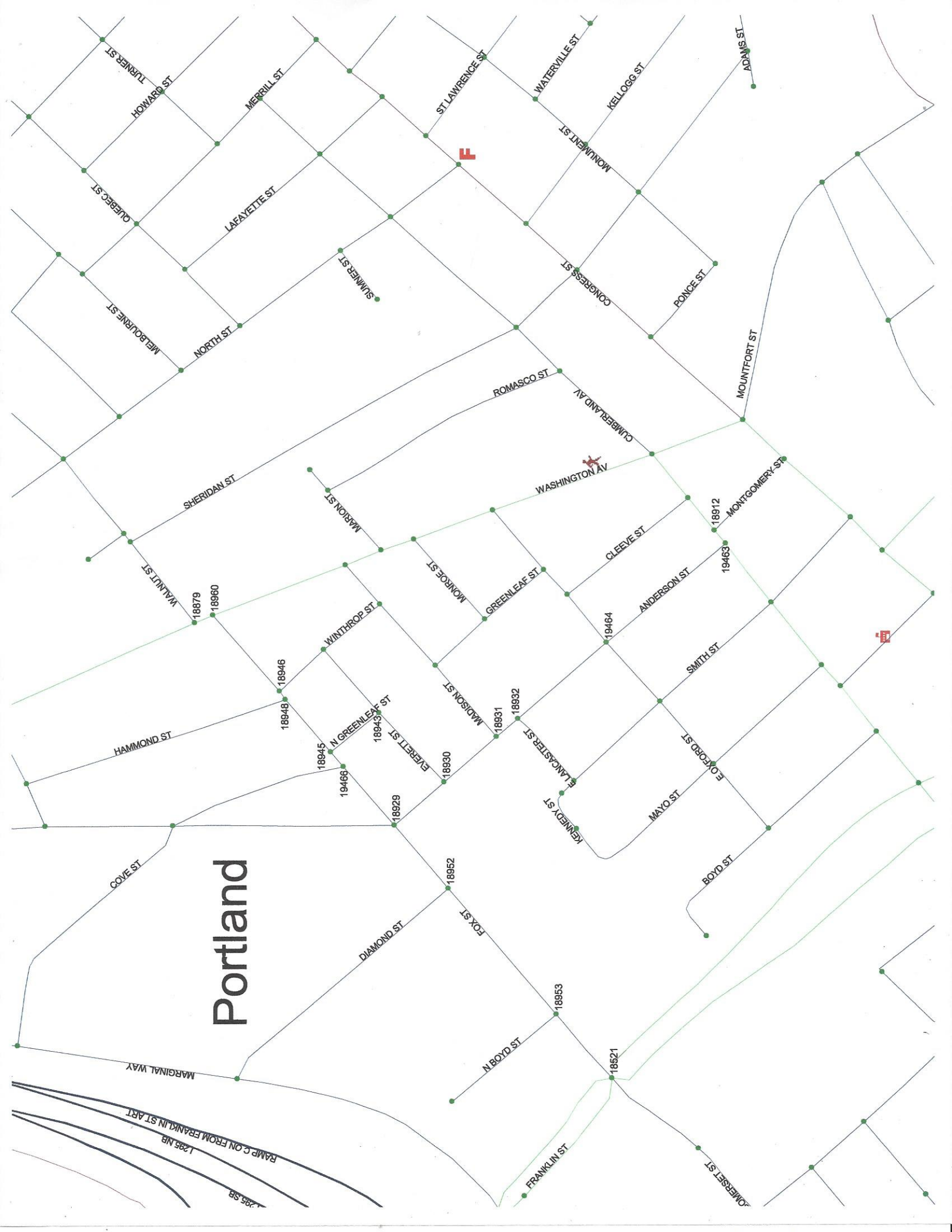
Portland  
 Intersection: Washington Ave./Fox St./Walnut St.  
 Date: 8/14/14  
 Day of Week: Thursday  
 Weather:  
 Remarks:

Count Summary Movement

| Start       | End  | 1  | 2   | 3 | 4 | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | Total | P1 | P2 | P3 | P4 | C1 | C2 | C4 | C6 | C8 | C9 | C11 | C12 |
|-------------|------|----|-----|---|---|----|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|-----|-----|
| 3:00        | 3:15 | 20 | 83  | 4 | 0 | 8  | 3  | 10 | 63 | 19 | 5  | 11 | 10 | 236   | 4  | 1  | 3  | 0  | 0  | 2  | 1  | 0  | 1  | 0  | 1   | 0   |
| Truck Count |      | 0  | 0   | 0 | 0 | 0  | 0  | 0  | 2  | 0  | 1  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:15        | 3:30 | 14 | 57  | 1 | 4 | 9  | 5  | 4  | 58 | 6  | 11 | 15 | 13 | 197   | 0  | 3  | 2  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 1   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:30        | 3:45 | 21 | 110 | 6 | 0 | 13 | 11 | 2  | 66 | 13 | 9  | 22 | 15 | 288   | 3  | 4  | 1  | 0  | 0  | 1  | 1  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 0   | 0 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:45        | 4:00 | 19 | 68  | 3 | 3 | 10 | 0  | 3  | 67 | 8  | 9  | 6  | 8  | 204   | 1  | 4  | 2  | 1  | 0  | 0  | 0  | 0  | 2  | 0  | 0   | 0   |
| Truck Count |      | 0  | 0   | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:00        | 4:15 | 36 | 108 | 6 | 0 | 6  | 3  | 5  | 90 | 8  | 15 | 18 | 17 | 312   | 0  | 2  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0  | 3   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:15        | 4:30 | 16 | 104 | 8 | 2 | 15 | 3  | 7  | 76 | 12 | 9  | 17 | 9  | 278   | 1  | 4  | 0  | 0  | 0  | 1  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 0   | 0 | 0 | 1  | 0  | 0  | 2  | 0  | 0  | 1  | 0  | 4     |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:30        | 4:45 | 23 | 136 | 7 | 2 | 14 | 11 | 3  | 73 | 19 | 11 | 9  | 16 | 324   | 0  | 3  | 1  | 0  | 0  | 4  | 0  | 0  | 2  | 0  | 0   | 1   |
| Truck Count |      | 0  | 0   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:45        | 5:00 | 16 | 139 | 4 | 2 | 14 | 9  | 7  | 81 | 6  | 5  | 17 | 23 | 323   | 2  | 3  | 1  | 0  | 0  | 3  | 0  | 1  | 4  | 0  | 0   | 0   |
| Truck Count |      | 0  | 1   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:00        | 5:15 | 22 | 148 | 8 | 1 | 7  | 3  | 7  | 83 | 6  | 12 | 19 | 8  | 324   | 2  | 3  | 1  | 0  | 1  | 1  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 1   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:15        | 5:30 | 15 | 154 | 7 | 2 | 11 | 1  | 9  | 76 | 12 | 15 | 14 | 11 | 327   | 4  | 9  | 1  | 0  | 0  | 4  | 0  | 0  | 1  | 1  | 1   | 0   |
| Truck Count |      | 0  | 0   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:30        | 5:45 | 30 | 130 | 8 | 5 | 13 | 4  | 5  | 93 | 8  | 9  | 21 | 15 | 341   | 1  | 4  | 0  | 1  | 0  | 2  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 0   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:45        | 6:00 | 9  | 84  | 3 | 0 | 9  | 3  | 8  | 75 | 9  | 6  | 14 | 7  | 227   | 3  | 2  | 4  | 1  | 1  | 2  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0  | 1   | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |     |     |

| PEAK HOUR COUNT |     |    |   |    |    |    |     |    |    |    |       | TIME: |      |    |       | TO:  |    |       |      |
|-----------------|-----|----|---|----|----|----|-----|----|----|----|-------|-------|------|----|-------|------|----|-------|------|
| 76              | 579 | 26 | 7 | 46 | 24 | 26 | 313 | 43 | 43 | 58 | 1,300 | 4:30  | 5:30 | 58 | 1,300 | 5:30 | 58 | 1,300 | 5:30 |

# Portland



## Crash Summary Report

Report Selections and Input Parameters

### REPORT SELECTIONS

☒ **Crash Summary I**    ☐ **Section Detail**    ☒ **Crash Summary II**    ☐ **1320 Public**    ☐ **1320 Private**    ☐ **1320 Summary**

### REPORT DESCRIPTION

#1

### REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: **0560293**

Start Node: **18521**

End Node: **18960**

Start Offset: **0**

End Offset: **0**

☐ **Exclude First Node**

☐ **Exclude Last Node**

Route: **0026X**

Start Node: **18960**

End Node: **18879**

Start Offset: **0**

End Offset: **0**

☒ **Exclude First Node**

☐ **Exclude Last Node**



## Crash Summary I

| Node              | Route - MP     | Node Description                   | Nodes        |               |   |                |   |   |    |        |                          |            |               |      |  | CRF  |
|-------------------|----------------|------------------------------------|--------------|---------------|---|----------------|---|---|----|--------|--------------------------|------------|---------------|------|--|------|
|                   |                |                                    | U/R          | Total Crashes | K | Injury Crashes |   |   | PD | Injury | Percent Annual M Ent-Veh | Crash Rate | Critical Rate |      |  |      |
| 18521             | 0560293 - 0    | Int of FOX ST, FRANKLIN ST         | 9            | 20            | 0 | 0              | 2 | 8 | 10 | 50.0   | 11.697                   | 0.57       | 0.99          | 0.00 |  |      |
| 18953             | 0560293 - 0.06 | 0509373 POR,N.BOYD,FOX ST.         | 2            | 3             | 0 | 0              | 0 | 0 | 3  | 0.0    | 2.209                    | 0.45       | 0.44          | 1.03 |  |      |
| 18952             | 0560293 - 0.16 | 0509372 POR,FOX,DIAMOND ST.        | 2            | 1             | 0 | 0              | 0 | 0 | 1  | 0.0    | 2.178                    | 0.15       | 0.44          | 0.00 |  |      |
| 18929             | 0560293 - 0.21 | 0509349 POR,ANDERSON,FOX ST.       | 2            | 2             | 0 | 0              | 0 | 0 | 2  | 0.0    | 1.996                    | 0.33       | 0.45          | 0.00 |  |      |
| 19466             | 0560293 - 0.25 | 0509888 POR,FOX STREET,COVE STREET | 2            | 0             | 0 | 0              | 0 | 0 | 0  | 0.0    | 1.531                    | 0.00       | 0.48          | 0.00 |  |      |
| 18945             | 0560293 - 0.26 | 0509365 POR,FOX,N.GREENLEAF ST.    | 2            | 2             | 0 | 0              | 0 | 1 | 0  | 100.0  | 1.381                    | 0.48       | 0.49          | 0.00 |  |      |
| A18948            | 0560293 - 0.30 | 0509368 POR,FOX,HAMMOND ST.        | 2            | 0             | 0 | 0              | 0 | 0 | 0  | 0.0    | 0.000                    | 0.00       | 0.00          | 0.00 |  |      |
| P18946            | 0560293 - 0.31 | 0509366 POR,FOX,WINTHROP ST.       | 2            | 2             | 0 | 0              | 0 | 0 | 2  | 0.0    | 1.248                    | 0.53       | 0.50          | 1.06 |  |      |
| A18960            | 0560293 - 0.36 | Int of FOX ST, WASHINGTON AV       | 2            | 0             | 0 | 0              | 0 | 0 | 0  | 0.0    | 0.000                    | 0.00       | 0.00          | 0.00 |  |      |
| P18879            | 0026X - 0.28   | Int of WALNUT ST, WASHINGTON AV    | 2            | 9             | 0 | 0              | 0 | 2 | 7  | 22.2   | 4.034                    | 0.74       | 0.38          | 1.98 |  |      |
| Study Years: 3.00 |                |                                    | NODE TOTALS: |               |   |                |   |   |    |        |                          |            |               |      |  | 0.92 |
|                   |                |                                    |              | 39            | 0 | 0              | 0 | 2 | 11 | 25     | 33.3                     | 26.274     | 0.49          | 0.54 |  |      |

## Crash Summary I

| Sections          |            |                                    |                    |                 |                |     |               |   |   |   |   |    |                              |
|-------------------|------------|------------------------------------|--------------------|-----------------|----------------|-----|---------------|---|---|---|---|----|------------------------------|
| Start Node        | End Node   | Element                            | Offset Begin - End | Route - MP      | Section Length | U/R | Total Crashes | K | A | B | C | PD | Percent Injury               |
| Annual HMVM       | Crash Rate | Critical Rate                      | CRF                |                 |                |     |               |   |   |   |   |    |                              |
| 18521             | 18953      | 194034                             | 0 - 0.06           | 0560293 - 0     | 0.06           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | Int of FOX ST, FRANKLIN ST         |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00138                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18952             | 18953      | 194637                             | 0 - 0.10           | 0560293 - 0.06  | 0.10           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | 0509372 POR, FOX, DIAMOND ST.      |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00201                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18929             | 18952      | 194603                             | 0 - 0.05           | 0560293 - 0.16  | 0.05           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | 0509349 POR, ANDERSON, FOX ST.     |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00097                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18929             | 19466      | 194604                             | 0 - 0.04           | 0560293 - 0.21  | 0.04           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | 0509349 POR, ANDERSON, FOX ST.     |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00061                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18945             | 19466      | 194628                             | 0 - 0.01           | 0560293 - 0.25  | 0.01           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | 0509365 POR, FOX, N. GREENLEAF ST. |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00015                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18945             | 18948      | 194627                             | 0 - 0.04           | 0560293 - 0.26  | 0.04           | 2   | 1             | 0 | 0 | 0 | 0 | 1  | 0.0                          |
|                   |            | 0509365 POR, FOX, N. GREENLEAF ST. |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00049                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18946             | 18948      | 194629                             | 0 - 0.01           | 0560293 - 0.30  | 0.01           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | 0509366 POR, FOX, WINTHROP ST.     |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00012                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18946             | 18960      | 194630                             | 0 - 0.05           | 0560293 - 0.31  | 0.05           | 2   | 1             | 0 | 0 | 0 | 0 | 1  | 0.0                          |
|                   |            | 0509366 POR, FOX, WINTHROP ST.     |                    | RD INV 05 60293 |                |     |               |   |   |   |   |    | 0.00058                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 346.84 |
| 18879             | 18960      | 3123723                            | 0 - 0.01           | 0026X - 0.27    | 0.01           | 2   | 0             | 0 | 0 | 0 | 0 | 0  | 0.0                          |
|                   |            | Int of WALNUT ST, WASHINGTON AV    |                    | ST RTE 26       |                |     |               |   |   |   |   |    | 0.00036                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | Statewide Crash Rate: 186.16 |
| Study Years: 3.00 |            |                                    |                    | Section Totals: | 0.37           | 2   | 2             | 0 | 0 | 0 | 0 | 2  | 0.0                          |
|                   |            |                                    |                    | Grand Totals:   | 0.37           | 41  | 41            | 0 | 0 | 0 | 2 | 11 | 31.7                         |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | 0.00666                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | 2050.99                      |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | 796.08                       |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | 2.58                         |
|                   |            |                                    |                    |                 |                |     |               |   |   |   |   |    | 0.15                         |

## Crash Summary Report

Report Selections and Input Parameters

### REPORT SELECTIONS

☒ Crash Summary I    ☐ Section Detail    ☒ Crash Summary II    ☐ 1320 Public    ☐ 1320 Private    ☐ 1320 Summary

### REPORT DESCRIPTION

#3

### REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: 0560847

Start Node: 18929

End Node: 19463

Start Offset: 0

End Offset: 0

☒ Exclude First Node

☐ Exclude Last Node

Route: 0561238

Start Node: 19463

End Node: 18912

Start Offset: 0

End Offset: 0

☒ Exclude First Node

☒ Exclude Last Node

## Crash Summary I

| Nodes             |                |                                       |              |               |   |   |   |   |    |        |                          |            |               |      |  |  |
|-------------------|----------------|---------------------------------------|--------------|---------------|---|---|---|---|----|--------|--------------------------|------------|---------------|------|--|--|
| Node              | Route - MP     | Node Description                      | U/R          | Total Crashes | K | A | B | C | PD | Injury | Percent Annual M Ent-Veh | Crash Rate | Critical Rate | CRF  |  |  |
| 18930             | 0560847 - 0.53 | 0509350 POR,ANDERSON,EVERETT ST.      | 2            | 0             | 0 | 0 | 0 | 0 | 0  | 0.0    | 0.159                    | 0.00       | 0.49          | 0.00 |  |  |
|                   |                |                                       |              |               |   |   |   |   |    |        | Statewide Crash Rate:    | 0.14       |               |      |  |  |
| 18931             | 0560847 - 0.56 | 0509351 POR,ANDERSON,MADISON ST.      | 2            | 1             | 0 | 0 | 0 | 1 | 0  | 100.0  | 0.153                    | 2.18       | 0.47          | 4.63 |  |  |
|                   |                |                                       |              |               |   |   |   |   |    |        | Statewide Crash Rate:    | 0.14       |               |      |  |  |
| 18932             | 0560847 - 0.59 | 0509352 POR,E.LANCASTER,ANDERSON ST.  | 2            | 0             | 0 | 0 | 0 | 0 | 0  | 0.0    | 0.133                    | 0.00       | 0.41          | 0.00 |  |  |
|                   |                |                                       |              |               |   |   |   |   |    |        | Statewide Crash Rate:    | 0.14       |               |      |  |  |
| 19464             | 0560847 - 0.65 | 0509886 POR,ANDERSON ST,E,OXFORD STR. | 2            | 1             | 0 | 0 | 0 | 0 | 1  | 0.0    | 0.164                    | 2.03       | 0.50          | 4.09 |  |  |
|                   |                |                                       |              |               |   |   |   |   |    |        | Statewide Crash Rate:    | 0.14       |               |      |  |  |
| 19463             | 0560847 - 0.74 | Int of ANDERSON ST CUMBERLAND AV      | 2            | 2             | 0 | 0 | 0 | 0 | 2  | 0.0    | 2.068                    | 0.32       | 0.45          | 0.00 |  |  |
|                   |                |                                       |              |               |   |   |   |   |    |        | Statewide Crash Rate:    | 0.14       |               |      |  |  |
| Study Years: 3.00 |                |                                       | NODE TOTALS: |               |   |   |   |   |    |        |                          |            |               |      |  |  |
|                   |                |                                       |              | 4             | 0 | 0 | 0 | 1 | 3  | 25.0   | 2.677                    | 0.50       | 0.42          | 1.19 |  |  |



## Crash Summary I

| Sections                            |                                 |               |                       |                 |                |     |               |   |          |   |   |    |                |
|-------------------------------------|---------------------------------|---------------|-----------------------|-----------------|----------------|-----|---------------|---|----------|---|---|----|----------------|
| Start Node                          | End Node                        | Element       | Offset<br>Begin - End | Route - MP      | Section Length | U/R | Total Crashes | K | Injury A | B | C | PD | Percent Injury |
| Annual HMVM                         | Crash Rate                      | Critical Rate | CRF                   |                 |                |     |               |   |          |   |   |    |                |
| 18929                               | 18930                           | 194602        | 0 - 0.04              | 0560847 - 0.49  | 0.04           | 2   | 1             | 0 | 0        | 0 | 0 | 1  | 0.0            |
| 0509349                             | POR, ANDERSON, FOX ST.          |               |                       | RD INV 05 60847 |                |     |               |   |          |   |   |    | 0.00006        |
| 18930                               | 18931                           | 194605        | 0 - 0.03              | 0560847 - 0.53  | 0.03           | 2   | 0             | 0 | 0        | 0 | 0 | 0  | 0.0            |
| 0509350                             | POR, ANDERSON, EVERETT ST.      |               |                       | RD INV 05 60847 |                |     |               |   |          |   |   |    | 0.00004        |
| 18931                               | 18932                           | 194607        | 0 - 0.03              | 0560847 - 0.56  | 0.03           | 2   | 0             | 0 | 0        | 0 | 0 | 0  | 0.0            |
| 0509351                             | POR, ANDERSON, MADISON ST.      |               |                       | RD INV 05 60847 |                |     |               |   |          |   |   |    | 0.00004        |
| 18932                               | 19464                           | 194609        | 0 - 0.06              | 0560847 - 0.59  | 0.06           | 2   | 4             | 0 | 0        | 1 | 0 | 3  | 25.0           |
| 0509352                             | POR, E. LANCASTER, ANDERSON ST. |               |                       | RD INV 05 60847 |                |     |               |   |          |   |   |    | 0.00007        |
| 19463                               | 19464                           | 195146        | 0 - 0.09              | 0560847 - 0.65  | 0.09           | 2   | 4             | 0 | 0        | 0 | 0 | 2  | 0.0            |
| Int of ANDERSON ST CUMBERLAND AV    |                                 |               |                       | RD INV 05 60847 |                |     |               |   |          |   |   |    | 0.00008        |
| 18912                               | 19463                           | 194577        | 0 - 0.01              | 0561238 - 0.98  | 0.01           | 2   | 0             | 0 | 0        | 0 | 0 | 0  | 0.0            |
| Int of CUMBERLAND AV, MONTGOMERY ST |                                 |               |                       | RD INV 05 61238 |                |     |               |   |          |   |   |    | 0.00020        |
| Study Years: 3.00                   |                                 |               |                       | Section Totals: | 0.26           |     | 9             | 0 | 0        | 1 | 0 | 6  | 11.1           |
|                                     |                                 |               |                       | Grand Totals:   | 0.26           |     | 13            | 0 | 0        | 1 | 1 | 9  | 15.4           |
|                                     |                                 |               |                       |                 |                |     |               |   |          |   |   |    | 0.00049        |
|                                     |                                 |               |                       |                 |                |     |               |   |          |   |   |    | 8815.08        |
|                                     |                                 |               |                       |                 |                |     |               |   |          |   |   |    | 1357.90        |
|                                     |                                 |               |                       |                 |                |     |               |   |          |   |   |    | 5.70           |
|                                     |                                 |               |                       |                 |                |     |               |   |          |   |   |    | 6.49           |



# COLLISION DIAGRAM

SHEET 1 OF 2

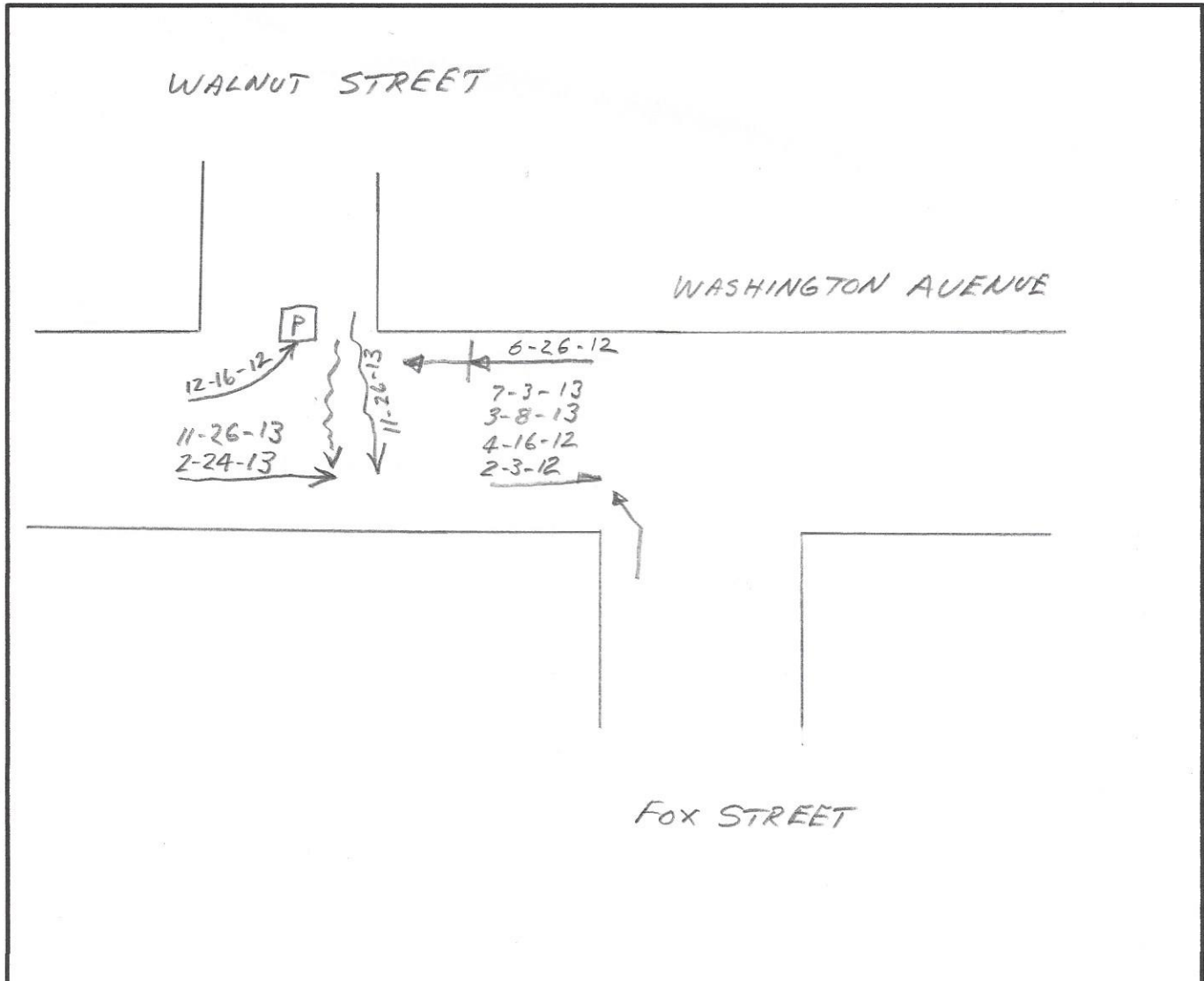
LOCATION WASHINGTON AVE./WALNUT ST./FOX ST.

TOWN PORTLAND

NODE NO(S) P18879

YEARS REVIEWED 2011-2014

DATE PREPARED 8-23-2014



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

## LIGHT

- |                         |                         |                          |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING)       | 2. DAYLIGHT             | 3. DUSK (EVENING)        |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER                |                         |                          |

## ROAD SURFACE

- |                           |                          |                             |
|---------------------------|--------------------------|-----------------------------|
| 1. DRY                    | 2. WET                   | 3. SNOW/SLUSH-SANDED        |
| 4. ICE/PACKED SNOW-SANDED | 5. MUDDY                 | 6. DEBRIS                   |
| 7. OILY                   | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER                 |                          |                             |

## APPARENT CONTRIBUTING FACTORS - HUMAN

- |                                      |                                     |                                      |
|--------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION                | 2. FAIL TO YLD. RIGHT OF WAY        | 3. ILLEGAL UNSAFE SPEED              |
| 4. FOLLOW TOO CLOSE                  | 5. DISREGARD TRAFFIC CONTROL DEVICE |                                      |
| 6. DRIVING LEFT OF CENTER-NO PASSING | 7. IMPROPER PASS-OVERTAKING         |                                      |
| 8. IMP. UNSAFE LANE CHANGE           | 9. IMP. PARKING START/STOP          | 10. IMPROPER TURN                    |
| 11. UNSAFE BACKING                   | 12. NO SIGNAL OR IMP. SIGNAL        | 13. IMPEDING TRAFFIC                 |
| 14. DRIVER INATTENTION-DISTRACTION   | 15. DRIVER INEXPERIENCE             |                                      |
| 16. PEDEST. VIOLATION ERROR          | 17. PHYSICAL IMPAIRMENT             | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS   | 20. OTHER VISION OBSCUREMENT        | 30. OTHER HUMAN VIOLATION FACTOR     |
| 31. HIT AND RUN                      | 51. UNKNOWN                         |                                      |

## VEHICULAR

- |                                    |                            |                          |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES               | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS     |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING     | 50. OTHER VEHICLE DEFECT |
|                                    | 51. UNKNOWN                |                          |

## SYMBOLS

- |                |   |                |     |                  |       |
|----------------|---|----------------|-----|------------------|-------|
| ANGLE          | ↓ | PEDESTRIAN     | → P | FATAL ACCIDENT   | ●     |
| BACKING        | ↔ | REAR END       | →   |                  |       |
| FIXED OBJECT   | → | SIDE SWIPE     | →   | VEHICLE (MOVING) | →     |
| HEAD ON        | ↔ | TURNING MOVE   | ↗   | BICYCLE          | --- B |
| OVERTURN       | ↻ | CHANGE LANE    | ↗   | ANIMAL           | --- A |
| PARKED VEHICLE | □ | OUT OF CONTROL | ↗   | SLED             | --- S |

C = CLEAR  
SL = SLEET

## WEATHER

F = FOG  
S = SNOW

R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

## INJURIES

K = FATAL  
A = INCAPACITATING

B = NON-INCAPACITATING  
C = POSSIBLE INJURY

## COLLISION DIAGRAM

SHEET 2 OF 2

LOCATION WASHINGTON AVE. / WALNUT ST. / FOX ST.

TOWN PORTLAND

NODE NO(S) P18879

YEARS REVIEWED 2011-2014

DATE PREPARED 8-23-2014

[illegible]

WALNUT STREET

27  
61  
12

WASHINGTON AVENUE

11  
530  
46

13  
191  
60

36  
9  
52  
3  
141  
6

FOX STREET

SITE

ANDERSON STREET

ANDERSON STREET

CUMBERLAND AVENUE

16  
53  
99

4  
10  
61

5  
48

13  
77  
31

11  
109

2014 DESIGN HOUR TRAFFIC  
AM PEAK HOUR

FIGURE 1

WALNUT STREET

WASHINGTON AVENUE

FOX STREET

ANDERSON STREET

ANDERSON STREET

CUMBERLAND AVENUE

26  
313  
43

24  
46  
7

26  
579  
76

43  
59  
58

10  
158  
10

24  
31  
70

10  
19  
59

18  
48

33  
162  
79

20  
333

9  
252

SITE

2014 DESIGN HOUR TRAFFIC  
PM PEAK HOUR  
FIGURE 2

Project Name and Location  
89 ANDERSON STREET APARTMENTS  
PORTLAND, MAINE

DATE: AUGUST 14, 2014

FIGURE 2

TRAFFIC SOLUTIONS  
235 BACCHETT STREET, PORTLAND, MAINE 04102-1120

E:\LAND PROJECTS\34000\344399 TRAFFIC SOLUTIONS\89 ANDERSON ST\PLANSET\89 ANDERSON STREET.DWG



WALNUT STREET

WASHINGTON AVENUE

FOX STREET

ANDERSON STREET

ANDERSON STREET

CUMBERLAND AVENUE

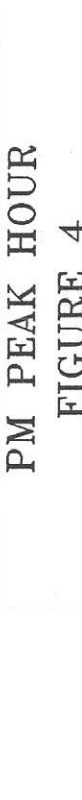
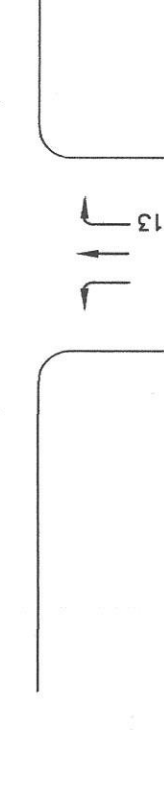
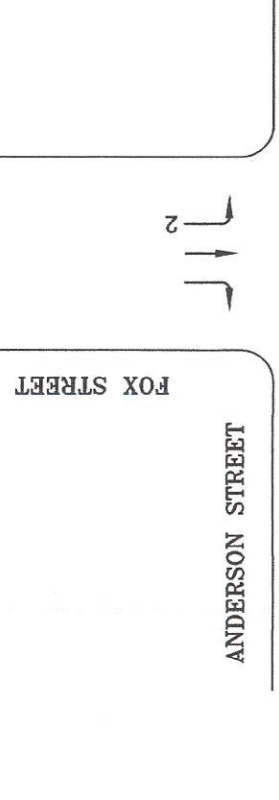
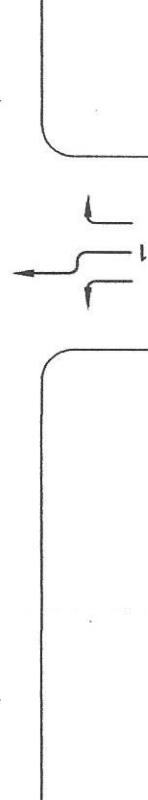
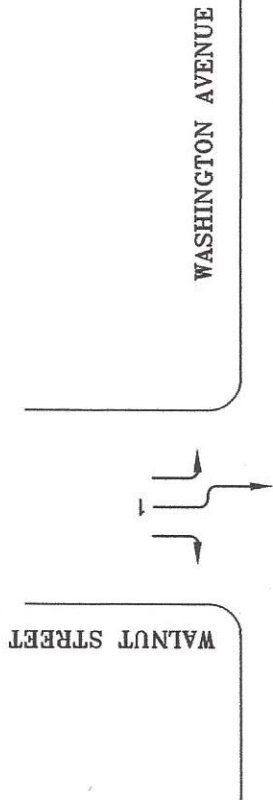
SITE

SITE TRAFFIC ASSIGNMENTS  
AM PEAK HOUR  
FIGURE 3

|                                                                               |  |                                                                     |  |
|-------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|
| Project Name and Location<br>89 ANDERSON STREET APARTMENTS<br>PORTLAND, MAINE |  | TRAFFIC SOLUTIONS<br>233 BACKCOT STREET, PORTLAND, MAINE 04102-1720 |  |
| DATE: AUGUST 18, 2014                                                         |  | FIGURE: 3                                                           |  |

E:\LAND PROJECTS\14000\144389 TRAFFIC SOLUTIONS\89 ANDERSON ST\PLANSET\89 ANDERSON STREET.DWG





SITE TRAFFIC ASSIGNMENTS  
PM PEAK HOUR  
FIGURE 4

WALNUT STREET

WASHINGTON AVENUE

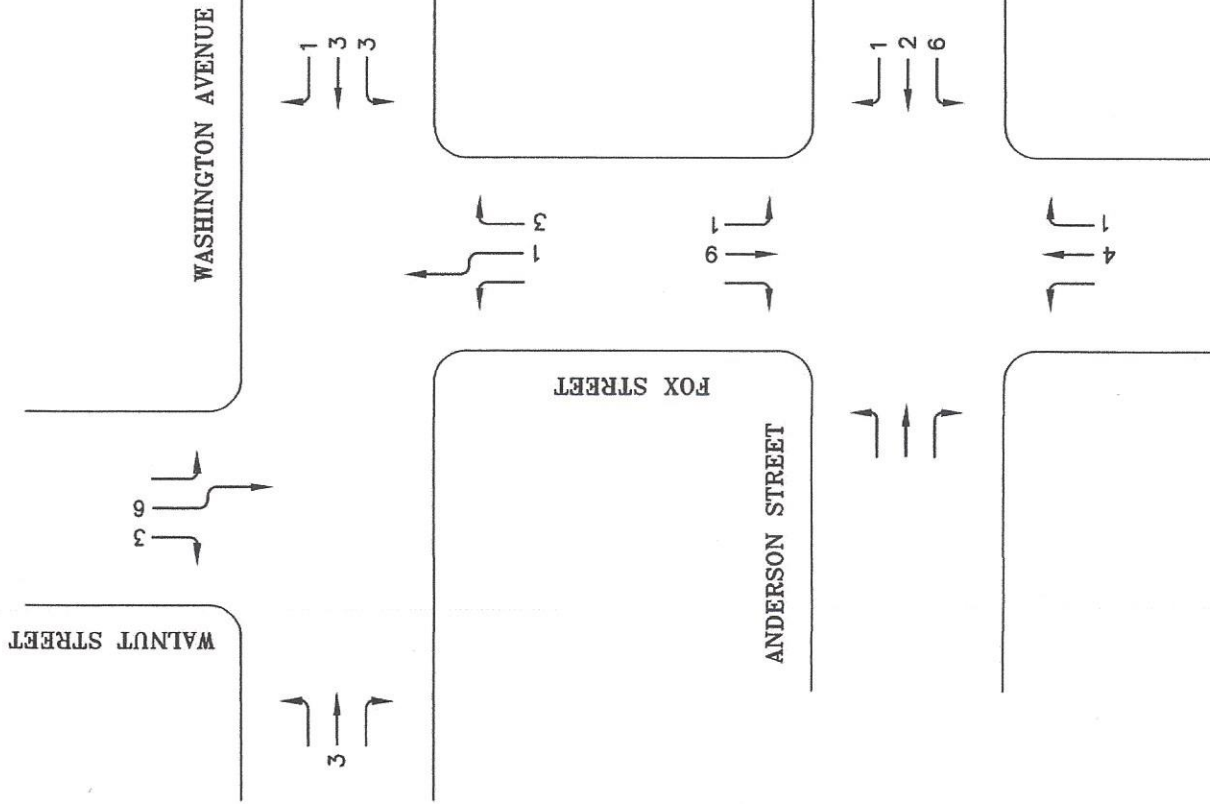
FOX STREET

ANDERSON STREET

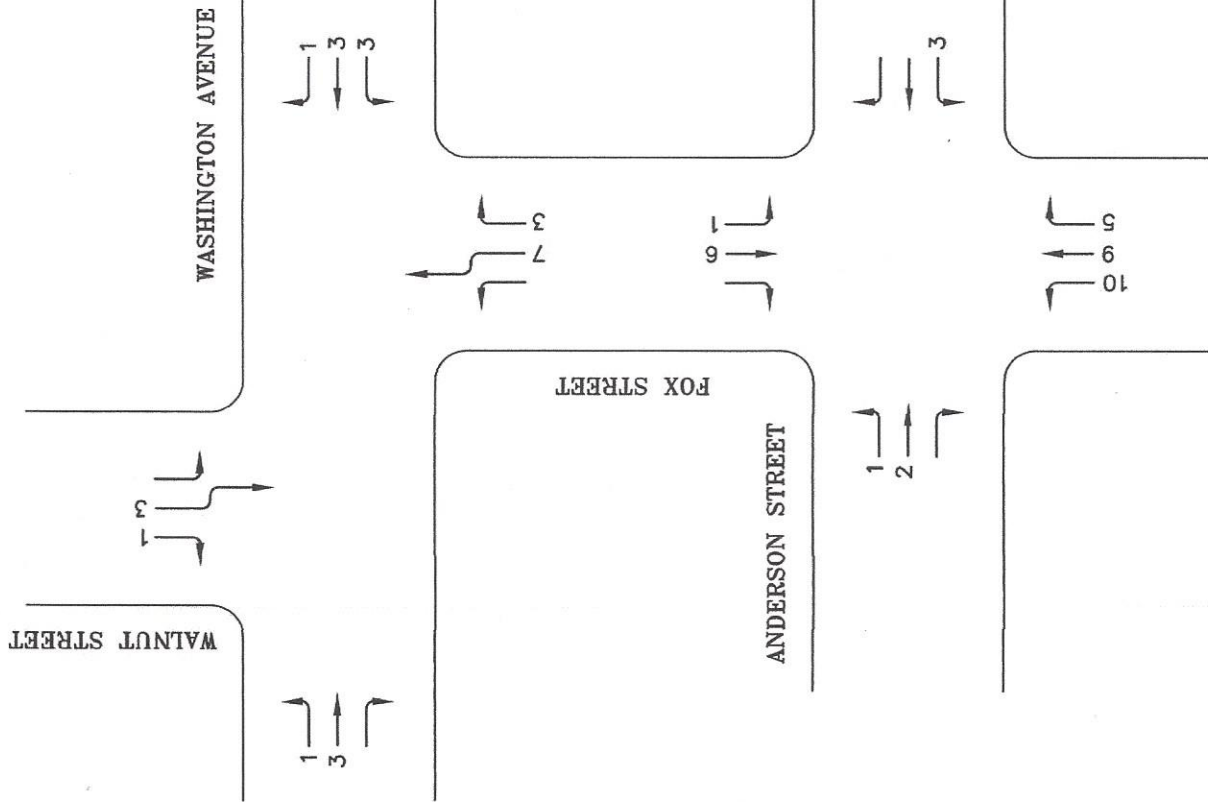
ANDERSON STREET

CUMBERLAND AVENUE

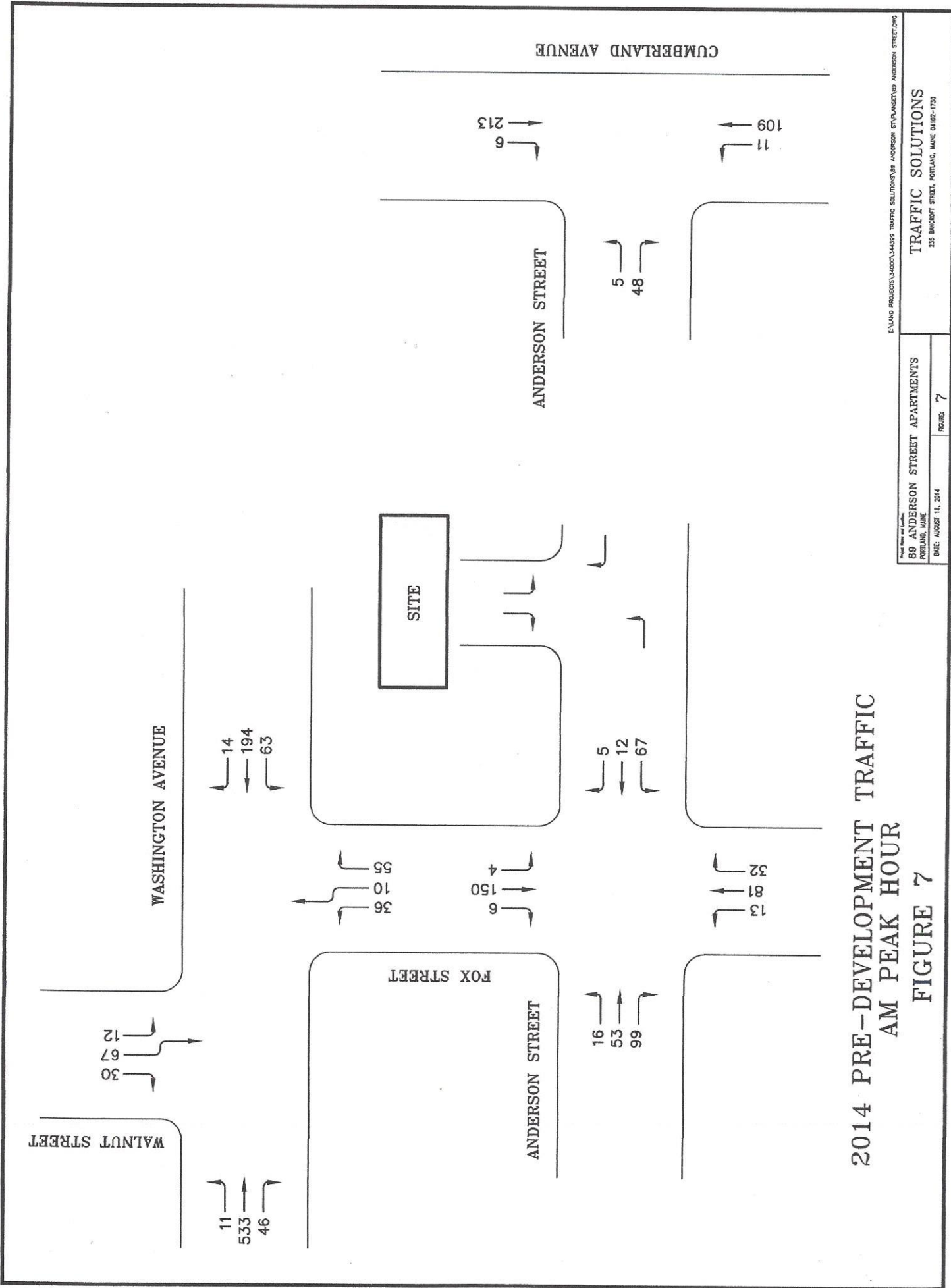
SITE

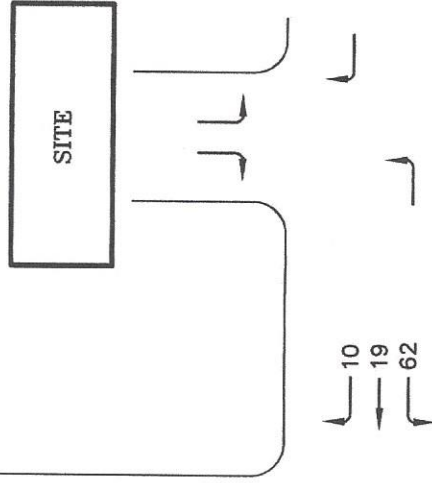
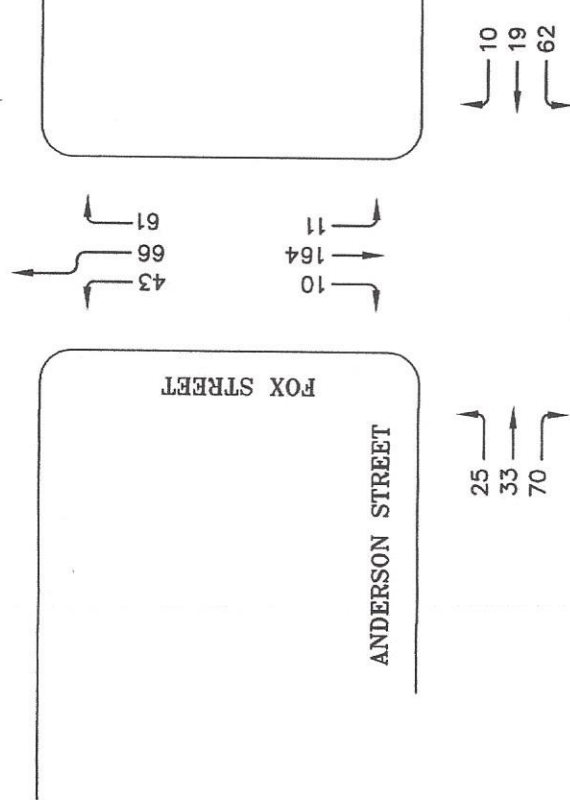
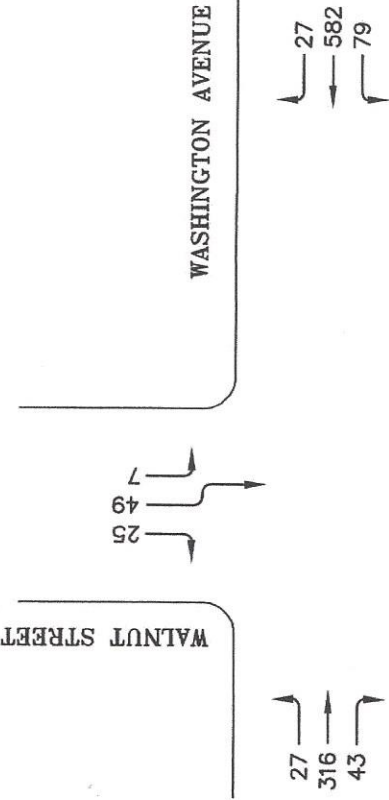


OTHER DEVELOPMENT TRAFFIC  
AM PEAK HOUR  
FIGURE 5



OTHER DEVELOPMENT TRAFFIC  
PM PEAK HOUR  
FIGURE 6





2014 PRE-DEVELOPMENT TRAFFIC  
PM PEAK HOUR  
FIGURE 8



WALNUT STREET

WASHINGTON AVENUE

FOX STREET

ANDERSON STREET

ANDERSON STREET

CUMBERLAND AVENUE

SITE

30  
67  
12

11  
533  
47

14  
194  
63

36  
11  
55

6  
150  
5

18  
4

16  
54  
99

6  
14  
82

1

4

5  
52

13  
81  
34

12  
109

2014 POST-DEVELOPMENT TRAFFIC  
AM PEAK HOUR  
FIGURE 9

WALNUT STREET

25  
50  
7

WASHINGTON AVENUE

27  
316  
44

27  
582  
79

FOX STREET

43  
67  
61

10  
164  
13

SITE

10  
2

ANDERSON STREET

25  
36  
70

11  
21  
69

3

18

18  
51

ANDERSON STREET

9  
252

43  
171  
97

24  
333

# 2014 POST-DEVELOPMENT TRAFFIC PM PEAK HOUR

FIGURE 10

PROJECT NAME AND LOCATION: 89 ANDERSON STREET APARTMENTS, PORTLAND, MAINE  
EVALUATION PROJECTS: 34000, 34438 TRAFFIC SOLUTIONS: 89 ANDERSON ST PLAN SET: 99 ANDERSON STREET: 99

89 ANDERSON STREET APARTMENTS  
PORTLAND, MAINE

DATE: AUGUST 18, 2014

FIGURE: 10

TRAFFIC SOLUTIONS  
235 BANCROFT STREET, PORTLAND, MAINE 04102-1720

CUMBERLAND AVENUE

### Summary of All Intervals

| Run Number              | 1    | 2    | 3    | 4    | 5    | Avg  |
|-------------------------|------|------|------|------|------|------|
| Start Time              | 4:25 | 4:25 | 4:25 | 4:25 | 4:25 | 4:25 |
| End Time                | 5:30 | 5:30 | 5:30 | 5:30 | 5:30 | 5:30 |
| Total Time (min)        | 65   | 65   | 65   | 65   | 65   | 65   |
| Time Recorded (min)     | 60   | 60   | 60   | 60   | 60   | 60   |
| # of Intervals          | 2    | 2    | 2    | 2    | 2    | 2    |
| # of Recorded Intervals | 1    | 1    | 1    | 1    | 1    | 1    |
| Vehs Entered            | 2238 | 2298 | 2292 | 2198 | 2271 | 2261 |
| Vehs Exited             | 2235 | 2292 | 2270 | 2189 | 2267 | 2251 |
| Starting Vehs           | 25   | 20   | 18   | 18   | 23   | 18   |
| Ending Vehs             | 28   | 26   | 40   | 27   | 27   | 27   |
| Travel Distance (mi)    | 593  | 612  | 608  | 573  | 609  | 599  |
| Travel Time (hr)        | 26.2 | 26.7 | 27.5 | 24.9 | 27.0 | 26.5 |
| Total Delay (hr)        | 5.1  | 4.8  | 5.8  | 4.4  | 5.3  | 5.1  |
| Total Stops             | 1099 | 1188 | 1241 | 1098 | 1182 | 1162 |
| Fuel Used (gal)         | 21.7 | 22.4 | 22.6 | 20.9 | 22.3 | 22.0 |

### Interval #0 Information Seeding

Start Time 4:25  
End Time 4:30  
Total Time (min) 5

Volumes adjusted by Growth Factors.  
No data recorded this interval.

### Interval #1 Information Recording

Start Time 4:30  
End Time 5:30  
Total Time (min) 60

Volumes adjusted by Growth Factors.

| Run Number           | 1    | 2    | 3    | 4    | 5    | Avg  |
|----------------------|------|------|------|------|------|------|
| Vehs Entered         | 2238 | 2298 | 2292 | 2198 | 2271 | 2261 |
| Vehs Exited          | 2235 | 2292 | 2270 | 2189 | 2267 | 2251 |
| Starting Vehs        | 25   | 20   | 18   | 18   | 23   | 18   |
| Ending Vehs          | 28   | 26   | 40   | 27   | 27   | 27   |
| Travel Distance (mi) | 593  | 612  | 608  | 573  | 609  | 599  |
| Travel Time (hr)     | 26.2 | 26.7 | 27.5 | 24.9 | 27.0 | 26.5 |
| Total Delay (hr)     | 5.1  | 4.8  | 5.8  | 4.4  | 5.3  | 5.1  |
| Total Stops          | 1099 | 1188 | 1241 | 1098 | 1182 | 1162 |
| Fuel Used (gal)      | 21.7 | 22.4 | 22.6 | 20.9 | 22.3 | 22.0 |



## 2: Washington Ave & Walnut Street Performance by approach

| Approach           | EB  | WB  | SB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.3  | 0.1 |
| Total Del/Veh (s)  | 1.9 | 0.6 | 17.3 | 2.1 |

## 4: Fox Street & Washington Ave Performance by approach

| Approach           | EB  | WB  | NB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.5 | 0.0  | 0.3 |
| Total Del/Veh (s)  | 0.5 | 3.6 | 26.0 | 6.2 |

## 5: Fox Street & Anderson Street Performance by approach

| Approach           | EB  | WB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s)  | 5.0 | 5.7 | 6.8 | 6.8 | 6.3 |

## 6: Cumberland Ave & Anderson Street Performance by approach

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.2 | 0.2 |
| Total Del/Veh (s)  | 3.1 | 0.5 | 0.3 | 1.0 |

## Total Network Performance

| Approach           | EB | NB | SB  | All |
|--------------------|----|----|-----|-----|
| Denied Del/Veh (s) |    |    | 0.4 |     |
| Total Del/Veh (s)  |    |    | 7.7 |     |

Intersection: 2: Washington Ave & Walnut Street

| Movement              | EB  | WB | SB  |
|-----------------------|-----|----|-----|
| Directions Served     | LT  | TR | LR  |
| Maximum Queue (ft)    | 122 | 38 | 113 |
| Average Queue (ft)    | 23  | 8  | 43  |
| 95th Queue (ft)       | 75  | 30 | 85  |
| Link Distance (ft)    | 422 | 12 | 156 |
| Upstream Blk Time (%) |     | 0  | 0   |
| Queuing Penalty (veh) |     | 1  | 0   |
| Storage Bay Dist (ft) |     |    |     |
| Storage Blk Time (%)  |     |    |     |
| Queuing Penalty (veh) |     |    |     |

Intersection: 4: Fox Street & Washington Ave

| Movement              | EB | WB   | NB  |
|-----------------------|----|------|-----|
| Directions Served     | TR | LT   | LR  |
| Maximum Queue (ft)    | 33 | 146  | 179 |
| Average Queue (ft)    | 4  | 41   | 81  |
| 95th Queue (ft)       | 22 | 112  | 152 |
| Link Distance (ft)    | 12 | 1288 | 760 |
| Upstream Blk Time (%) | 0  |      |     |
| Queuing Penalty (veh) | 0  |      |     |
| Storage Bay Dist (ft) |    |      |     |
| Storage Blk Time (%)  |    |      |     |
| Queuing Penalty (veh) |    |      |     |

Intersection: 5: Fox Street & Anderson Street

| Movement              | EB  | WB   | NB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | LTR | LTR  | LTR | LTR |
| Maximum Queue (ft)    | 62  | 58   | 118 | 75  |
| Average Queue (ft)    | 37  | 35   | 60  | 42  |
| 95th Queue (ft)       | 58  | 53   | 92  | 67  |
| Link Distance (ft)    | 764 | 1258 | 282 | 760 |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) |     |      |     |     |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |



Intersection: 6: Cumberland Ave & Anderson Street

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | LR   | LT  |
| Maximum Queue (ft)    | 56   | 45  |
| Average Queue (ft)    | 31   | 6   |
| 95th Queue (ft)       | 52   | 29  |
| Link Distance (ft)    | 1258 | 289 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

Network Summary

Network wide Queuing Penalty: 2

### Summary of All Intervals

| Run Number              | 1    | 2    | 3    | 4    | 5    | Avg  |
|-------------------------|------|------|------|------|------|------|
| Start Time              | 4:25 | 4:25 | 4:25 | 4:25 | 4:25 | 4:25 |
| End Time                | 5:30 | 5:30 | 5:30 | 5:30 | 5:30 | 5:30 |
| Total Time (min)        | 65   | 65   | 65   | 65   | 65   | 65   |
| Time Recorded (min)     | 60   | 60   | 60   | 60   | 60   | 60   |
| # of Intervals          | 2    | 2    | 2    | 2    | 2    | 2    |
| # of Recorded Intervals | 1    | 1    | 1    | 1    | 1    | 1    |
| Vehs Entered            | 2201 | 2294 | 2276 | 2197 | 2254 | 2246 |
| Vehs Exited             | 2200 | 2291 | 2257 | 2193 | 2246 | 2238 |
| Starting Vehs           | 28   | 21   | 18   | 26   | 18   | 21   |
| Ending Vehs             | 29   | 24   | 37   | 30   | 26   | 27   |
| Travel Distance (mi)    | 581  | 608  | 599  | 569  | 600  | 592  |
| Travel Time (hr)        | 25.3 | 26.7 | 27.4 | 25.0 | 26.3 | 26.1 |
| Total Delay (hr)        | 4.6  | 5.0  | 6.1  | 4.6  | 4.8  | 5.0  |
| Total Stops             | 1096 | 1118 | 1161 | 1055 | 1133 | 1113 |
| Fuel Used (gal)         | 21.2 | 22.2 | 22.2 | 20.7 | 21.8 | 21.6 |

### Interval #0 Information Seeding

Start Time 4:25  
End Time 4:30  
Total Time (min) 5

Volumes adjusted by Growth Factors.  
No data recorded this interval.

### Interval #1 Information Recording

Start Time 4:30  
End Time 5:30  
Total Time (min) 60

Volumes adjusted by Growth Factors.

| Run Number           | 1    | 2    | 3    | 4    | 5    | Avg  |
|----------------------|------|------|------|------|------|------|
| Vehs Entered         | 2201 | 2294 | 2276 | 2197 | 2254 | 2246 |
| Vehs Exited          | 2200 | 2291 | 2257 | 2193 | 2246 | 2238 |
| Starting Vehs        | 28   | 21   | 18   | 26   | 18   | 21   |
| Ending Vehs          | 29   | 24   | 37   | 30   | 26   | 27   |
| Travel Distance (mi) | 581  | 608  | 599  | 569  | 600  | 592  |
| Travel Time (hr)     | 25.3 | 26.7 | 27.4 | 25.0 | 26.3 | 26.1 |
| Total Delay (hr)     | 4.6  | 5.0  | 6.1  | 4.6  | 4.8  | 5.0  |
| Total Stops          | 1096 | 1118 | 1161 | 1055 | 1133 | 1113 |
| Fuel Used (gal)      | 21.2 | 22.2 | 22.2 | 20.7 | 21.8 | 21.6 |



2: Washington Ave & Walnut Street Performance by approach

| Approach           | EB  | WB  | SB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.2  | 0.1 |
| Total Del/Veh (s)  | 1.7 | 0.6 | 16.0 | 2.0 |

4: Fox Street & Washington Ave Performance by approach

| Approach           | EB  | WB  | NB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.5 | 0.0  | 0.3 |
| Total Del/Veh (s)  | 0.5 | 3.8 | 27.0 | 6.5 |

5: Fox Street & Anderson Street Performance by approach

| Approach           | EB  | WB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.3 | 0.0 | 0.2 |
| Total Del/Veh (s)  | 4.6 | 5.6 | 6.8 | 6.7 | 6.2 |

6: Cumberland Ave & Anderson Street Performance by approach

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.2 | 0.2 |
| Total Del/Veh (s)  | 3.3 | 0.5 | 0.3 | 0.9 |

Total Network Performance

| Denied Del/Veh (s) |  |  | 0.3 |  |
|--------------------|--|--|-----|--|
| Total Del/Veh (s)  |  |  | 7.6 |  |

Intersection: 2: Washington Ave & Walnut Street

| Movement              | EB  | WB | SB  |
|-----------------------|-----|----|-----|
| Directions Served     | LT  | TR | LR  |
| Maximum Queue (ft)    | 95  | 47 | 113 |
| Average Queue (ft)    | 19  | 7  | 42  |
| 95th Queue (ft)       | 63  | 31 | 84  |
| Link Distance (ft)    | 422 | 12 | 156 |
| Upstream Blk Time (%) |     | 0  | 0   |
| Queuing Penalty (veh) |     | 1  | 0   |
| Storage Bay Dist (ft) |     |    |     |
| Storage Blk Time (%)  |     |    |     |
| Queuing Penalty (veh) |     |    |     |

Intersection: 4: Fox Street & Washington Ave

| Movement              | EB | WB   | NB  |
|-----------------------|----|------|-----|
| Directions Served     | TR | LT   | LR  |
| Maximum Queue (ft)    | 31 | 199  | 208 |
| Average Queue (ft)    | 5  | 45   | 83  |
| 95th Queue (ft)       | 23 | 135  | 161 |
| Link Distance (ft)    | 12 | 1288 | 737 |
| Upstream Blk Time (%) | 0  |      |     |
| Queuing Penalty (veh) | 0  |      |     |
| Storage Bay Dist (ft) |    |      |     |
| Storage Blk Time (%)  |    |      |     |
| Queuing Penalty (veh) |    |      |     |

Intersection: 5: Fox Street & Anderson Street

| Movement              | EB  | WB   | NB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | LTR | LTR  | LTR | LTR |
| Maximum Queue (ft)    | 62  | 55   | 107 | 72  |
| Average Queue (ft)    | 22  | 33   | 57  | 35  |
| 95th Queue (ft)       | 45  | 50   | 89  | 57  |
| Link Distance (ft)    | 662 | 1258 | 281 | 737 |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) |     |      |     |     |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |



Intersection: 6: Cumberland Ave & Anderson Street

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | LR   | LT  |
| Maximum Queue (ft)    | 52   | 44  |
| Average Queue (ft)    | 30   | 5   |
| 95th Queue (ft)       | 48   | 25  |
| Link Distance (ft)    | 1258 | 289 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

Network Summary

Network wide Queuing Penalty: 1



### Summary of All Intervals

| Run Number              | 1    | 2    | 3    | 4    | 5    | Avg  |
|-------------------------|------|------|------|------|------|------|
| Start Time              | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 |
| End Time                | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min)        | 65   | 65   | 65   | 65   | 65   | 65   |
| Time Recorded (min)     | 60   | 60   | 60   | 60   | 60   | 60   |
| # of Intervals          | 2    | 2    | 2    | 2    | 2    | 2    |
| # of Recorded Intervals | 1    | 1    | 1    | 1    | 1    | 1    |
| Vehs Entered            | 1738 | 1660 | 1705 | 1739 | 1659 | 1701 |
| Vehs Exited             | 1737 | 1662 | 1708 | 1735 | 1648 | 1697 |
| Starting Vehs           | 16   | 16   | 20   | 23   | 14   | 14   |
| Ending Vehs             | 17   | 14   | 17   | 27   | 25   | 17   |
| Travel Distance (mi)    | 483  | 459  | 475  | 474  | 456  | 469  |
| Travel Time (hr)        | 20.8 | 19.2 | 20.5 | 20.2 | 19.4 | 20.0 |
| Total Delay (hr)        | 3.3  | 2.8  | 3.4  | 3.1  | 3.0  | 3.1  |
| Total Stops             | 982  | 883  | 963  | 926  | 870  | 926  |
| Fuel Used (gal)         | 17.7 | 16.6 | 17.4 | 17.3 | 16.4 | 17.1 |

### Interval #0 Information Seeding

Start Time 6:55  
End Time 7:00  
Total Time (min) 5

Volumes adjusted by Growth Factors.  
No data recorded this interval.

### Interval #1 Information Recording

Start Time 7:00  
End Time 8:00  
Total Time (min) 60

Volumes adjusted by Growth Factors.

| Run Number           | 1    | 2    | 3    | 4    | 5    | Avg  |
|----------------------|------|------|------|------|------|------|
| Vehs Entered         | 1738 | 1660 | 1705 | 1739 | 1659 | 1701 |
| Vehs Exited          | 1737 | 1662 | 1708 | 1735 | 1648 | 1697 |
| Starting Vehs        | 16   | 16   | 20   | 23   | 14   | 14   |
| Ending Vehs          | 17   | 14   | 17   | 27   | 25   | 17   |
| Travel Distance (mi) | 483  | 459  | 475  | 474  | 456  | 469  |
| Travel Time (hr)     | 20.8 | 19.2 | 20.5 | 20.2 | 19.4 | 20.0 |
| Total Delay (hr)     | 3.3  | 2.8  | 3.4  | 3.1  | 3.0  | 3.1  |
| Total Stops          | 982  | 883  | 963  | 926  | 870  | 926  |
| Fuel Used (gal)      | 17.7 | 16.6 | 17.4 | 17.3 | 16.4 | 17.1 |

## 2: Washington Ave & Walnut Street Performance by approach

| Approach           | EB  | WB  | SB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.1  | 0.3 |
| Total Del/Veh (s)  | 1.3 | 0.4 | 15.3 | 2.7 |

## 4: Fox Street & Washington Ave Performance by approach

| Approach           | EB  | WB  | NB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0  | 0.1 |
| Total Del/Veh (s)  | 0.5 | 3.5 | 13.1 | 2.6 |

## 5: Fox Street & Anderson Street Performance by approach

| Approach           | EB  | WB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 5.2 | 5.9 | 5.7 | 6.5 | 5.8 |

## 6: Cumberland Ave & Anderson Street Performance by approach

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.2 | 0.1 |
| Total Del/Veh (s)  | 3.7 | 0.4 | 0.2 | 1.0 |

## Total Network Performance

| Approach           | EB | NB | SB  | All |
|--------------------|----|----|-----|-----|
| Denied Del/Veh (s) |    |    | 0.3 |     |
| Total Del/Veh (s)  |    |    | 6.3 |     |



Intersection: 2: Washington Ave & Walnut Street

| Movement              | EB  | WB | SB  |
|-----------------------|-----|----|-----|
| Directions Served     | LT  | TR | LR  |
| Maximum Queue (ft)    | 62  | 24 | 112 |
| Average Queue (ft)    | 4   | 1  | 50  |
| 95th Queue (ft)       | 27  | 12 | 95  |
| Link Distance (ft)    | 422 | 12 | 156 |
| Upstream Blk Time (%) |     | 0  | 0   |
| Queuing Penalty (veh) |     | 0  | 0   |
| Storage Bay Dist (ft) |     |    |     |
| Storage Blk Time (%)  |     |    |     |
| Queuing Penalty (veh) |     |    |     |

Intersection: 4: Fox Street & Washington Ave

| Movement              | EB | WB   | NB  |
|-----------------------|----|------|-----|
| Directions Served     | TR | LT   | LR  |
| Maximum Queue (ft)    | 31 | 112  | 92  |
| Average Queue (ft)    | 8  | 37   | 41  |
| 95th Queue (ft)       | 30 | 89   | 71  |
| Link Distance (ft)    | 12 | 1288 | 735 |
| Upstream Blk Time (%) | 0  |      |     |
| Queuing Penalty (veh) | 2  |      |     |
| Storage Bay Dist (ft) |    |      |     |
| Storage Blk Time (%)  |    |      |     |
| Queuing Penalty (veh) |    |      |     |

Intersection: 5: Fox Street & Anderson Street

| Movement              | EB  | WB   | NB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | LTR | LTR  | LTR | LTR |
| Maximum Queue (ft)    | 68  | 69   | 71  | 72  |
| Average Queue (ft)    | 27  | 36   | 37  | 36  |
| 95th Queue (ft)       | 55  | 58   | 59  | 58  |
| Link Distance (ft)    | 600 | 1258 | 281 | 735 |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) |     |      |     |     |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |

Intersection: 6: Cumberland Ave & Anderson Street

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | LR   | LT  |
| Maximum Queue (ft)    | 63   | 34  |
| Average Queue (ft)    | 28   | 3   |
| 95th Queue (ft)       | 50   | 19  |
| Link Distance (ft)    | 1258 | 289 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

Network Summary

Network wide Queuing Penalty: 2



### Summary of All Intervals

| Run Number              | 1    | 2    | 3    | 4    | 5    | Avg  |
|-------------------------|------|------|------|------|------|------|
| Start Time              | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 | 6:55 |
| End Time                | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 | 8:00 |
| Total Time (min)        | 65   | 65   | 65   | 65   | 65   | 65   |
| Time Recorded (min)     | 60   | 60   | 60   | 60   | 60   | 60   |
| # of Intervals          | 2    | 2    | 2    | 2    | 2    | 2    |
| # of Recorded Intervals | 1    | 1    | 1    | 1    | 1    | 1    |
| Vehs Entered            | 1614 | 1713 | 1638 | 1725 | 1629 | 1663 |
| Vehs Exited             | 1602 | 1717 | 1640 | 1711 | 1632 | 1659 |
| Starting Vehs           | 11   | 17   | 21   | 14   | 17   | 14   |
| Ending Vehs             | 23   | 13   | 19   | 28   | 14   | 18   |
| Travel Distance (mi)    | 451  | 478  | 461  | 482  | 455  | 465  |
| Travel Time (hr)        | 18.7 | 19.8 | 19.3 | 20.2 | 19.2 | 19.4 |
| Total Delay (hr)        | 2.6  | 2.8  | 2.8  | 2.9  | 2.9  | 2.8  |
| Total Stops             | 805  | 859  | 877  | 844  | 849  | 849  |
| Fuel Used (gal)         | 16.0 | 17.2 | 16.5 | 17.1 | 16.3 | 16.6 |

### Interval #0 Information Seeding

Start Time 6:55  
End Time 7:00  
Total Time (min) 5

Volumes adjusted by Growth Factors.  
No data recorded this interval.

### Interval #1 Information Recording

Start Time 7:00  
End Time 8:00  
Total Time (min) 60

Volumes adjusted by Growth Factors.

| Run Number           | 1    | 2    | 3    | 4    | 5    | Avg  |
|----------------------|------|------|------|------|------|------|
| Vehs Entered         | 1614 | 1713 | 1638 | 1725 | 1629 | 1663 |
| Vehs Exited          | 1602 | 1717 | 1640 | 1711 | 1632 | 1659 |
| Starting Vehs        | 11   | 17   | 21   | 14   | 17   | 14   |
| Ending Vehs          | 23   | 13   | 19   | 28   | 14   | 18   |
| Travel Distance (mi) | 451  | 478  | 461  | 482  | 455  | 465  |
| Travel Time (hr)     | 18.7 | 19.8 | 19.3 | 20.2 | 19.2 | 19.4 |
| Total Delay (hr)     | 2.6  | 2.8  | 2.8  | 2.9  | 2.9  | 2.8  |
| Total Stops          | 805  | 859  | 877  | 844  | 849  | 849  |
| Fuel Used (gal)      | 16.0 | 17.2 | 16.5 | 17.1 | 16.3 | 16.6 |



## 2: Washington Ave & Walnut Street Performance by approach

| Approach           | EB  | WB  | SB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.5 | 0.0 | 0.2  | 0.3 |
| Total Del/Veh (s)  | 1.2 | 0.4 | 13.2 | 2.4 |

## 4: Fox Street & Washington Ave Performance by approach

| Approach           | EB  | WB  | NB   | All |
|--------------------|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0  | 0.1 |
| Total Del/Veh (s)  | 0.5 | 3.3 | 11.3 | 2.2 |

## 5: Fox Street & Anderson Street Performance by approach

| Approach           | EB  | WB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 4.7 | 5.5 | 5.5 | 6.0 | 5.4 |

## 6: Cumberland Ave & Anderson Street Performance by approach

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s)  | 3.5 | 0.3 | 0.2 | 0.9 |

## Total Network Performance

| Denied Del/Veh (s) |  | 0.3 |
|--------------------|--|-----|
| Total Del/Veh (s)  |  | 5.7 |

Intersection: 2: Washington Ave & Walnut Street

| Movement              | EB  | WB | SB  |
|-----------------------|-----|----|-----|
| Directions Served     | LT  | TR | LR  |
| Maximum Queue (ft)    | 43  | 24 | 117 |
| Average Queue (ft)    | 4   | 1  | 46  |
| 95th Queue (ft)       | 23  | 10 | 85  |
| Link Distance (ft)    | 422 | 12 | 156 |
| Upstream Blk Time (%) |     | 0  | 0   |
| Queuing Penalty (veh) |     | 0  | 0   |
| Storage Bay Dist (ft) |     |    |     |
| Storage Blk Time (%)  |     |    |     |
| Queuing Penalty (veh) |     |    |     |

Intersection: 4: Fox Street & Washington Ave

| Movement              | EB | WB   | NB  |
|-----------------------|----|------|-----|
| Directions Served     | TR | LT   | LR  |
| Maximum Queue (ft)    | 38 | 130  | 98  |
| Average Queue (ft)    | 8  | 33   | 38  |
| 95th Queue (ft)       | 30 | 87   | 69  |
| Link Distance (ft)    | 12 | 1288 | 740 |
| Upstream Blk Time (%) | 0  |      |     |
| Queuing Penalty (veh) | 2  |      |     |
| Storage Bay Dist (ft) |    |      |     |
| Storage Blk Time (%)  |    |      |     |
| Queuing Penalty (veh) |    |      |     |

Intersection: 5: Fox Street & Anderson Street

| Movement              | EB  | WB   | NB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | LTR | LTR  | LTR | LTR |
| Maximum Queue (ft)    | 61  | 57   | 74  | 56  |
| Average Queue (ft)    | 25  | 31   | 36  | 31  |
| 95th Queue (ft)       | 49  | 51   | 60  | 46  |
| Link Distance (ft)    | 647 | 1258 | 281 | 740 |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) |     |      |     |     |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |



Intersection: 6: Cumberland Ave & Anderson Street

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | LR   | LT  |
| Maximum Queue (ft)    | 52   | 31  |
| Average Queue (ft)    | 25   | 2   |
| 95th Queue (ft)       | 47   | 16  |
| Link Distance (ft)    | 1258 | 289 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

Network Summary

Network wide Queuing Penalty: 2

**Traffic Solutions**

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August, 2014

## **Traffic Signal Warrant Assessment**

### **Washington Avenue/Fox Street/Walnut Street Intersection Portland, Maine**

#### **INTRODUCTION**

An abbreviated traffic signal warrant analysis was conducted for the Washington Avenue/Fox Street/Walnut Street intersection based upon traffic data gathered in the month of August 2014 between the hours of 7:00 to 9:00 AM and, again, between the hours of 3:00 to 6:00 PM. The traffic data was adjusted by a factor of 13%, which represents the approximate variation between “peak” traffic collected during the week of August 14 and “average” travel conditions during the month of November (Adjustment factor based upon MaineDOT’s Weekly Group Mean Factors; refer to attached copy of MaineDOT factors). The abbreviated or preliminary traffic signal warrant analysis is based upon a total of 5-hours of traffic data; a formal traffic signal warrant study is generally prepared based upon 12-hours of traffic data and traffic information.

#### **TRAFFIC SIGNAL WARRANT ASSESSMENT**

The abbreviated traffic signal warrant analysis follows the guidelines presented in the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) in Chapter 4C. The MUTCD provides nine separate traffic signal warrants, whereby, prevailing conditions at an intersection can be evaluated to determine if sequenced traffic signals are warranted. Each of the nine warrants is listed as follows:

- Warrant 1 – Eight Hour Vehicular Volume
- Warrant 2 – Four Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network
- Warrant 9 – Intersection near a Grade Crossing

The federal publication clearly states that, “*the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal*”. Guidance is specifically provided in the MUTCD on the conduct of the required engineering study and the judgment required in completing the signal warrant assessment. The direction provided, specific to prevailing conditions found at the study intersection, is summarized as follows:



*A traffic signal should not be installed unless an engineering study indicates that the signal will improve the overall safety and/or operation of the intersection.*

*A signal should not be installed if it will seriously disrupt traffic flow.*

#### **Estimated 2014 “Average” Hourly Traffic Data**

The presentation of the traffic volume data presented in Table 1 has been adjusted, as necessary, to project the hourly “major” and “minor” street volumes used in the conduct of the traffic signal warrant study.

**Table 1**  
**Abbreviated Traffic Signal Warrant Study**  
**“Average” Conditions-Traffic Values<sup>(1)</sup>**  
**Washington Avenue/Fox Street/Walnut Street Intersection**

| <b><u>Time of Day</u></b> | <b>Major Street Volume<sup>(2)</sup><br/>(Both Approaches)<br/><u>Washington Avenue</u></b> | <b>Minor Street Volume<sup>(3)</sup><br/><u>Fox Street</u></b> | <b>Minor Street Volume<sup>(3)</sup><br/><u>Walnut Street</u></b> |
|---------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------------------------|
| 7:00 - 8:00 AM            | 562                                                                                         | 73                                                             | 67                                                                |
| 8:00 - 9:00 AM            | 740                                                                                         | 87                                                             | 84                                                                |
| 3:00 - 4:00 PM            | 634                                                                                         | 59                                                             | 117                                                               |
| 4:00 - 5:00 PM            | 867                                                                                         | 71                                                             | 145                                                               |
| 5:00 - 6:00 PM            | 880                                                                                         | 41                                                             | 131                                                               |

#### **Notes:**

<sup>(1)</sup> “Average traffic values were computed applying a 13% reduction of August 2014 Traffic Data (refer to copy of August traffic count cards for subject intersection), which is based upon the Maine Department of Transportation’s Weekly Group Mean Factors.

<sup>(2)</sup> Washington Avenue has been defined as the “major” street.

<sup>(3)</sup> Minor Street approaches are both Fox Street and Walnut Street. All right-turn movements were included in hourly Minor Street volumes.

**Traffic Safety Data:** The Washington Avenue/Walnut Street/Fox Street intersection meets MaineDOT’s criteria for a high crash location. A total of 9 crashes and a Critical Rate Factor (CRF) of 1.98 were reported for the intersection. A more in-depth review (preparation of detailed vehicle collision diagrams) was prepared for the intersection to determine if a clear pattern of accident is occurring (Copies of the Collision Diagrams are attached as an appendix to the report). The detailed review of the vehicle crash reports for the intersection would suggest two clear patterns of concern: 1) four of the nine accidents involved vehicles on the Fox Street approach turning left onto Washington Avenue being struck by thru vehicles traveling eastbound on Washington Avenue; 2) the second pattern, with a total of three collisions, involved vehicles approaching Washington Avenue from Walnut Street sliding through the intersection striking a thru vehicle on Washington Avenue.

**Traffic Signal Warrant Analyses:** The evaluation was conducted for Warrants 1, 2, 3, and 7 and was based upon the 5-hours of traffic data presented in Table 1 only.

Each of the three traffic signal warrants used in the analyses are briefly described below followed by a determination of whether forecast conditions meet or fail required conditions.



**Warrant 1: Eight Hour Vehicular Volume**

Condition A - Warrant requires 500 vehicles per hour on major roadway (combination of both directions) and a total of 150 vehicles per hour on the highest minor street approach.

Condition B - Warrant requires 750 vehicles per hour on major roadway (combination of both directions) and a total of 75 vehicles per hour on the highest minor street approach.

Condition A+B - Warrant requires 80% of values stated for both Conditions A & B.

**Warrant Likely Not Satisfied**

**Warrant 2: Four Hour Vehicular Volume**

If travel conditions for any four hours of an average day representing the volume per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach all fall above the applicable curve in Figure 4C-1 then warrant is met.

**Warrant Likely Not Satisfied**

**Warrant 3: Peak Hour**

If travel conditions for one hour of an average day representing the volume per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach fall above the applicable curve in Figure 4C-3 then warrant is met.

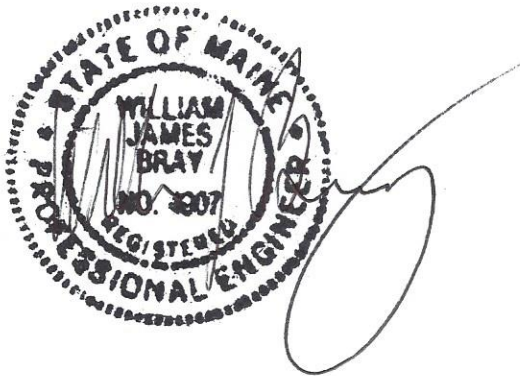
**Warrant Likely Not Satisfied**

**Warrant 7: Crash Experience**

Analysis based upon conclusions of safety evaluation conducted in Safety History Section above. Each of the following criteria must be met to consider the need for a traffic control signal:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period; and
- C. For each of any 8 hours of an average day the vehicles per hour given in the 80% column for Condition A in Table 4C-1 or the vph in both of the columns of Condition B in Table 4C-1 exists on both the major and minor street approaches.

**Warrant Likely Not Satisfied**





2012  
Weekly Group Mean Factors  
Average: 2009, 2010, 2011

| Month | Start Date | Dates        | Month  | Urban   | Arterial | Recreational | Group  | Group    | Group   | Year   |
|-------|------------|--------------|--------|---------|----------|--------------|--------|----------|---------|--------|
| Month | Start Date | Dates        | Week # | Group I | Group II | Group III    | I + II | II + III | I + III | Week # |
| Jan   | 01         | 2,3,4,5,6    | 1      | 1.02    | 1.11     | 1.35         | 1.07   | 1.23     | 1.19    | 1      |
|       | 08         | 9,10,11,12   | 2      | 1.09    | 1.21     | 1.50         | 1.15   | 1.36     | 1.30    | 2      |
|       | 15         | 16,17,18,19  | 3      | 1.10    | 1.23     | 1.53         | 1.17   | 1.38     | 1.32    | 3      |
|       | 22         | 23,24,25,26  | 4      | 1.05    | 1.18     | 1.46         | 1.12   | 1.32     | 1.26    | 4      |
|       | 29         | 30,31,1,2,3  | 5      | 1.12    | 1.26     | 1.57         | 1.19   | 1.42     | 1.35    | 5      |
| Feb   | 05         | 6,7,8,9,10   | 1      | 1.02    | 1.14     | 1.41         | 1.08   | 1.28     | 1.22    | 6      |
|       | 12         | 13,14,15,16  | 2      | 1.02    | 1.12     | 1.36         | 1.07   | 1.24     | 1.19    | 7      |
|       | 19         | 20,21,22,23  | 3      | 1.06    | 1.15     | 1.38         | 1.11   | 1.27     | 1.22    | 8      |
|       | 26         | 27,28,29,30  | 4      | 1.06    | 1.17     | 1.38         | 1.12   | 1.28     | 1.22    | 9      |
| Mar   | 04         | 5,6,7,8,9    | 1      | 1.06    | 1.16     | 1.39         | 1.11   | 1.28     | 1.23    | 10     |
|       | 11         | 12,13,14,15  | 2      | 1.00    | 1.10     | 1.33         | 1.05   | 1.22     | 1.17    | 11     |
|       | 18         | 19,20,21,22  | 3      | 1.02    | 1.13     | 1.35         | 1.08   | 1.24     | 1.19    | 12     |
|       | 25         | 26,27,28,29  | 4      | 1.01    | 1.12     | 1.32         | 1.07   | 1.22     | 1.17    | 13     |
| Apr   | 01         | 2,3,4,5,6    | 1      | 0.98    | 1.09     | 1.26         | 1.04   | 1.18     | 1.12    | 14     |
|       | 08         | 9,10,11,12   | 2      | 0.97    | 1.08     | 1.22         | 1.03   | 1.15     | 1.10    | 15     |
|       | 15         | 16,17,18,19  | 3      | 0.97    | 1.04     | 1.12         | 1.01   | 1.08     | 1.05    | 16     |
|       | 22         | 23,24,25,26  | 4      | 0.97    | 1.05     | 1.17         | 1.01   | 1.11     | 1.07    | 17     |
|       | 29         | 30,1,2,3,4   | 5      | 0.93    | 1.02     | 1.10         | 0.98   | 1.06     | 1.02    | 18     |
| May   | 06         | 7,8,9,10,11  | 1      | 0.92    | 1.00     | 1.08         | 0.96   | 1.04     | 1.00    | 19     |
|       | 13         | 14,15,16,17  | 2      | 0.92    | 0.98     | 1.04         | 0.95   | 1.01     | 0.98    | 20     |
|       | 20         | 21,22,23,24  | 3      | 0.89    | 0.93     | 0.92         | 0.91   | 0.93     | 0.91    | 21     |
|       | 27         | 28,29,30,31  | 4      | 0.90    | 0.94     | 0.96         | 0.92   | 0.95     | 0.93    | 22     |
| Jun   | 03         | 4,5,6,7,8    | 1      | 0.89    | 0.93     | 0.91         | 0.91   | 0.92     | 0.90    | 23     |
|       | 10         | 11,12,13,14  | 2      | 0.90    | 0.92     | 0.90         | 0.91   | 0.91     | 0.90    | 24     |
|       | 17         | 18,19,20,21  | 3      | 0.90    | 0.89     | 0.81         | 0.90   | 0.85     | 0.86    | 25     |
|       | 24         | 25,26,27,28  | 4      | 0.89    | 0.86     | 0.77         | 0.88   | 0.82     | 0.83    | 26     |
| Jul   | 01         | 2,3,4,5,6    | 1      | 0.87    | 0.81     | 0.70         | 0.84   | 0.76     | 0.79    | 27     |
|       | 08         | 9,10,11,12   | 2      | 0.88    | 0.83     | 0.71         | 0.86   | 0.77     | 0.80    | 28     |
|       | 15         | 16,17,18,19  | 3      | 0.88    | 0.82     | 0.69         | 0.85   | 0.76     | 0.79    | 29     |
|       | 22         | 23,24,25,26  | 4      | 0.88    | 0.81     | 0.67         | 0.85   | 0.74     | 0.78    | 30     |
|       | 29         | 30,31,1,2,3  | 5      | 0.87    | 0.79     | 0.64         | 0.83   | 0.72     | 0.76    | 31     |
| Aug   | 05         | 6,7,8,9,10   | 1      | 0.87    | 0.78     | 0.65         | 0.83   | 0.72     | 0.76    | 32     |
|       | 12         | 13,14,15,16  | 2      | 0.87    | 0.79     | 0.66         | 0.83   | 0.73     | 0.77    | 33     |
|       | 19         | 20,21,22,23  | 3      | 0.88    | 0.81     | 0.70         | 0.85   | 0.76     | 0.79    | 34     |
|       | 26         | 27,28,29,30  | 4      | 0.88    | 0.85     | 0.78         | 0.87   | 0.82     | 0.83    | 35     |
| Sep   | 02         | 3,4,5,6,7    | 1      | 0.89    | 0.88     | 0.86         | 0.89   | 0.87     | 0.88    | 36     |
|       | 09         | 10,11,12,13  | 2      | 0.90    | 0.90     | 0.89         | 0.90   | 0.90     | 0.90    | 37     |
|       | 16         | 17,18,19,20  | 3      | 0.91    | 0.91     | 0.92         | 0.91   | 0.92     | 0.92    | 38     |
|       | 23         | 24,25,26,27  | 4      | 0.92    | 0.91     | 0.96         | 0.92   | 0.94     | 0.94    | 39     |
|       | 30         | 1,2,3,4,5    | 5      | 0.91    | 0.89     | 0.98         | 0.90   | 0.94     | 0.95    | 40     |
| Oct   | 07         | 8,9,10,11,12 | 1      | 0.92    | 0.90     | 0.98         | 0.91   | 0.94     | 0.95    | 41     |
|       | 14         | 15,16,17,18  | 2      | 0.93    | 0.95     | 1.05         | 0.94   | 1.00     | 0.99    | 42     |
|       | 21         | 22,23,24,25  | 3      | 0.95    | 1.00     | 1.12         | 0.98   | 1.06     | 1.04    | 43     |
|       | 28         | 29,30,31,1   | 4      | 0.95    | 1.02     | 1.18         | 0.99   | 1.10     | 1.07    | 44     |
| Nov   | 04         | 5,6,7,8,9    | 1      | 0.96    | 1.04     | 1.21         | 1.00   | 1.13     | 1.09    | 45     |
|       | 11         | 12,13,14,15  | 2      | 0.97    | 1.04     | 1.23         | 1.01   | 1.14     | 1.10    | 46     |
|       | 18         | 19,20,21,22  | 3      | 1.00    | 1.04     | 1.25         | 1.02   | 1.15     | 1.13    | 47     |
|       | 25         | 26,27,28,29  | 4      | 0.97    | 1.03     | 1.24         | 1.00   | 1.14     | 1.11    | 48     |
| Dec   | 02         | 3,4,5,6,7    | 1      | 1.00    | 1.13     | 1.32         | 1.07   | 1.23     | 1.16    | 49     |
|       | 09         | 10,11,12,13  | 2      | 1.01    | 1.12     | 1.34         | 1.07   | 1.23     | 1.18    | 50     |
|       | 16         | 17,18,19,20  | 3      | 0.98    | 1.08     | 1.30         | 1.03   | 1.19     | 1.14    | 51     |
|       | 23         | 24,25,26,27  | 4      | 1.08    | 1.14     | 1.34         | 1.11   | 1.24     | 1.21    | 52     |

USE 0.13 Factor To Create "Average" Conditions





**Traffic Solutions**

*William J. Bray, P.E.*  
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September 17, 2014

Jonathan Culley  
Redfern Properties, LLC  
P.O. Box 8816  
Portland, Maine 04104

RE: Portland Anderson Street Apartment Project – Trip Generation 3G's Garage

Dear Jonathan:

In an effort to accurately measure the existing volume of peak hour traffic generated by the 3G's auto repair garage, in-field traffic counts were conducted on Thursday, September 11 (Field data summary sheets from that effort are attached for documentation of the results). Manual traffic counts were conducted between the hours of 7:30 to 9:00 AM and again between 3:30 to 5:30 PM. From a summary of the data during each peak travel period, the total volume of trips entering or exiting the garage was determined. A total of 12 vehicle trips was recorded entering/exiting the garage during the morning peak hour (7:30 to 8:30 AM) and a total of 24 trips was measured in the evening peak hour of 3:30 to 4:30 PM.

Your proposed 53-unit apartment project, which will raze the existing 3G's garage, is projected to generate a total of 27 trips in the AM peak hour and 33 trips during the PM peak hour. Accordingly, the "net" increase in vehicle trips generated by the proposed 53-unit apartment project is 15 trips during the AM peak hour and 9 trips in the PM peak hour.

The Traffic Impact Study conducted for the proposed project by Traffic Solutions was prepared based upon the full vehicle trip generation of the 53-unit apartment project with no deduction applied for vehicle trips generated by the existing 3G's auto repair garage. The results presented in the noted report represent an extremely conservative assessment of the projects traffic impact.

I spoke to Tom Errico, P.E.; the City's Peer Traffic Consultant, yesterday and promised him a copy of this letter to further assist him in his review of the traffic impacts of the proposed project.

Very truly yours,

William J. Bray, P.E.

Cc: Thomas Errico, P.E.

I rewound each time

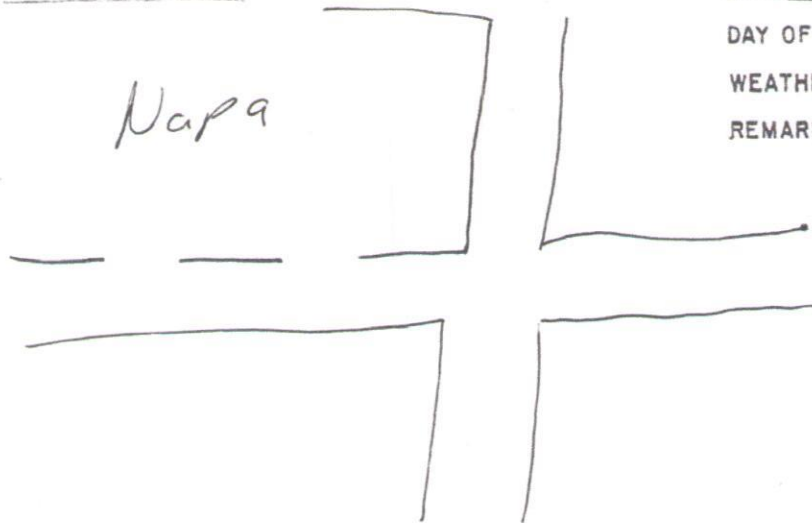
930-3909  
Paddy & Camberant Inc.

JOB NO. \_\_\_\_\_

INTERSECTION PLAN  
WITH NUMBERED MOVEMENTS:INTERSECTION Fox Napa AutocareDATE 7/11DAY OF WEEK Thursday

WEATHER \_\_\_\_\_

REMARKS:

COUNT SUMMARY  
MOVEMENT

In Out

|      | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | TOTAL |
|------|---|---|---|---|---|---|---|---|---|----|----|----|-------|
| :00  | 5 | 4 |   |   |   |   |   |   |   |    |    |    |       |
| :15  | 2 | 4 |   |   |   |   |   |   |   |    |    |    |       |
| :30  | 2 | 4 |   |   |   |   |   |   |   |    |    |    |       |
| 3:30 | 5 | 4 |   |   |   |   |   |   |   |    |    |    | 9     |
| 3:45 | 2 | 4 |   |   |   |   |   |   |   |    |    |    | 6     |
| 4:00 | 1 | 3 |   |   |   |   |   |   |   |    |    |    | 4     |
| 4:15 | 2 | 3 |   |   |   |   |   |   |   |    |    |    | 5     |
| 4:30 | 2 | 3 |   |   |   |   |   |   |   |    |    |    | 5     |
| 4:45 | 2 | 1 |   |   |   |   |   |   |   |    |    |    | 3     |
| 5:00 | - | 1 |   |   |   |   |   |   |   |    |    |    | 1     |
| 5:15 | - | 2 |   |   |   |   |   |   |   |    |    |    | 2     |
| 5:30 |   |   |   |   |   |   |   |   |   |    |    |    |       |
| :30  |   |   |   |   |   |   |   |   |   |    |    |    |       |
| :45  |   |   |   |   |   |   |   |   |   |    |    |    |       |
| :45  |   |   |   |   |   |   |   |   |   |    |    |    |       |
| :00  |   |   |   |   |   |   |   |   |   |    |    |    |       |

PEAK HOUR COUNT

11

TIME:

TO:

1111

JOB NO.

## INTERSECTION

Fox News Advisor

DATE 9/11

DAY OF WEEK

Thurs day

WEATHER

REMARKS:

- Nara cars delivering parts

N a / a

COUNT SUMMARY  
MOVEMENT
$$I_n \quad O_n +$$
[illegible]

PEAK HOUR COUNT

TIME: 7:30 TO: 8:30

[illegible]



**Traffic Solutions***William J. Bray, P.E.*

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October 30, 2014

Thomas A. Errico, P.E.  
Senior Associate  
Traffic Engineering Director  
T.Y. Lin International  
12 Northbrook Drive  
Falmouth, ME 04105

RE: 89 Anderson Street East Bayside Lofts Project – Response to Comments Received September 17  
and October 2, 2014

Dear Tom:

This letter formally addresses comments (requiring a response) presented in the noted documents identified above from your office, which I understand is based upon a preliminary review of the traffic materials previously submitted for the proposed East Bayside Lofts Project. Each comment is noted in italic print followed by an appropriate response in “bold” print.

September 17, 2014 E-Mail Document

*1. The study collected traffic volumes at the Washington Avenue/Fox Street/Walnut Street intersection during the summer time period and not when area schools were in session. It is requested that the traffic counts be updated to include school activity.*

**A 12-hour manual traffic count was conducted at the noted intersection on Tuesday, October 28, 2014 with all vehicular, pedestrian and bicycle traffic approaching the intersection recorded in 15-minute intervals. From a summary of the data, a peak hour of traffic was determined for both the morning and afternoon peak time periods. The following table compares the peak hour data collected earlier on Thursday, August 14 with the most recent data collected on October 28.**

**Traffic Volume Data Comparison  
Washington Avenue/Fox Street/Walnut Street  
(August 14 and October 28, 2014)**

| <b>Turning Movement</b>                | <b>August 14, 2014</b> |                | <b>October 14, 2014</b> |                | <b>Difference</b> |                |
|----------------------------------------|------------------------|----------------|-------------------------|----------------|-------------------|----------------|
|                                        | <b>AM Peak</b>         | <b>PM Peak</b> | <b>AM Peak</b>          | <b>PM Peak</b> | <b>AM Peak</b>    | <b>PM Peak</b> |
| Washington Ave. EB Left to Walnut St.  | 11                     | 26             | 15                      | 24             | 4                 | 2              |
| Washington Ave. EB Thru movement       | 530                    | 313            | 605                     | 253            | 75                | 60             |
| Washington Ave. EB Right to Fox St.    | 46                     | 43             | 38                      | 35             | 8                 | 8              |
| Washington Ave. WB Left to Fox St.     | 60                     | 76             | 69                      | 76             | 9                 | 0              |
| Washington Ave. WB Thru movement       | 191                    | 579            | 209                     | 451            | 18                | 128            |
| Washington Ave. WB Right to Walnut St. | 13                     | 26             | 8                       | 15             | 5                 | 11             |
| Walnut St. Left to Washington Ave. EB  | 12                     | 7              | 11                      | 9              | 1                 | 2              |
| Walnut St. Left to Fox St.             | 61                     | 46             | 66                      | 30             | 5                 | 16             |
| Walnut St. Right to Washington Ave. WB | 27                     | 24             | 41                      | 10             | 14                | 14             |
| Fox St. Left to Washington Ave. WB     | 36                     | 43             | 30                      | 26             | 6                 | 17             |
| Fox St. Left to Walnut St.             | 9                      | 59             | 29                      | 51             | 20                | 8              |
| Fox St. Right to Washington Ave. EB    | 52                     | 58             | 35                      | 36             | 17                | 22             |
| <b>TOTAL Volumes</b>                   |                        |                |                         |                | 108               | 284            |

Notes: Red highlighted numbers reflect the volume increase of August data compared to October data.

**As presented in the table, the traffic data collected during the month of August is slightly lower than the data collected in the month of October during the morning peak hour and the August data is considerably greater in the PM peak hour.**

*2. An estimated traffic signal warrant evaluation was conducted at the Washington Avenue/Fox Street/Walnut Street intersection and could not conclusively determine whether a traffic signal should be installed. The applicant should conduct a full comprehensive traffic signal warrant study and render a decision on traffic signalization.*

**A detailed traffic signal warrant assessment has been completed and is attached as a separate document to the body of this letter. The traffic signal warrant assessment concluded that prevailing travel conditions at the noted intersection do not meet the warrants for signalization.**

*3. The traffic study should be revised to account for all development land uses. It is my understanding that a restaurant is being proposed and, therefore, should be included in the analysis.*

**Attached is a copy of the latest development proposal, dated October 17, 2014, which identifies a total of 2,780 square feet of commercial space proposed for the first floor of the development. At this time specific usage of this space remains undetermined. The eighth edition of the Institute of Transportation Engineers (ITE) "TRIP GENERATION" manual was used to determine the volume of site traffic generated by the commercial space. The ITE publication provides numerous land-use categories and the average volume of trips that are generated by each category. The following trip rates were used to calculate the trip generation of the proposed project:**

**Land Use #814 – Specialty Retail Center  
PM Peak Hour = 2.71 trips/1000 square feet**

**Accordingly, the proposed 2,780 square feet of commercial space can be expected to generate a total of 8 additional site generated trips in the PM peak hour. The previous traffic impact study completed for the proposed 53-apartment units estimated that a total of 27 trips would be generated in the morning peak**



hour and a total of 33 trips in the afternoon peak hour. The revised total volume of peak hour trips generated by the proposed 89 Anderson Street project is 27 trips in the morning peak hour and a total of 41 trips in the evening peak hour. As previously discussed with your office, the proposed East Bayside Lofts Project displaces the existing 3G's automobile repair center. Peak hour vehicle trips generated by the existing site should be appropriately deducted from the estimate of "new" site generated trips to forecast the "net" increase in site generated traffic. Attached is a copy of a letter, dated September 17, 2014, which was forwarded to your office that provides documentation on the volume of trips generated by the existing 3G's auto repair facility. The estimate of trips was determined based upon field counts conducted onsite on September 11, 2014. In summary, the existing 3G's auto repair facility generates a total of 12 trips in the morning peak hour and a total of 24 trips in the PM peak hour. Subtraction of these existing trips from the forecasted volume of trips generated by the proposed project results in a total volume of "new" trips generated by the proposed project of 15 trips in the AM peak hour and a total of 17 PM peak hour trips. Both "new" site generated peak hour values are lower than the volume of site generated trips utilized in the traffic impact study completed for the proposed project in August 2104. Therefore, the intersection levels of service summary, presented in the August traffic impact study, are conservative estimates of the project's impact on intersection operations.

October 2, 2014 E-Mail Document

*4. Contact Ethan Owens from the City's Recreational Department and get a schedule of field events.*

Please find attached copies of the City's fall schedule of events held at the East Bayside Athletic Facility. The majority of events scheduled for weekdays are between the hours of 5:00 and 8:00 PM. A traffic count was conducted at the Anderson Street/Fox Street intersection on Friday, October 24, 2014 between the hours of 12-Noon and 6:00 PM (Copy of traffic data is attached for reference) to measure the traffic impacts of the recreational uses at the East Bayside Field Complex. Two events were scheduled for the field complex that evening; unfortunately weather conditions required cancelation of both events. The scheduled count was completed anyway to measure the impact of the adjacent Mosque has on traffic operations at the intersection. The traffic data was summarized and it was determined that the peak hour at the intersection occurred between the hours of 3:45 and 4:45 PM when a total of 652 vehicles entered the intersection. The most recent traffic data was then compared with the traffic count data conducted on Tuesday, August 12, 2014, which was used in the conduct of the traffic impact study for the project to determine the validity of the earlier data. A total of 665 vehicles were recorded at the intersection in August, which represents a slightly higher volume than the October data. Although it would have been desirable to obtain traffic data for the intersection during scheduled field events at the East Bayside Field Complex; a high level of confidence remains in the validity of the conclusions of the traffic impact study even with omission of traffic data generated by the sports field complex. The noted intersection was projected to operate at the absolutely best level of service (Level of Service A) under post-development conditions and, based upon that determination, it is highly reasonable to assume that more than acceptable traffic operations would remain at the intersection even with the addition of significantly heavier peak hour volumes of traffic generated by the Sports fields.

*5. Contact the Mosque and see what their schedule is.*

A gentleman at the Mosque advised that the busiest time period at the religious facility occurs on a Friday between the hours of 12-Noon and 6:00 PM. A traffic survey was conducted at the Anderson Street/Fox Street intersection between the noted hours (Copy of the data summary is attached). From a summary of the data a peak hour was determined for the six hour manual traffic count. The highest volume of vehicles entering the intersection occurred between 3:45 and 4:45 PM when a total of 652 vehicles entered the intersection. The total volume of traffic recoded during this time period is slightly lower than the values measured during the month of August, when a total of 665 vehicles was recorded.

Pedestrian travel through the intersection was somewhat heavy between 12:00 and 1:30 PM, when more than 90 pedestrians walked through the intersection.

6. *Contact the North End School and see if they have any unusual days in the coming weeks.*

The school administrative office advised that the school has early discharge times on Wednesdays, while Tuesdays and Thursdays generally represent typical conditions.

Tom, your assistance and guidance in sorting through the myriad of traffic issues and determining the additional traffic data and analyses requirements is much appreciated. Please contact me with questions or clarification of the information enclosed.

Very truly yours,

WILLIAM  
JAMES  
BRAY  
NO. 407  
PROFESSIONAL ENGINEER

William J. Bray, P.E.



[illegible]

Portland  
Intersection: Washington Ave/Fox St/Walnut St  
Date: 10/28/14  
Day of Week: Tuesday  
Weather: \_\_\_\_\_  
Remarks: \_\_\_\_\_

Red = Bicycle Movement  
Green = Pedestrian Movement

| Count Summary Movement |                      |    |     |    |   |    |    |    |    |    |    |    |    |       |     |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
|------------------------|----------------------|----|-----|----|---|----|----|----|----|----|----|----|----|-------|-----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|---|
| Start                  | End                  | 1  | 2   | 3  | 4 | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | Total | P1  | P2 | P3 | P4 | C1 | C2 | C3 | C4 | C6 | C7 | C8 | C9 | C10 | C11 | C12 |   |
| 6:00                   | 6:15<br>Truck Count  | 4  | 29  | 3  | 4 | 1  | 9  | 6  | 9  | 0  | 0  | 3  | 3  | 71    | 0   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 0   | 0  | 0 | 0  | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0     | 2   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 6:15                   | 6:30<br>Truck Count  | 3  | 37  | 5  | 4 | 3  | 6  | 5  | 21 | 0  | 4  | 16 | 0  | 104   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     | 3   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 6:30                   | 6:45<br>Truck Count  | 4  | 45  | 6  | 4 | 6  | 5  | 10 | 35 | 2  | 0  | 4  | 13 | 134   | 0   | 0  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 1   | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     | 1   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 6:45                   | 7:00<br>Truck Count  | 3  | 82  | 10 | 2 | 8  | 7  | 7  | 25 | 0  | 0  | 10 | 3  | 157   | 0   | 0  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 1   | 0  | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 1  | 4     |     |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 7:00                   | 7:15<br>Truck Count  | 8  | 55  | 4  | 6 | 4  | 8  | 7  | 28 | 1  | 2  | 15 | 6  | 144   | 0   | 0  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 1   | 0  | 0 | 0  | 0  | 0  | 0  | 2  | 0  | 1  | 0  | 4     |     |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 7:15                   | 7:30<br>Truck Count  | 5  | 97  | 2  | 5 | 3  | 15 | 11 | 35 | 1  | 0  | 13 | 4  | 191   | 0   | 2  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 3  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 0  | 0 | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 0  | 0     | 5   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 7:30                   | 7:45<br>Truck Count  | 5  | 133 | 3  | 4 | 11 | 9  | 14 | 48 | 1  | 2  | 17 | 5  | 252   | 1   | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 1   | 1  | 1 | 0  | 0  | 0  | 0  | 2  | 1  | 0  | 0  | 0     | 6   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 7:45                   | 8:00<br>Truck Count  | 8  | 143 | 4  | 5 | 10 | 10 | 18 | 55 | 0  | 2  | 13 | 7  | 275   | 0   | 0  | 1  | 5  | 0  | 2  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 2   | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1  | 0  | 0     | 3   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 8:00                   | 8:15<br>Truck Count  | 6  | 176 | 5  | 6 | 9  | 8  | 22 | 61 | 1  | 1  | 17 | 14 | 326   | 1   | 7  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 1  | 0 | 0  | 0  | 1  | 0  | 2  | 0  | 0  | 0  | 0     | 7   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 8:15                   | 8:30<br>Truck Count  | 12 | 133 | 3  | 9 | 8  | 8  | 15 | 49 | 4  | 6  | 23 | 11 | 281   | 0   | 0  | 0  | 3  | 0  | 2  | 0  | 0  | 0  | 1  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 2   | 0  | 1 | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 1  | 0     | 5   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 8:30                   | 8:45<br>Truck Count  | 12 | 143 | 2  | 9 | 2  | 8  | 13 | 39 | 3  | 1  | 12 | 8  | 252   | 0   | 0  | 0  | 0  | 0  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 0  | 0 | 0  | 0  | 0  | 1  | 2  | 0  | 0  | 0  | 1     | 7   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 8:45                   | 9:00<br>Truck Count  | 7  | 122 | 3  | 5 | 5  | 15 | 18 | 46 | 1  | 1  | 12 | 7  | 242   | 1   | 0  | 3  | 0  | 0  | 3  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 0  | 1 | 0  | 1  | 1  | 6  | 1  | 0  | 1  | 0  | 0     | 13  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 9:00                   | 9:15<br>Truck Count  | 3  | 96  | 2  | 3 | 8  | 9  | 7  | 34 | 1  | 0  | 17 | 4  | 184   | 0   | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 2   | 1  | 0 | 0  | 1  | 0  | 2  | 1  | 0  | 1  | 0  | 0     | 7   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 9:15                   | 9:30<br>Truck Count  | 7  | 69  | 0  | 8 | 9  | 6  | 12 | 31 | 2  | 3  | 14 | 5  | 166   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 2  | 3   | 1  | 0 | 0  | 4  | 7  | 10 | 36 | 1  | 1  | 9  | 1     | 148 | 1  | 0  | 5  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
| 9:30                   | 9:45<br>Truck Count  | 4  | 69  | 2  | 4 | 4  | 7  | 10 | 36 | 1  | 1  | 9  | 1  | 148   |     |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
|                        |                      | 0  | 3   | 0  | 0 | 0  | 0  | 0  | 1  | 4  | 0  | 0  | 0  | 0     | 8   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 9:45                   | 10:00<br>Truck Count | 12 | 64  | 2  | 5 | 2  | 7  | 14 | 39 | 1  | 0  | 11 | 3  | 160   | 0   | 0  | 1  | 0  | 1  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 5   | 1  | 0 | 0  | 0  | 0  | 0  | 4  | 1  | 0  | 0  | 0     | 11  |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 10:00                  | 10:15<br>Truck Count | 4  | 46  | 2  | 8 | 7  | 12 | 18 | 35 | 1  | 4  | 10 | 3  | 150   | 2   | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 0   | 0  | 0 | 0  | 0  | 0  | 0  | 3  | 1  | 0  | 0  | 1     | 5   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |
| 10:15                  | 10:30<br>Truck Count | 3  | 113 | 3  | 6 | 10 | 7  | 11 | 49 | 2  | 1  | 5  | 4  | 214   | 1   | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   | 0   | 0 |
|                        |                      | 0  | 3   | 0  | 0 | 0  | 0  | 0  | 0  | 1  | 1  | 0  | 0  | 0     | 5   |    |    |    |    |    |    |    |    |    |    |    |     |     |     |   |



[illegible]





C-11



A C O R N  
ENGINEERING, INC.

DRAWING NAME:  
PROJECT NAME:

## SITE LAYOUT PLAN

## EAST BAYSIDE LOFTS

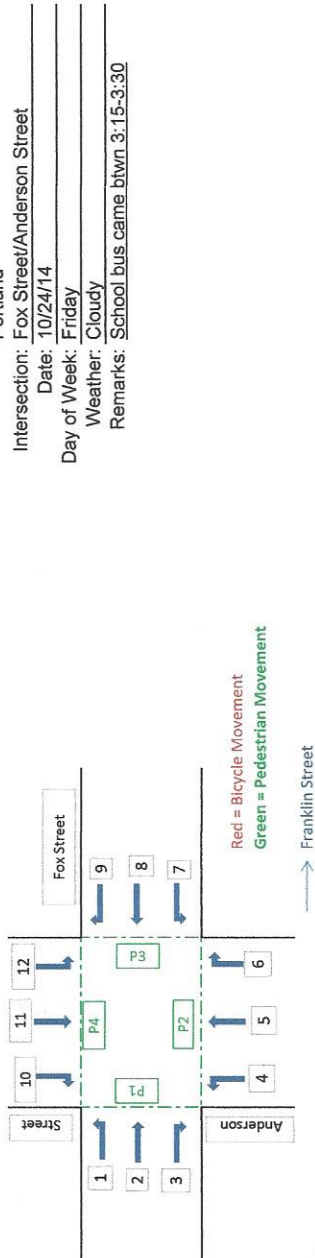
REDFERN MUNJOY, LLC.

P.O. BOX 8816 PORTLAND, ME 04104



**Traffic Solutions**  
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# INTERSECTION PLAN WITH NUMBERED MOVEMENTS:

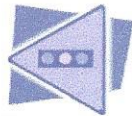


## Count Summary Movement

| Start       | End  | 1 | 2  | 3 | 4 | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | Total | P1 | P2 | P3 | P4 | C2 | C3 | C5 | C6 | C7 | C8 | C9 | C11 | C12 |
|-------------|------|---|----|---|---|----|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|
| 3:00        | 3:15 | 3 | 27 | 2 | 2 | 9  | 16 | 9  | 33 | 14 | 3  | 6  | 17 | 141   | 6  | 2  | 0  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 1  | 2 | 0 | 0  | 0  | 0  | 2  | 1  | 0  | 0  | 0  | 6     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:15        | 3:30 | 3 | 40 | 2 | 8 | 9  | 16 | 11 | 24 | 10 | 5  | 8  | 12 | 148   | 10 | 0  | 3  | 11 | 0  | 1  | 1  | 0  | 1  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:30        | 3:45 | 1 | 42 | 1 | 2 | 7  | 19 | 7  | 30 | 22 | 2  | 10 | 7  | 150   | 0  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 3:45        | 4:00 | 0 | 42 | 1 | 6 | 8  | 34 | 6  | 34 | 16 | 3  | 6  | 15 | 171   | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 1  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:00        | 4:15 | 3 | 38 | 8 | 3 | 13 | 20 | 10 | 29 | 13 | 0  | 8  | 22 | 167   | 0  | 0  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:15        | 4:30 | 1 | 34 | 1 | 4 | 6  | 18 | 7  | 31 | 25 | 3  | 3  | 12 | 145   | 0  | 1  | 1  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:30        | 4:45 | 2 | 47 | 5 | 4 | 14 | 12 | 11 | 38 | 10 | 1  | 5  | 14 | 163   | 1  | 0  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 4:45        | 5:00 | 0 | 48 | 5 | 9 | 3  | 7  | 0  | 42 | 12 | 2  | 1  | 11 | 140   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 0  | 1 | 1 | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:00        | 5:15 | 0 | 43 | 2 | 7 | 11 | 19 | 5  | 37 | 14 | 0  | 3  | 16 | 157   | 1  | 0  | 1  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:15        | 5:30 | 2 | 24 | 3 | 6 | 8  | 18 | 7  | 36 | 13 | 1  | 4  | 12 | 134   | 2  | 0  | 1  | 5  | 0  | 0  | 0  | 0  | 1  | 0  | 1  | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:30        | 5:45 | 2 | 24 | 4 | 4 | 7  | 10 | 15 | 37 | 16 | 1  | 4  | 18 | 142   | 5  | 0  | 0  | 5  | 1  | 0  | 1  | 0  | 0  | 1  | 0  | 0   | 0   |
| Truck Count |      | 0 | 1  | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 5:45        | 6:00 | 1 | 14 | 2 | 6 | 3  | 12 | 3  | 32 | 12 | 1  | 4  | 9  | 99    | 1  | 0  | 7  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |      | 0 | 0  | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 1  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |     |     |

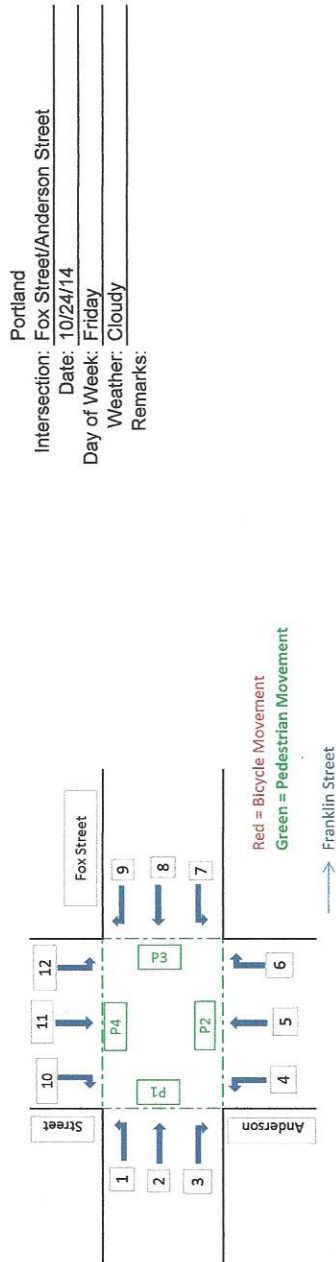
| PEAK HOUR COUNT |     |    |    |    |    |    |     |    |   |    |    | TIME: |  |  | 3:45 TO: |  |  | 4:45 |  |  |
|-----------------|-----|----|----|----|----|----|-----|----|---|----|----|-------|--|--|----------|--|--|------|--|--|
| 6               | 163 | 15 | 18 | 41 | 85 | 34 | 133 | 64 | 8 | 22 | 63 | 652   |  |  |          |  |  |      |  |  |





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# INTERSECTION PLAN WITH NUMBERED MOVEMENTS:



## Count Summary Movement

| Start       | End   | 1 | 2  | 3 | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | Total | P1 | P2 | P3 | P4 | C2 | C4 | C5 | C6 | C7 | C8 | C9 | C11 | C12 |
|-------------|-------|---|----|---|----|----|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|----|----|----|----|-----|-----|
| 12:00       | 12:15 | 2 | 31 | 4 | 8  | 8  | 16 | 12 | 35 | 12 | 2  | 10 | 10 | 150   | 0  | 1  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 0  | 0 | 0  | 1  | 1  | 0  | 2  | 0  | 0  | 0  | 0  | 4     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 12:15       | 12:30 | 0 | 28 | 3 | 6  | 11 | 17 | 16 | 30 | 16 | 2  | 5  | 13 | 147   | 5  | 0  | 2  | 1  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 2  | 0 | 1  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 1  | 6     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 12:30       | 12:45 | 0 | 28 | 3 | 4  | 10 | 16 | 12 | 27 | 7  | 4  | 3  | 15 | 129   | 6  | 1  | 3  | 1  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 1  | 0 | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 1  | 1  | 5     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 12:45       | 1:00  | 1 | 28 | 7 | 8  | 10 | 18 | 7  | 27 | 16 | 2  | 8  | 11 | 143   | 4  | 1  | 8  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 2  | 0 | 0  | 1  | 1  | 0  | 2  | 1  | 0  | 0  | 0  | 7     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 1:00        | 1:15  | 0 | 30 | 5 | 3  | 8  | 19 | 11 | 29 | 4  | 0  | 6  | 10 | 125   | 4  | 2  | 3  | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 1  | 0 | 0  | 0  | 0  | 0  | 0  | 2  | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 1:15        | 1:30  | 0 | 39 | 3 | 14 | 20 | 48 | 7  | 32 | 9  | 3  | 3  | 21 | 199   | 23 | 1  | 19 | 3  | 2  | 1  | 1  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 1:30        | 1:45  | 0 | 37 | 3 | 4  | 13 | 32 | 10 | 23 | 12 | 1  | 1  | 13 | 149   | 1  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 1  | 0 | 0  | 0  | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 6     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 1:45        | 2:00  | 1 | 31 | 4 | 4  | 12 | 41 | 10 | 27 | 13 | 1  | 4  | 8  | 156   | 2  | 1  | 4  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 0  | 0 | 0  | 0  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 3     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 2:00        | 2:15  | 0 | 33 | 5 | 4  | 5  | 12 | 5  | 16 | 12 | 1  | 4  | 17 | 114   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1   | 0   |
| Truck Count |       | 0 | 0  | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 2:15        | 2:30  | 0 | 34 | 3 | 4  | 6  | 2  | 10 | 25 | 8  | 1  | 6  | 13 | 112   | 1  | 2  | 2  | 4  | 0  | 0  | 0  | 1  | 1  | 0  | 0  | 0   | 0   |
| Truck Count |       | 0 | 0  | 0 | 0  | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 2:30        | 2:45  | 0 | 22 | 1 | 5  | 7  | 9  | 6  | 33 | 11 | 2  | 3  | 17 | 116   | 7  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1   |
| Truck Count |       | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |    |    |    |    |    |    |    |    |    |    |    |     |     |
| 2:45        | 3:00  | 2 | 26 | 3 | 6  | 7  | 17 | 7  | 33 | 20 | 1  | 5  | 12 | 139   | 0  | 1  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 1  | 2  | 0   | 2   |
| Truck Count |       | 0 | 0  | 1 | 0  | 0  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 4     |    |    |    |    |    |    |    |    |    |    |    |     |     |

| PEAK HOUR COUNT |     |    |    |    |     |    |     |    |   | TIME: |    |     |  |
|-----------------|-----|----|----|----|-----|----|-----|----|---|-------|----|-----|--|
| 1               | 139 | 15 | 25 | 53 | 146 | 40 | 111 | 40 | 5 | 14    | 52 | 641 |  |



# September 2014

## East Bayside Athletic Facility

| Sunday                                                                                                                                                                                                                                                       | Monday                                                                                                        | Tuesday                                                                                                       | Wednesday                                                                                                     | Thursday                                                                                                      | Friday                                                                                                                      | Saturday                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| 1                                                                                                                                                                                                                                                            | 2                                                                                                             | 3                                                                                                             | 4                                                                                                             | 5                                                                                                             | 6                                                                                                                           |                                                                                                                        |
| 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM                                                                                                                                                | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 11:00 AM-3:00 PM<br>W rugby<br>AF Field Rental<br>Portland Womens Rugby<br>Club / Brittney Braasch<br>11:00 AM-3:00 PM      |                                                                                                                        |
| 7                                                                                                                                                                                                                                                            | 8                                                                                                             | 9                                                                                                             | 10                                                                                                            | 11                                                                                                            | 12                                                                                                                          | 13                                                                                                                     |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM<br>2:00 PM-6:00 PM<br>Soccer League<br>AF Game Field Prep<br>Portland Latino League<br>Soccer / carlos salamonca<br>2:00 PM-6:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 12:00 PM-4:00 PM<br>Men's Rugby<br>AF Game Field Prep<br>Portland Rugby Club - Men's<br>/ Matthew Winch<br>12:00 PM-4:00 PM |                                                                                                                        |
| 14                                                                                                                                                                                                                                                           | 15                                                                                                            | 16                                                                                                            | 17                                                                                                            | 18                                                                                                            | 19                                                                                                                          | 20                                                                                                                     |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br>The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM                                                                                                                                     | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM               | 11:00 AM-3:00 PM<br>W rugby<br>AF Field Rental<br>Portland Womens Rugby<br>Club / Brittney Braasch<br>11:00 AM-3:00 PM |
| 21                                                                                                                                                                                                                                                           | 22                                                                                                            | 23                                                                                                            | 24                                                                                                            | 25                                                                                                            | 26                                                                                                                          | 27                                                                                                                     |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep<br>The Plymouth House / John<br>Buro                                                                                                                                                         | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth                    | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth                    | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth                    | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth                    | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth                                  | 11:00 AM-3:00 PM<br>W rugby<br>AF Field Rental<br>Portland Womens Rugby<br>Club / Brittney Braasch                     |

For Facility: East Bayside Athletic Facility | For Room: Fox Multipurpose Field | From Date: 9/1/2014 |

Thru Date: 11/1/2014

Recreation & Facilities Management





# September 2014

## East Bayside Athletic Facility

| Sunday                                                          | Monday                                                                                                        | Tuesday                                                                                                       | Wednesday       | Thursday        | Friday          | Saturday         |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|------------------|
| <b>21</b>                                                       | <b>22</b>                                                                                                     | <b>23</b>                                                                                                     | <b>24</b>       | <b>25</b>       | <b>26</b>       | <b>27</b>        |
| 10:45 AM-1:15 PM                                                | 5:00 PM-8:00 PM                                                                                               | 5:00 PM-8:00 PM                                                                                               | 5:00 PM-8:00 PM | 5:00 PM-8:00 PM | 5:00 PM-8:00 PM | 11:00 AM-3:00 PM |
| <b>28</b>                                                       | <b>29</b>                                                                                                     | <b>30</b>                                                                                                     |                 |                 |                 |                  |
| 10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | 5:00 PM-8:00 PM<br>Practice<br>AF Field Rental<br>PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                 |                 |                 |                  |
| The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM           |                                                                                                               |                                                                                                               |                 |                 |                 |                  |

# October 2014

## East Bayside Athletic Facility

| Sunday                                                                | Monday                                                      | Tuesday                                                     | Wednesday                                                   | Thursday                                                    | Friday                                                      | Saturday                                                           |
|-----------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------|
|                                                                       |                                                             |                                                             | 1<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 2<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 3<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 4<br>12:00 PM-4:00 PM<br>Men's Rugby<br>AF Game Field Prep         |
|                                                                       |                                                             |                                                             | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | Portland Rugby Club - Men's<br>/ Matthew Winch<br>12:00 PM-4:00 PM |
| 5<br>10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep  | 6<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 7<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 8<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 9<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental         | 10<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 11<br>12:00 PM-4:00 PM<br>Men's Rugby<br>AF Game Field Prep        |
| The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM                 | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | Portland Rugby Club - Men's<br>/ Matthew Winch<br>12:00 PM-4:00 PM |
| 12<br>10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep | 13<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 14<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 15<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 16<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 17<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 18                                                                 |
| The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM                 | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                                                                    |
| 19<br>10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep | 20<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 21<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 22<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 23<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 24<br>5:00 PM-8:00 PM<br>Practice<br>AF Field Rental        | 25                                                                 |
| The Plymouth House / John<br>Buro<br>10:45 AM-1:15 PM                 | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM | PYFL / Football League<br>Portland Youth<br>5:00 PM-8:00 PM |                                                                    |
| 26<br>10:45 AM-1:15 PM<br>Plymouth HSL Adult FB<br>AF Game Field Prep | 27                                                          | 28                                                          | 29                                                          | 30                                                          | 31                                                          |                                                                    |



# October 2014

## East Bayside Athletic Facility

| Sunday                                             | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|----------------------------------------------------|--------|---------|-----------|----------|--------|----------|
| 26                                                 | 27     | 28      | 29        | 30       | 31     |          |
| The Plymouth House / John Buro<br>10:45 AM-1:15 PM |        |         |           |          |        |          |

## East Bayside Athletic Facility

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
|        |        |         |           |          | 1      |          |



October, 2014

## **Traffic Signal Warrant Assessment Washington Avenue/Fox Street/Walnut Street Intersection Portland, Maine**

### **TRAFFIC SIGNAL WARRANT ASSESSMENT**

The traffic signal warrant analysis follows the guidelines presented in the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) in Chapter 4C. The MUTCD provides nine separate traffic signal warrants, whereby, prevailing conditions at an intersection can be evaluated to determine if sequenced traffic signals are warranted. Each of the nine warrants is listed as follows:

- Warrant 1 – Eight Hour Vehicular Volume
- Warrant 2 – Four Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network
- Warrant 9 – Intersection near a Grade Crossing

The federal publication clearly states that, “*the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal*”. Guidance is specifically provided in the MUTCD on the conduct of the required engineering study and the judgment required in completing the signal warrant assessment. The direction provided, specific to prevailing conditions found at the study intersection, is summarized as follows:

*A traffic signal should not be installed unless an engineering study indicates that the signal will improve the overall safety and/or operation of the intersection.*

*A signal should not be installed if it will seriously disrupt traffic flow.*

**Estimated 2014 “Average” Hourly Traffic Data:** The federal MUTCD publication specifically states that the determination of traffic signal justification must be based upon “average” travel conditions. MaineDOT provides weekly group mean factors for multiple roadway classifications for the full state highway system based upon their extensive annual traffic count program. MaineDOT has established that the section of Washington Avenue and both Walnut and Fox Streets at the noted intersection are Group I roadways, which are defined as urban roadways or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. MaineDOT’s annual count program suggests that the last week in October, during a typical year is generally representative of “average” travel conditions (MaineDOT’s weekly mean factor for the week of October 27 is 0.97).

Accordingly, a manual traffic turning movement count was conducted at the subject intersection on Tuesday, October 28, 2014. The traffic data survey recorded all vehicular and pedestrian traffic entering the intersection in 15-minute intervals between the hours of 6:00AM and 6:00PM consistent with the MaineDOT’s policy in the performance of a traffic signal warrant study (A copy of the data summary is

attached for reference). Table 1 below presents the collected data in a summary format for the traffic signal warrant assessment:

**Table 1**  
**Traffic Signal Warrant Study**  
**“Average” Conditions - Vehicular and Pedestrian Volumes**  
**(Washington Avenue/Fox Street/Walnut Street Intersection)**

| <u>Time of Day</u> | <u>Major Street Volume<sup>(1)</sup></u><br><u>(Both Approaches</u><br><u>Washington Avenue)</u> | <u>Minor Street</u><br><u>Volume<sup>(2)</sup></u><br><u>Fox Street</u> | <u>Minor Street</u><br><u>Volume<sup>(2)</sup></u><br><u>Walnut Street</u> | <u>Pedestrian Volumes</u><br><u>Crossing Washington</u><br><u>Avenue</u> |
|--------------------|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------|
| 6:00 - 7:00AM      | 359                                                                                              | 59                                                                      | 59                                                                         | 0                                                                        |
| 7:00 - 8:00AM      | 698                                                                                              | 91                                                                      | 87                                                                         | 7                                                                        |
| 8:00 - 9:00AM      | 921                                                                                              | 95                                                                      | 116                                                                        | 6                                                                        |
| 9:00 - 10:00AM     | 551                                                                                              | 73                                                                      | 69                                                                         | 5                                                                        |
| 10:00 - 11:00AM    | 539                                                                                              | 97                                                                      | 48                                                                         | 11                                                                       |
| 11:00 - 12:00PM    | 509                                                                                              | 97                                                                      | 55                                                                         | 8                                                                        |
| 12:00 - 1:00PM     | 601                                                                                              | 109                                                                     | 61                                                                         | 22                                                                       |
| 1:00 - 2:00PM      | 608                                                                                              | 133                                                                     | 55                                                                         | 25                                                                       |
| 2:00 - 3:00PM      | 587                                                                                              | 118                                                                     | 75                                                                         | 11                                                                       |
| 3:00 - 4:00PM      | 680                                                                                              | 131                                                                     | 61                                                                         | 6                                                                        |
| 4:00 - 5:00PM      | 801                                                                                              | 125                                                                     | 47                                                                         | 13                                                                       |
| 5:00 - 6:00PM      | 674                                                                                              | 96                                                                      | 54                                                                         | 12                                                                       |

**Notes:**

<sup>(1)</sup> Washington Avenue has been defined as the “major” street.

<sup>(2)</sup> Minor Street approaches are both Fox Street and Walnut Street. All right-turn movements were included in hourly Minor Street volumes.

**Traffic Safety Data:** The Washington Avenue/Walnut Street/Fox Street intersection meets MaineDOT’s criteria for a high crash location. A total of 9 crashes and a Critical Rate Factor (CRF) of 1.98 were reported for the intersection. A more in-depth review (preparation of detailed vehicle collision diagrams) was prepared for the intersection to determine if a clear pattern of accident is occurring (Copies of the Collision Diagrams are attached as an appendix to the report).

The detailed review of the vehicle crash reports for the intersection would suggest two clear patterns of concern: 1) four of the nine accidents involved vehicles on the Fox Street approach turning left onto Washington Avenue being struck by thru vehicles traveling eastbound on Washington Avenue; 2) the second pattern, with a total of three collisions, involved vehicles approaching Washington Avenue from Walnut Street sliding through the intersection striking a thru vehicle on Washington Avenue.

**Traffic Signal Warrant Analyses:** The assessment was conducted for Warrants 1, 2, 3, 4 and 7; the remaining warrants were considered not applicable for conditions found at the subject intersection. Each of the five traffic signal warrants used in the analyses are briefly described below followed by a determination of whether forecast conditions meet or fail required conditions.

**Warrant 1: Eight Hour Vehicular Volume**

**Condition A** - Warrant requires 500 vehicles per hour on major roadway (combination of both directions) and a total of 150 vehicles per hour on the highest minor street approach.

**Condition B** - Warrant requires 750 vehicles per hour on major roadway (combination of both directions) and a total of 75 vehicles per hour on the highest minor street approach.

**Condition A+B** - Warrant requires 80% of values stated for both Conditions A & B.



**Warrant Not Satisfied Condition A:** Hourly volumes on either side street below minimum value of 150 vehicles for eight hour time period.

**Warrant Not Satisfied Condition B:** Hourly volumes on major street below minimum value of 775 vehicles for eight hour time period.

**Warrant Not Satisfied Condition A+B:** Hourly volumes on both major and minor streets below minimum values for eight hour time period.

**Warrant 2: Four Hour Vehicular Volume**

If travel conditions for any four hours of an average day representing the volume per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach all fall above the applicable curve in Figure 4C-1 (Refer to attached Figure 4C-1 with plotted points).

**Warrant Not Satisfied:** All points on Figure 4C-1 fall below applicable curve.

**Warrant 3: Peak Hour**

If travel conditions for one hour of an average day representing the volume per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach fall above the applicable curve in Figure 4C-3. (Refer to attached Figure 4C-3 with plotted points).

**Warrant Not Satisfied:** All points on Figure 4C-3 fall below applicable curve.

**Warrant 4: Pedestrian Volume**

The need for a traffic signal shall be considered if study finds that one of the following criteria is met:

A. For each of any 4 hours of an "average" day the volume of vehicles on major street and the volume of pedestrians crossing street all fall above curve in Figure 4C-5 or,

B. For 1 hour (any four consecutive 15-minute periods) of an "average" day the volume of vehicles on major street and the volume of pedestrians crossing major street falls above curve in Figure 4C-7.

**Warrant Not Satisfied Condition A:** All points on Figure 4C-5 fall below applicable curve.

**Warrant Not Satisfied Condition B:** All points on Figure 4C-7 fall below applicable curve.

**Warrant 7: Crash Experience**

Each of the following criteria must be met to consider the need for a traffic control signal:

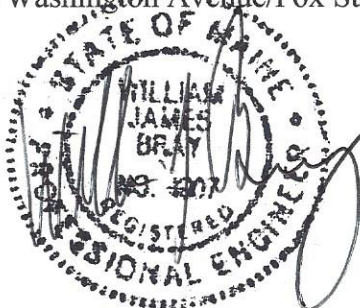
A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period; and

C. For each of any 8 hours of an average day, the vehicles per hour given in the 80% column for Condition A in Table 4C-1, or the vph in both of the columns of Condition B in Table 4C-1 exists on both the major and minor street approaches.

**Warrant Not Satisfied:** Criteria B isn't met, only four crashes reported by MaineDOT meet standard. Criteria C traffic volume requirement of 80% of values for Condition A and B stated in Warrant 1 above are not met for eight hours of an average day.

In summary, based upon the presentation of facts stated above, sequenced traffic control signals are not warranted at the Washington Avenue/Fox Street/Walnut Street intersections.







The diagram illustrates a traffic intersection with the following details:

- Streets:** Walnut Street (left) and Fox Street (right).
- Vehicle Positions (Numbers in Boxes):**
  - Approach from Walnut Street: 12, 11, 10.
  - Approach from Fox Street: 9, 8, 7.
  - Intersection Area: 2, 3, 1.
  - Intersection Area: 4, 5, 6.
- Movement Indicators (Blue Arrows):**
  - From 12, 11, 10 towards the intersection.
  - From 9, 8, 7 towards the intersection.
  - From 2, 3, 1 towards the intersection.
  - From 4, 5, 6 towards the intersection.
- Highlighted Elements (Green Boxes):**
  - P2 (Vehicle 12) with a green arrow pointing towards the intersection.
  - P3 (Vehicle 3) with a green arrow pointing towards the intersection.
  - P4 (Vehicle 4) with a green arrow pointing towards the intersection.
- Other Markings:**
  - A green dashed line separates the intersection from the approach.
  - A green arrow points from P2 towards the intersection.
  - A green arrow points from P3 towards the intersection.
  - A green arrow points from P4 towards the intersection.

Portland  
Intersection: Washington Ave/Fox St/Walnut St  
Date: 10/28/14  
Day of Week: Tuesday  
Weather: \_\_\_\_\_  
Remarks: \_\_\_\_\_

Red = Bicycle Movement  
Green = Pedestrian Movement

[illegible]



[illegible]

# COLLISION DIAGRAM

SHEET 1 OF 2

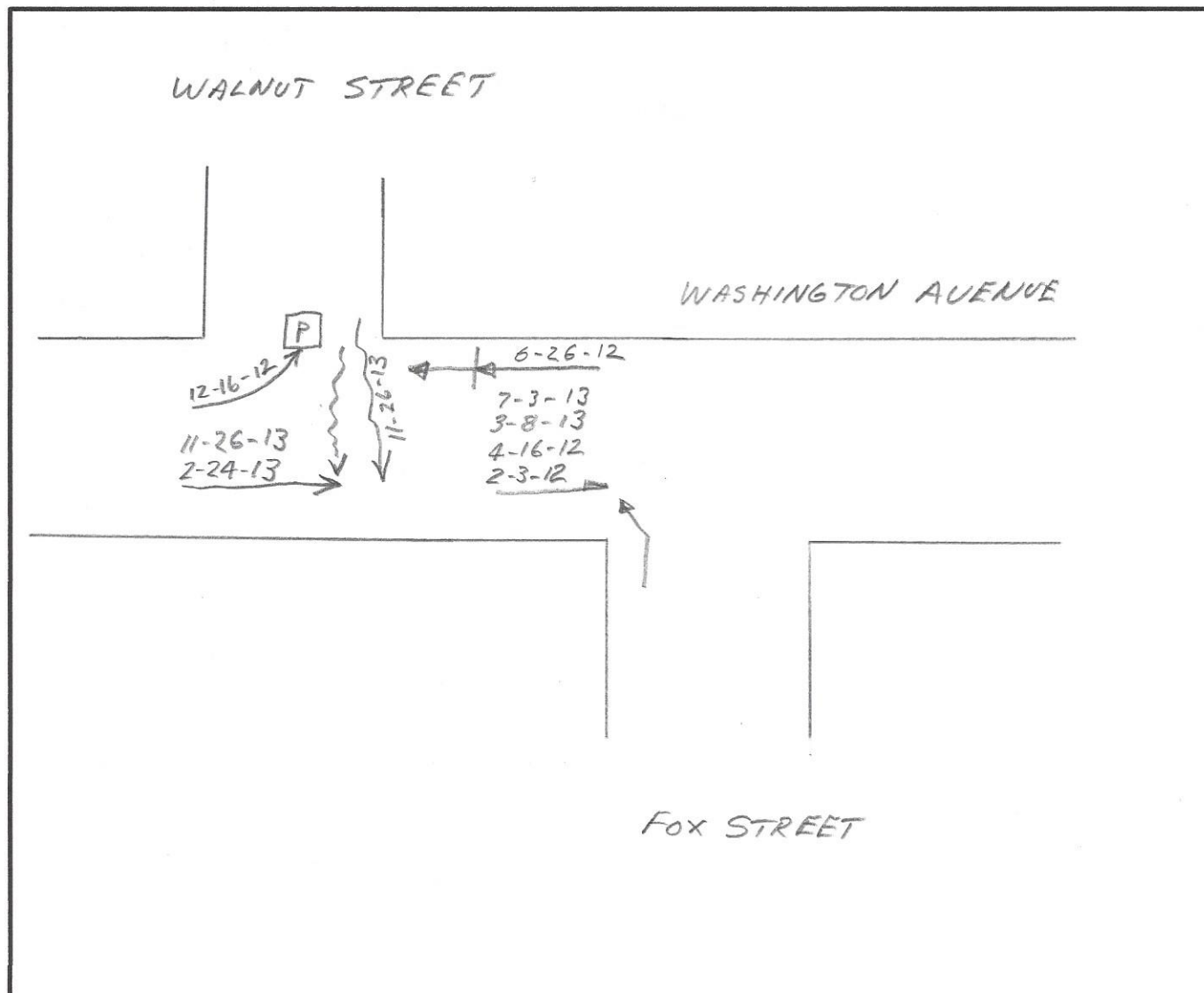
LOCATION WASHINGTON AVE./WALNUT ST./FOX ST.

TOWN PORTLAND

NODE NO(S) P18879

YEARS REVIEWED 2011-2014

DATE PREPARED 8-23-2014



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

## LIGHT

- |                         |                         |                          |
|-------------------------|-------------------------|--------------------------|
| 1. DAWN (MORNING)       | 2. DAYLIGHT             | 3. DUSK (EVENING)        |
| 4. DARK (ST. LIGHTS ON) | 5. DARK (NO ST. LIGHTS) | 6. DARK (ST. LIGHTS OFF) |
| 7. OTHER                |                         |                          |

## ROAD SURFACE

- |                          |                          |                             |
|--------------------------|--------------------------|-----------------------------|
| 1. DRY                   | 2. WET                   | 3. SNOW/SLUSH-SANDED        |
| 4. ICE/PAKED SNOW-SANDED | 5. MUDDY                 | 6. DEBRIS                   |
| 7. OILY                  | 8. SNOW/SLUSH-NOT SANDED | 9. ICE-PKD. SNOW-NOT SANDED |
| 10. OTHER                |                          |                             |

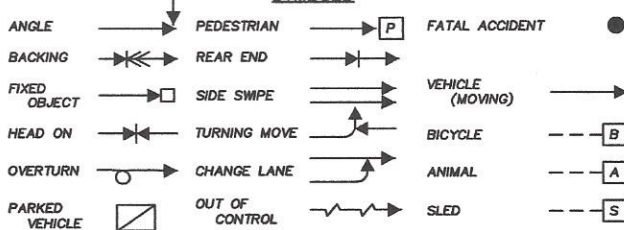
## APPARENT CONTRIBUTING FACTORS - HUMAN

- |                                      |                                     |                                      |
|--------------------------------------|-------------------------------------|--------------------------------------|
| 1. NO IMPROPER ACTION                | 2. FAIL TO YLD. RIGHT OF WAY        | 3. ILLEGAL UNSAFE SPEED              |
| 4. FOLLOW TOO CLOSE                  | 5. DISREGARD TRAFFIC CONTROL DEVICE |                                      |
| 6. DRIVING LEFT OF CENTER-NO PASSING | 7. IMPROPER PASS-OVERTAKING         |                                      |
| 8. IMP. UNSAFE LANE CHANGE           | 9. IMP. PARKING START/STOP          | 10. IMPROPER TURN                    |
| 11. UNSAFE BACKING                   | 12. NO SIGNAL OR IMP. SIGNAL        | 13. IMPEDING TRAFFIC                 |
| 14. DRIVER INATTENTION-DISTRACTION   | 15. DRIVER INEXPERIENCE             |                                      |
| 16. PEDEST. VIOLATION ERROR          | 17. PHYSICAL IMPAIRMENT             | 18. VISION OBSCURED-WINDSHIELD GLASS |
| 19. VISION OBSCURED-SUN/HEADLIGHTS   | 20. OTHER VISION OBSCUREMENT        | 30. OTHER HUMAN VIOLATION FACTOR     |
| 31. HIT AND RUN                      | 51. UNKNOWN                         |                                      |

## VEHICULAR

- |                                    |                            |                          |
|------------------------------------|----------------------------|--------------------------|
| 41. DEFECTIVE BRAKES               | 42. DEFECTIVE TIRE/FAILURE | 43. DEFECTIVE LIGHTS     |
| 44. DEFECTIVE SUSPENSION OR FACTOR | 45. DEFECTIVE STEERING     | 50. OTHER VEHICLE DEFECT |
|                                    | 51. UNKNOWN                |                          |

## SYMBOLS



C = CLEAR  
SL = SLEET

## WEATHER

F = FOG  
S = SNOW

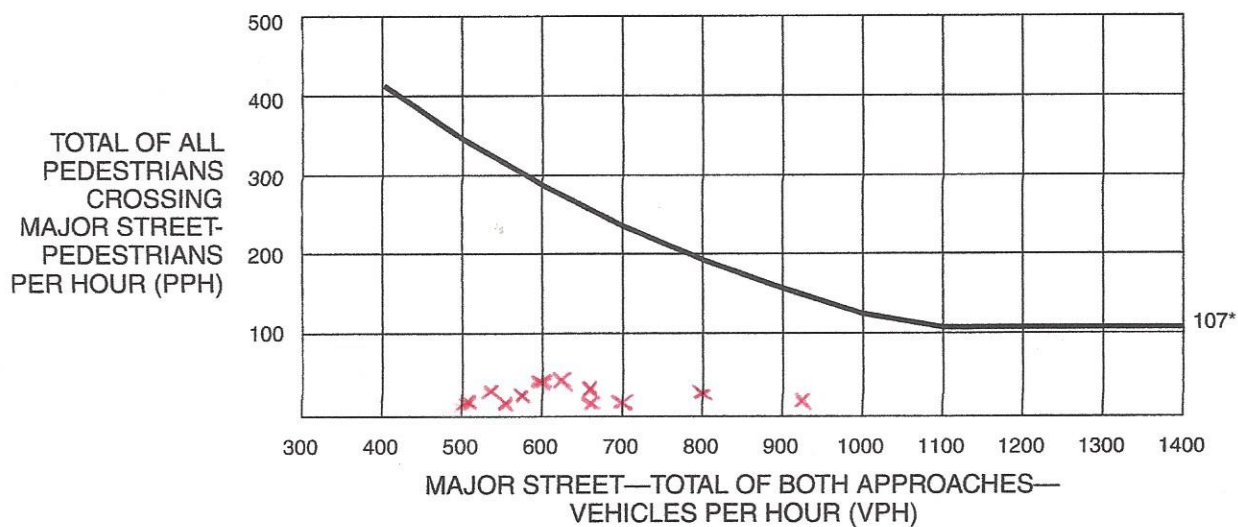
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

## INJURIES

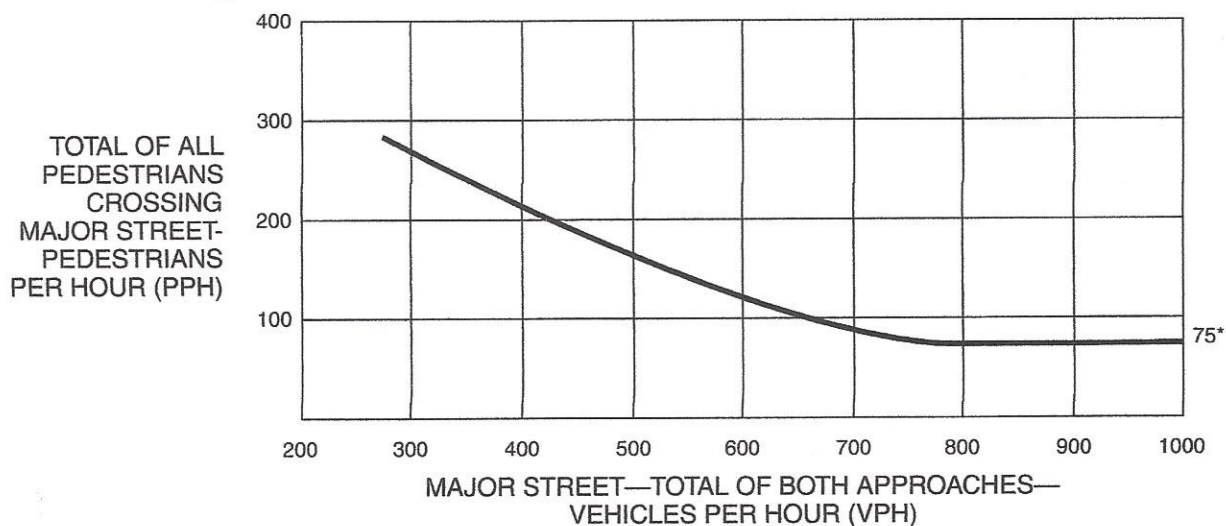
K = FATAL  
A = INCAPACITATING

B = NON-INCAPACITATING  
C = POSSIBLE INJURY

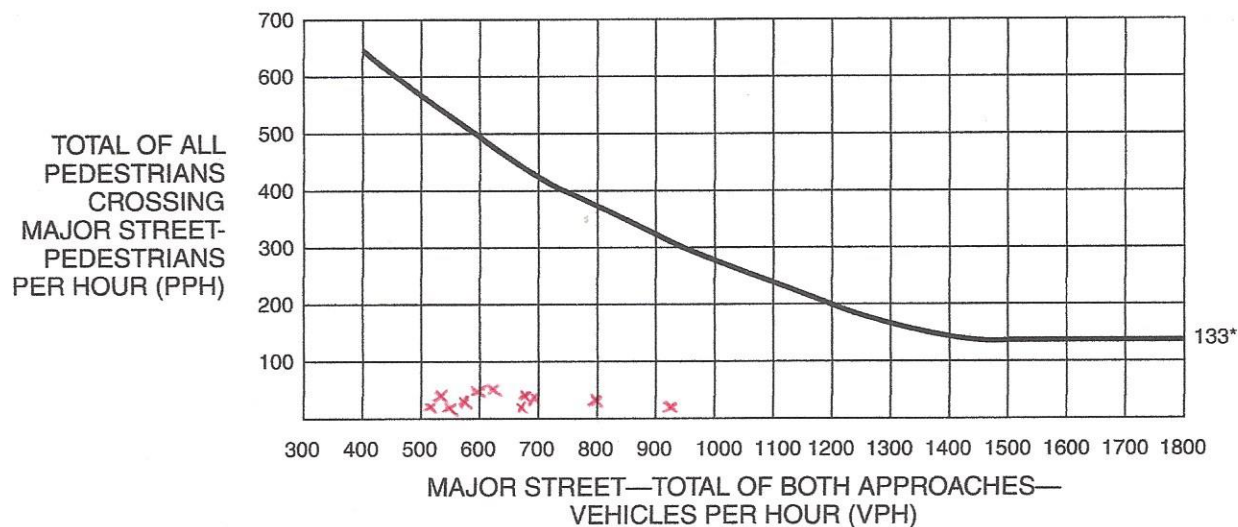


**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**

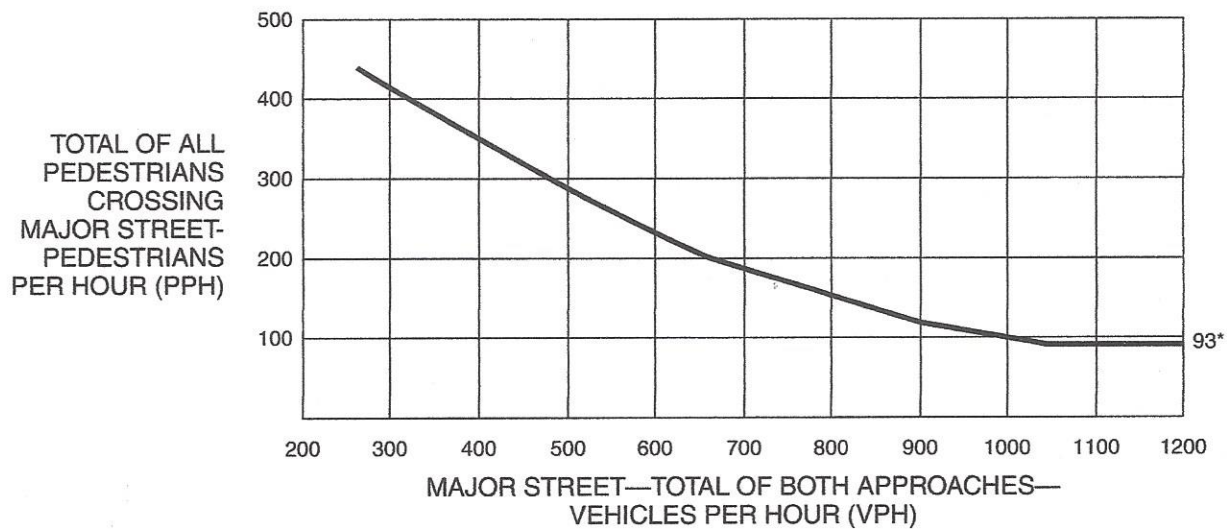
\*Note: 107 pph applies as the lower threshold volume.

**Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)**

\*Note: 75 pph applies as the lower threshold volume.

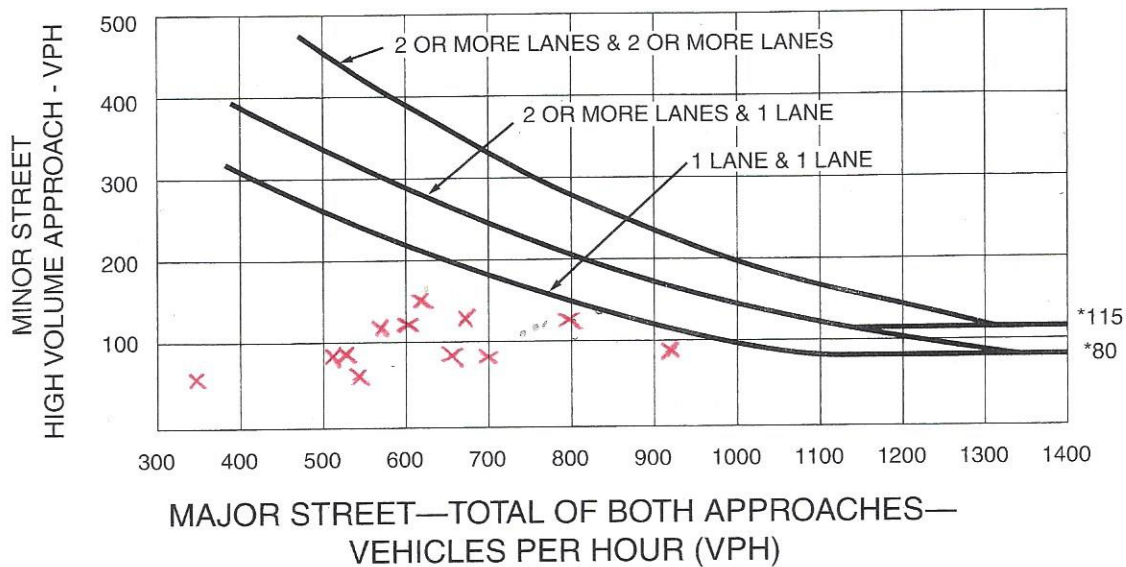
**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**

\*Note: 133 pph applies as the lower threshold volume.

**Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)**

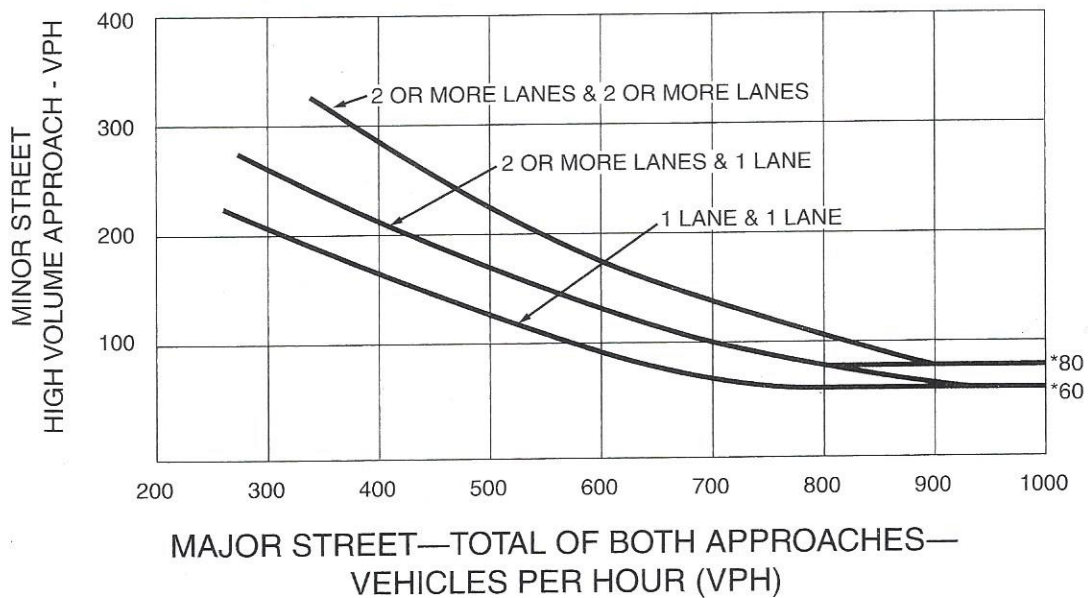
\*Note: 93 pph applies as the lower threshold volume.



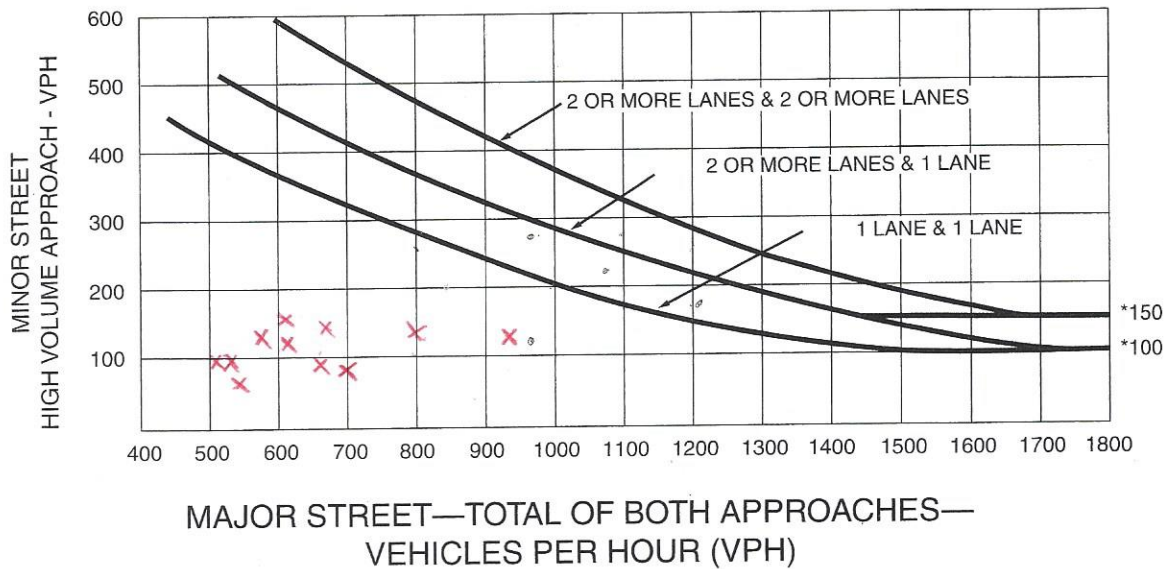
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**

\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h (40 mph) ON MAJOR STREET)



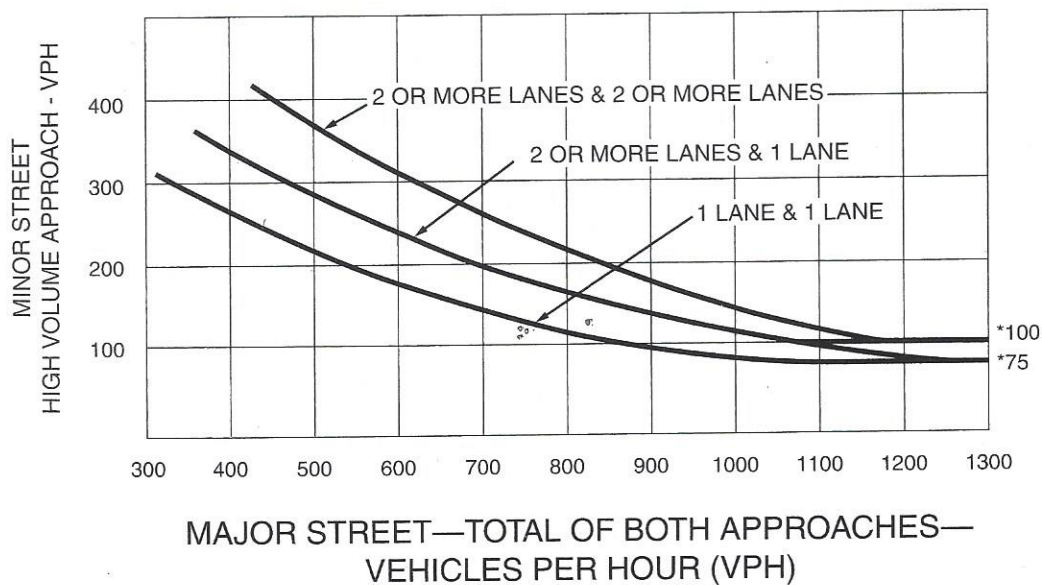
\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-3. Warrant 3, Peak Hour**

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h (40 mph) ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

89 Anderson Street  
Neighborhood Meeting Certification

I, Jonathan Culley, of Redfern Properties LLC hereby certify that a neighborhood meeting was held on February 25, 2015 at our office at 178 Washington Avenue, Portland at 6:00pm.

I also certify that on February 6, 2015, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development or within 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to Jennifer Yeaton of the Planning Division at [jmy@portlandmaine.gov](mailto:jmy@portlandmaine.gov) and Nell Donaldson, the assigned planner, to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,



2/27/2015

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



P.O. Box 8816  
Portland, ME 04104  
Office: 207-221-5746  
Fax: 207-221-2822  
[www.redfernproperties.com](http://www.redfernproperties.com)

February 6, 2015

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a new development at the corner of Fox and Anderson Streets (89 Anderson). The project consists of ground floor commercial space, including a restaurant and 53 residential rental apartments on Floors 2-4. This meeting pertains to our Level III Site Plan Application.

Meeting Location: Redfern Office, 178 Washington Ave, Portland  
Meeting Date: Wednesday, February 25th  
Meeting Time: 6:00pm

The City Code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please contact me at 207-221-5746 or [jonathan@redfernproperties.com](mailto:jonathan@redfernproperties.com). I hope to see you at the meeting.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jonathan Culley", is written over a faint, light blue circular background.

Jonathan Culley  
Redfern Properties LLC





## **89 Anderson Street**

### **Neighborhood Meeting – Level III Site Place Application**

Meeting held February, 2015, 6pm at Redfern Properties Office, 178 Washington Ave, Portland

#### **Meeting Minutes:**

*Please note that minutes are not verbatim, but we have made our best efforts to reflect meaning and intent.*

The meeting began at 6:05pm. Jonathan Culley, principal of Redfern Properties introduced himself and the design team consisting of Ryan Senatore of Ryan Senatore Architecture, Civil Engineer Will Savage of Acorn Engineering, and Landscape Architect Soren DeNiord.

Culley explained the City of Portland's approval process, that this evening's meeting is related to the Level III Site Plan Application, which focuses on the more technical aspects of the project such as traffic, parking, stormwater, architectural design, landscaping, etc. Culley noted that a Planning Board workshop has been scheduled for March 10<sup>th</sup>, 2015.

Culley described the project in general and then turned the floor over to Ryan Senatore. Ryan showed a series of building plans, elevations, and renderings and discussed architectural themes and elements. Ryan discussed dimensions and setbacks.

Will Savage of Acorn Engineering discussed site improvements including grading, storm water plans, utilities plans, and parking lot configuration.

Soren DeNiord spoke about landscaping including types of trees and shrubs that are being considered.

The floor was then opened for questions.

#### **Q. How Wide is the Sidewalk?**

About 10' and the building is about 14' off the curb. A discussion took place about the front setback requirements.

#### **Q. Where is the Door to the Commercial Suite?**

A restaurant is envisioned for the corner of Fox and Anderson and the entrance is on the corner. One or two additional commercial suites will be on Anderson, one of which is targeted for a non-profit. The apartment entrance is between the restaurant and other commercial suites.

#### **Q. Are you thinking about sea level rise?**

We have elevated the commercial space floor to 12' which allows for sea level rise and storm surge. This has definitely been a consideration.

**Q. We have issues in the neighborhood during big storms.**

Will Savage discuss the manner in which we are dealing with storm water and peak flows. We are using a number of tools and measures to reduce peak flows.

**Q. Are you using any water catchment for irrigation?**

There are no plans for that; we plan to use drought tolerant trees and shrubs so do not plan to have an irrigation requirement.

**Q. Is there any parking for the restaurant?**

The ordinance will require us to provide some parking for the restaurant. We plan to lease parking offsite to meet this requirement.

**Q. Can you discuss some of the energy efficiency measures you will be taking?**

Culley discussed Redfern's core values related to energy efficiency and described the building envelope strategies, R-values, and use of heat pumps for heating and cooling as well as the intent to install photovoltaics on the roof. Culley also discussed the orientation of the building toward the south to maximize solar gain.

**Q. We have trouble with internet performance and Time Warner tells us we are at the end of the line. Do you know anything about this?**

Time Warner cable has given us a "Capacity to Serve" letter and we were not aware of this. Internet performance is something that will be important to our tenants so we will look into this. Thanks for letting us know.

**Q. We are still concerned about the traffic visibility at the Fox/Anderson intersection? Has anything additional been done about this?**

We appreciate your concern. When we did our traffic analysis, both our traffic engineer and the City's traffic engineer determined that the proposed condition was reasonable. So while we don't want to dismiss your concern, the experts that we rely are telling us that this is acceptable.

**Q. Can you talk about shrub selections? I would like to see something edible.**

Soren DeNiord discussed the types of plants and trees that may be selected. He suggested blueberry shrubs could be a good option and that he also likes Service Berry Trees. The team agreed to consider these suggestion for some edible plants/trees.

**Q. My concern is being in this room that is empty. The last meeting was a room full of people and a lot of them was opposed to some aspect of this plan. And then the City Council unanimously approved the project. So what is the purpose of this meeting? Some people in the neighborhood are feeling like their voices are not being heard.**

Culley: We have made efforts to communicate with everybody. I think many people are supportive of this project and some others have concerns. We certainly can't take every suggestion from every neighbor. But we feel like what we are doing is good for the City and good for the environment, and will help with housing affordability. While there are always consequences to change, I feel confident that this is good development.

**Q. You have committed to donate some commercial space to a non-profit. How will this process work?**

Culley reiterated his commitment to donate space to a not-for-profit that could benefit the neighborhood. A discussion ensued about how Redfern would work with the neighborhood to identify non-profit users for the space. Organizations that were mentioned included the Portland Gear Hub (Camp Ketcha), Community Policing, Constellation Gallery. Culley agreed to engage with EBNO to continue the discussion.

**Q. A question was asked about the Inclusionary Zoning proposal?**

Culley discussed the current discussions in the City related to Inclusionary Zoning. Culley said that he did not think that the proposal would impact this proposal, but that even if it did, it would not have much impact as the projected rents for this project would likely be affordable to people earning 100% AMI. A discussion ensued about how to address the City's affordable housing challenges.

**Q. Is 22 bicycle parking spaces enough? I am not sure you have enough car parking but I think you need more bicycle spaces.**

Will Savage discussed bicycle parking. The development team committed to adding additional bicycle parking both on site and on the sidewalk.

**Q. Has your traffic study taken into account proposed changes such as eliminating the ability to take a left turn from Marginal Way onto Franklin?**

Culley: I am guessing that our traffic study is not addressing these proposed changes. We will look into this.

**Q. Has the stormwater sewer been separated from the sanitary sewer on Anderson Street?**

Will Savage said he was not certain but that he would look into it. Will indicated that we were connecting on Fox Street because Fox is separated. A discussion ensued about sewer capacity and the Utility "Capacity to Serve" letters.

**Q. Can we look at some of the materials that you have brought?**

Ryan Senatore showed samples of the exterior cladding materials.

**The meeting was adjourned at 7:31pm.**



### Plan 1

DRAWING NO.  
**C-01**



|                                                              |  |
|--------------------------------------------------------------|--|
| DRAWING NAME:                                                |  |
| NOTES SHEET                                                  |  |
| PROJECT NAME:                                                |  |
| EAST BAYSIDE LOFTS                                           |  |
| CLIENT:                                                      |  |
| REDFERN PROPERTIES, LLC.<br>P.O. BOX 8816 PORTLAND, ME 04104 |  |

- 
**ACORN ENGINEERING, INC.**  
 158 DANFORTH STREET, PORTLAND, MAINE 04102  
 (207) 779-2685

|              |              |
|--------------|--------------|
| FILE:        | 1053_DETAILS |
| DATE:        | 12/5/2014    |
| JN:          | 1053         |
| SCALE:       | NTS          |
| DESIGNED BY: | WHS          |
| DRAWN BY:    | MAG          |
| CHECKED BY:  | WHS          |

- 

DRAWING NO.  
**C-02**

16. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.

6. CONTRACTOR TO ENSURE THAT DRIVEWAYS AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND IN USE AT ALL TIMES.

2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

10. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

3. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE.

ISSUED FOR  
PRE-APP



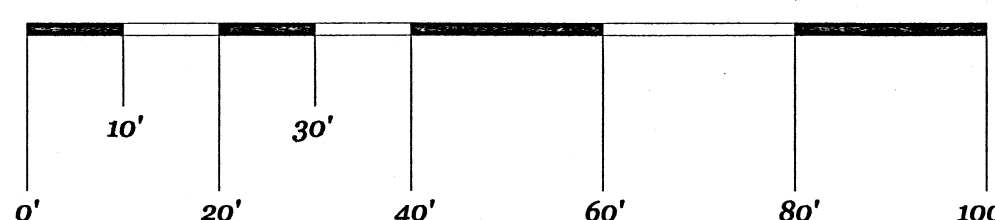
# Plan References:

1. Untitled Plan Of A Portion Of Oxnard Pasture by A.P. Marshall, recorded June 29, 1857 in CCRD Plan Book 1, Page 38.
2. City Of Portland Revaluation Plans, dated 1882 by Wm. A. Goodwin, City Engineer, Sheet 12, recorded October 24, 1884 in CCRD Plan Book 5, Page 12.
3. "Plan Of City Stable Lot, Fox Street", dated July 1902, City Plan 108/1.
4. "Plan Of Streets In Oxnard Pasture", dated June 12, 1857 by Chas. H. Howe, City Civil Engineer, City Plan 369/7.
5. "City Of Portland, Maine Department Of Public Works, Anderson Street, Lancaster St. To Fox St.", dated March 28, 1928 by Edward M. Hunt, City Engineer, City Plan 239/4.
6. "City Of Portland, Me. Department Of Public Works, Fox Street, Franklin St. To Washington Ave.", City Plan 239/6.
7. "City Of Portland, Maine Department Of Public Works, Anderson Street, Fox St. To Tukey St.", dated December 6, 1940 by Edward M. Hunt, City Engineer, City Plan 598/4.
8. "City Of Portland, Maine Department Of Public Works, Fox Street", dated February 17, 1942, City Plan 557/13.
9. "Standard Boundary Survey, Plan Of Property, 49-59 Fox Street, Portland, Maine Made For Patrick Lee", dated November 3, 1987 by R.P. Titcomb Associates, Inc. Land Surveyors / Engineers, Falmouth, Maine, recorded November 20, 1987 in CCRD Plan Book 167, Page 13.
10. "City Of Portland, Maine Parks And Public Works Department Engineering Division, Fox Street Reconstruction Plan & Profile Sta. 10+00 To Sta. 14+00", dated August 28, 1990 by R. Bruce Ringrose, City Engineer, As Built January 1992, Sheet 2 of 20, City Plan 942/7.
11. "City Of Portland, Maine Parks And Public Works Department Engineering Division, Anderson Street Reconstruction Plan & Profile Sta. 0+00 To Sta. 3+50", dated November 27, 1991 by W.H. Boothby, City Engineer, As Built October 13, 1994, Sheet 2 of 29, City Plan 924/11.
12. "Standard Boundary Survey, Proposed Easement Located On Property Of: Patrick J. Lee & Sharon A. Lee, Anderson Street, Portland, Maine", for New England Telephone & Telegraph, dated August 1991, revised August 13, 1991 by OEST Associates, Inc.
13. "Plan Depicting The Results Of An ALTA/ACSM Land Title Survey Made For Bartlett Island, LLC, Northeastly Sideline Of Diamond Street, Northwestly Sideline Of Fox Street, & Westerly Sideline Of Anderson Street, 11 Diamond Street, Portland, Maine", dated March 7, 2013 by Nadeau Land Surveys, Portland, Maine.
14. "City Of Portland, Maine Public Services Department Engineering Division, Anderson St./Fox St./Gould St./Plowman St. Street Line Retracement And Existing Monumentation Plan", dated April 1, 2014.
15. "Plan Of Property In Portland, Maine Made For Bayside Park Urban Renewal Project Me. R-1 Condemnation Area III Sections A,B,C,D,E,F,G, Parts 1,2,3,& 4 Page 1 Of 2 Pages", dated September 13, 1962, recorded December 3, 1962 in CCRD Plan Book 61, Page 64.
16. "City Of Portland, Maine Public Services Department Engineering Division, Anderson St./Fox St./Gould St. Existing Conditions, Plan Of Existing Site Conditions #148 Anderson St. To #90 Anderson St.", dated April 1, 2014.

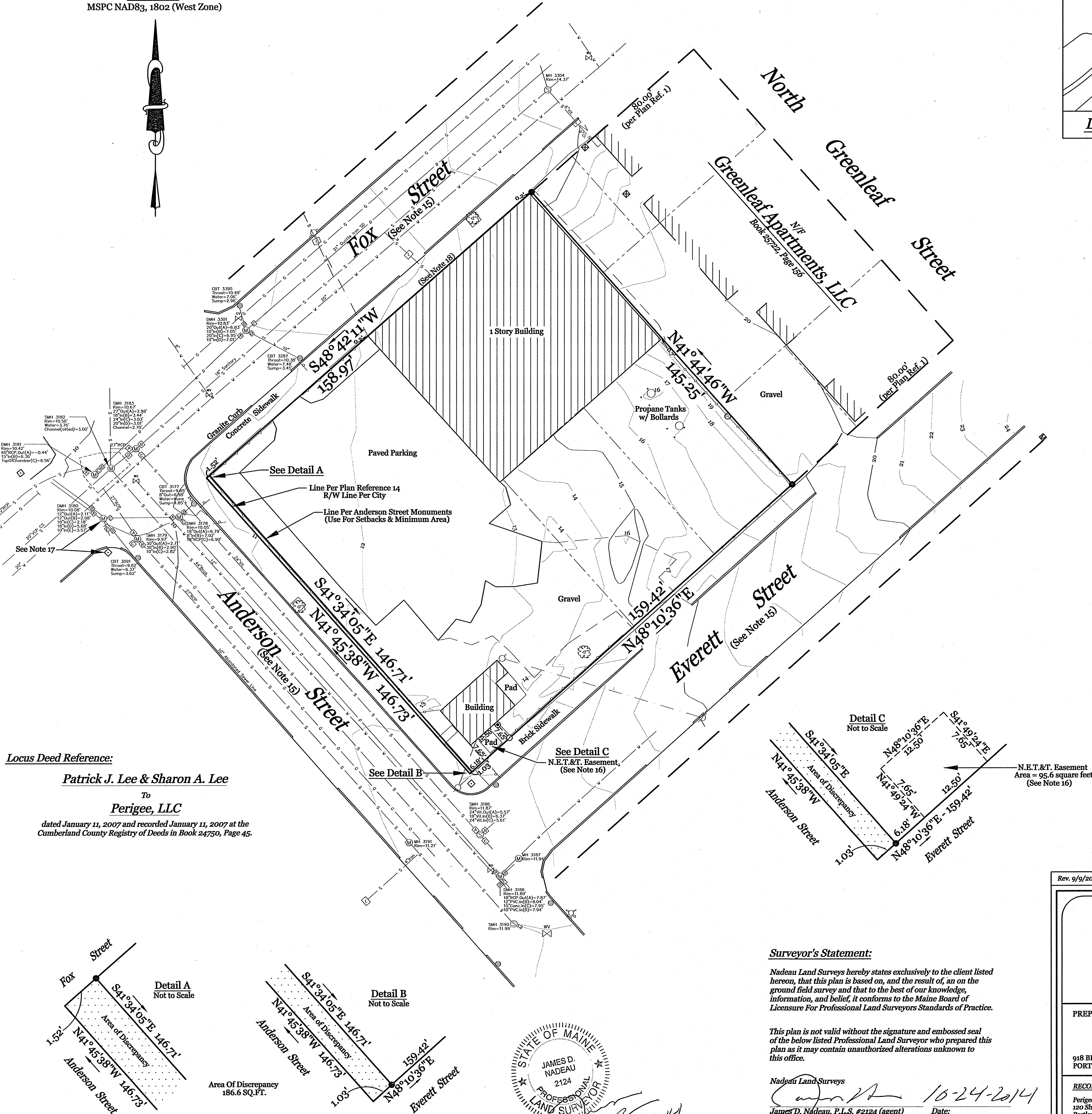
## Legend:

- Found Granite "M" Monument
- Found Granite 3" Offset Monument
- Found Steel Rebar w/Survey Cap #1245
- Found #5 Steel Rebar
- Found Iron Pipe
- #5 Steel Rebar w/Survey Cap #2124 To Be Set
- Catch Basin
- Sanitary Manhole
- Manhole
- Fire Hydrant
- Utility Pole w/Guy Wire
- Water Shutoff
- Water Valve
- 6" Bolland
- Deciduous Tree
- Chainlink Fence
- Approximate Interior Lot Line
- Edge Of Easement
- Overhead Utility Lines
- Edge Of Gravel
- Edge Of Pavement
- Granite Post
- Underground Water Line
- Underground Gas Line
- Underground Sewer Line
- Underground Drain Line
- Underground Sewer Lateral

## Graphic Scale:



Grid North  
MSPC NAD83, 1802 (West Zone)



## Locus Deed Reference:

Patrick J. Lee & Sharon A. Lee

To

Perigee, LLC

dated January 11, 2007 and recorded January 11, 2007 at the  
Cumberland County Registry of Deeds in Book 24750, Page 45.

## Surveyor's Statement:

Nadeau Land Surveys hereby states exclusively to the client listed hereon, that this plan is based on, and the result of, an on the ground field survey and that to the best of our knowledge, information, and belief, it conforms to the Maine Board of Licensure For Professional Land Surveyors Standards of Practice.

This plan is not valid without the signature and embossed seal of the below listed Professional Land Surveyor who prepared this plan as it may contain unauthorized alterations unknown to this office.

Nadeau Land Surveys

James D. Nadeau, P.L.S. #2124 (agent)

Date:

Plan Depicting The Results Of A Boundary, Topographic & Existing Conditions Survey Made For  
**Redfern Properties, LLC**  
Southeasterly Sideline Of Fox Street, Northeastly Sideline Of Anderson Street, & Northwestly Sideline Of Everett Street  
Portland, Maine

PREPARED BY:

**Nadeau Land Surveys**  
Professional Land Surveyors  
Certified Floodplain Managers

PH: (207) 878-7870  
FAX: (207) 878-7871

|                                                                                  |                                                     |                           |
|----------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------|
| RECORD OWNER:<br>Perigee, LLC<br>120 Sheridan Street<br>Portland, Maine<br>04101 | DRAWN BY:<br>TPB                                    | PLAN DATE:<br>7/21/2014   |
|                                                                                  | CHECKED BY:<br>JDN/MLC                              | SURVEY DATE:<br>June 2014 |
|                                                                                  | INSTR.<br>Topcon GPT-3003W<br>& Topcon Hyper II GPS | SCALE:<br>1" = 20'        |
| FIELD BOOK:<br>FB 402 &<br>Topcon Ranger                                         | JOB No:<br>2141510BTR1                              | SHEET No:<br>1 of 1       |

Rev. 9/9/2014: Name, Add underground utility lines, sizes and inverts, Add Note 19 and Plan Reference 16, Vicinity map, Add to Legend

Location Map:

Not To Scale

Electronic Stamp

## General Notes:

1. This plan is not intended to depict limits or extent of fee title ownership. An opinion of title should be rendered by a title attorney.
2. This office reserves the right to be held harmless by all 3rd party claims.
3. This survey does not purport to reflect any of the following:
  - a. easements other than those that are visible or specifically stated in the referenced documents.
  - b. building setback compliance or restrictive covenants.
  - c. zoning or other land use regulations.
  - d. the location of any underground utilities or structures.
4. This office reserves the right to be held harmless for unknown or unobtainable private records which could affect the results of this survey.
5. Reference is made to "Letter Of Agreement" dated May 16, 2014 between Nadeau Land Surveys and the below listed client(s), which shall be considered an integral part of this survey.
6. N/F is an abbreviation for Now or Formerly.
7. All deeds referenced on this plan are recorded at the Cumberland County Registry of Deeds (CCRD).
8. This office does not accept any liability for errors in the Plan References listed hereon, except Plan Reference 13.
9. Locus Parcel is shown on the City of Portland Assessor's Map 12, Block I, as Lots 1 and 5, and is listed as 89 Anderson Street, and 29 Everett Street.
10. Area of Locus Parcel, including easement, is 23,239.1 square feet (0.53 acre) to monumented line of Anderson Street; 23,425.7 square feet (0.54 acre) to the R/W line of Anderson Street per Plan Reference 14.
11. The apparent right of way lines depicted on this plan are based on the Plan References listed hereon, monumentation found in the field, and City Engineering Street Notes.
12. The Locus Parcel does not scale in a Special Flood Hazard Area per FEMA Flood Insurance Rate Map Community-Panel Number 230051 0013B, index dated December 8, 1998. The parcel scales in Zone C.
13. All building corner offsets to boundary lines are from brick building corners.
14. Call 1-888-DIGSAFE at least three business days before performing ANY excavation.
15. Per City of Portland Records 14-371, dated October 1, 1866, the name of Fremont Street was changed to Anderson Street, and was accepted June 19, 1857 as fifty (50) feet wide per City of Portland Records 10-182. Fox Street was accepted November 20, 1851 as fifty (50) feet wide per City of Portland Records 8-31. Everett Street was accepted June 19, 1857 as fifty (50) feet wide per City of Portland Records 10-199.
16. See Easement Deed from Patrick J. and Sharon A. Lee to New England Telephone and Telegraph Company, dated September 6, 1991 and recorded in CCRD Book 9816, Page 171. (See Plan Reference 12)
17. Horizontal and vertical datums are city datums based on Plan Reference 14. Monuments "MF 34" at southerly intersection of Anderson & Fox Streets and "MF 35" at westerly intersection of Anderson & East Lancaster Streets held as common points with Plan Reference 14. "DMH 3180" held for elevation per Plan Reference 14.
18. Existing building appears to encroach the Fox Street right of way by 0.2' along its northwesterly face.
19. Underground utility lines, sizes, and inverts are based solely on Plan Reference 16 and have not been verified by this office. See Note 8.

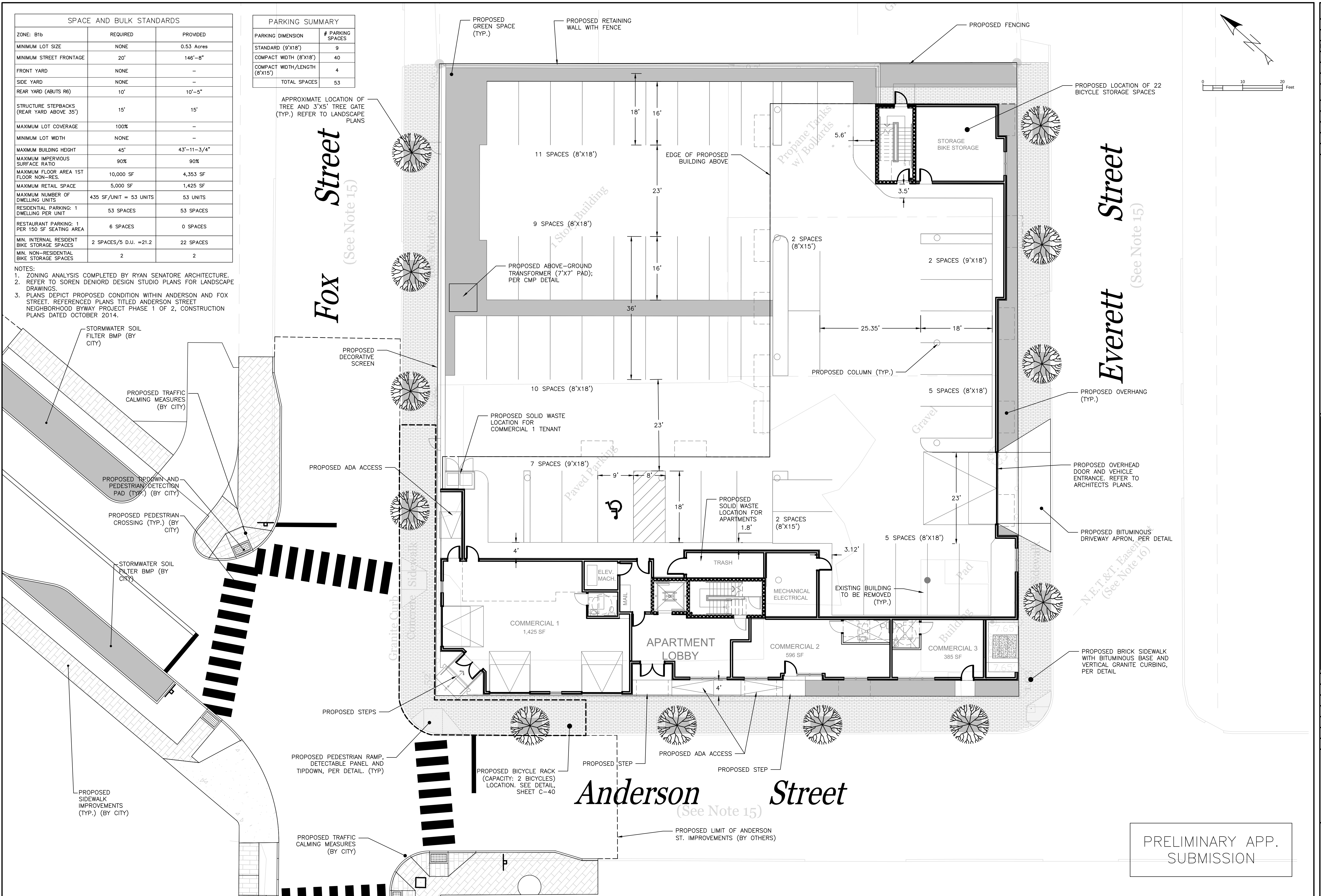


| PARKING SUMMARY |                       |                  |
|-----------------|-----------------------|------------------|
| PARKING         | DIMENSION             | # PARKING SPACES |
| STANDARD        | (9'X18')              | 9                |
| COMPACT         | WIDTH (8'X18')        | 40               |
| COMPACT         | WIDTH/LENGTH (8'X15') | 4                |
|                 | TOTAL SPACES          | 53               |

|          |      |
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|          | DATE |

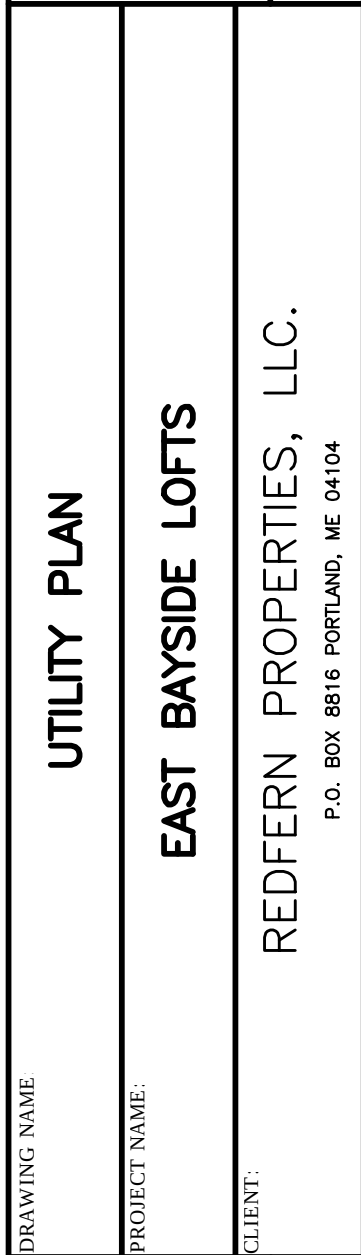
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| CKED BY: | WHS |
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DRAWING NO.  
**C-10**





1. COMMERCIAL UNITS TO HAVE INDIVIDUAL SERVICE CONNECTIONS, OR SUBMETERS. CONFIGURATION SUBJECT TO CHANGE.
2. LOCATION OF PROPOSED CONNECTIONS WITHIN ROAD CORRIDORS TO BE DETERMINED FROM FINAL INFORMATION RECEIVED FROM UTILITIES, AS WELL AS FROM FINAL SURVEY. UTILITY LOCATIONS IN FOX STREET NOT YET VERIFIED BY PROFESSIONAL LAND SURVEYOR.
3. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT GUARANTEED AND UPRIGHTS ARE NOT TO BE FIELD VERIFIED TO FIELD VERIFY AND COORDINATE WITH THE UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELY ON ALL EXISTING INFORMATION AND TO REQUEST THE PROPOSED IMPROVEMENTS TO BE SHOWN ON THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENCES FROM EXISTING CONDITIONS, INCLUDING UTILITY SURVEY, PRIOR TO ANY CHANGES.
4. FINAL DESIGN TO BE PROVIDED BY ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING. BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS.




**A C O R N**  
**ENGINEERING, INC.**

|              |                     |
|--------------|---------------------|
| FILE:        | 1053_CIVIL_11-15-14 |
| DATE:        | 10/15/2014          |
| JN:          | 1053                |
| SCALE:       | 1" = 10'            |
| DESIGNED BY: | WHS                 |
| DRAWN BY:    | MAG                 |
| CHECKED BY:  | WHS                 |

|  |                            |
|--|----------------------------|
|  |                            |
|  | DRAWING NO.<br><b>C-20</b> |



1. REFER TO STRUCTURAL ENGINEER'S PLANS FOR RETAINING WALL DESIGN AND TEMPORARY SOIL RESTRAINT MEASURES.

[illegible]





|    |                                      |
|----|--------------------------------------|
| 5" | AGGREGATE SUBBASE GRAVEL MDOT 703.06 |
|----|--------------------------------------|

[illegible]

C-40





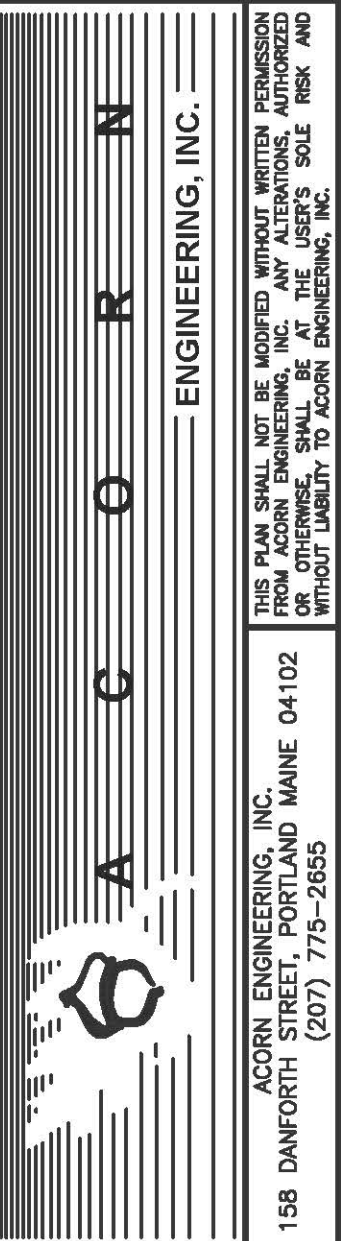
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| PRELIMINARY SUB | WHS      |
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REDFERN MUNJOY, LLC.

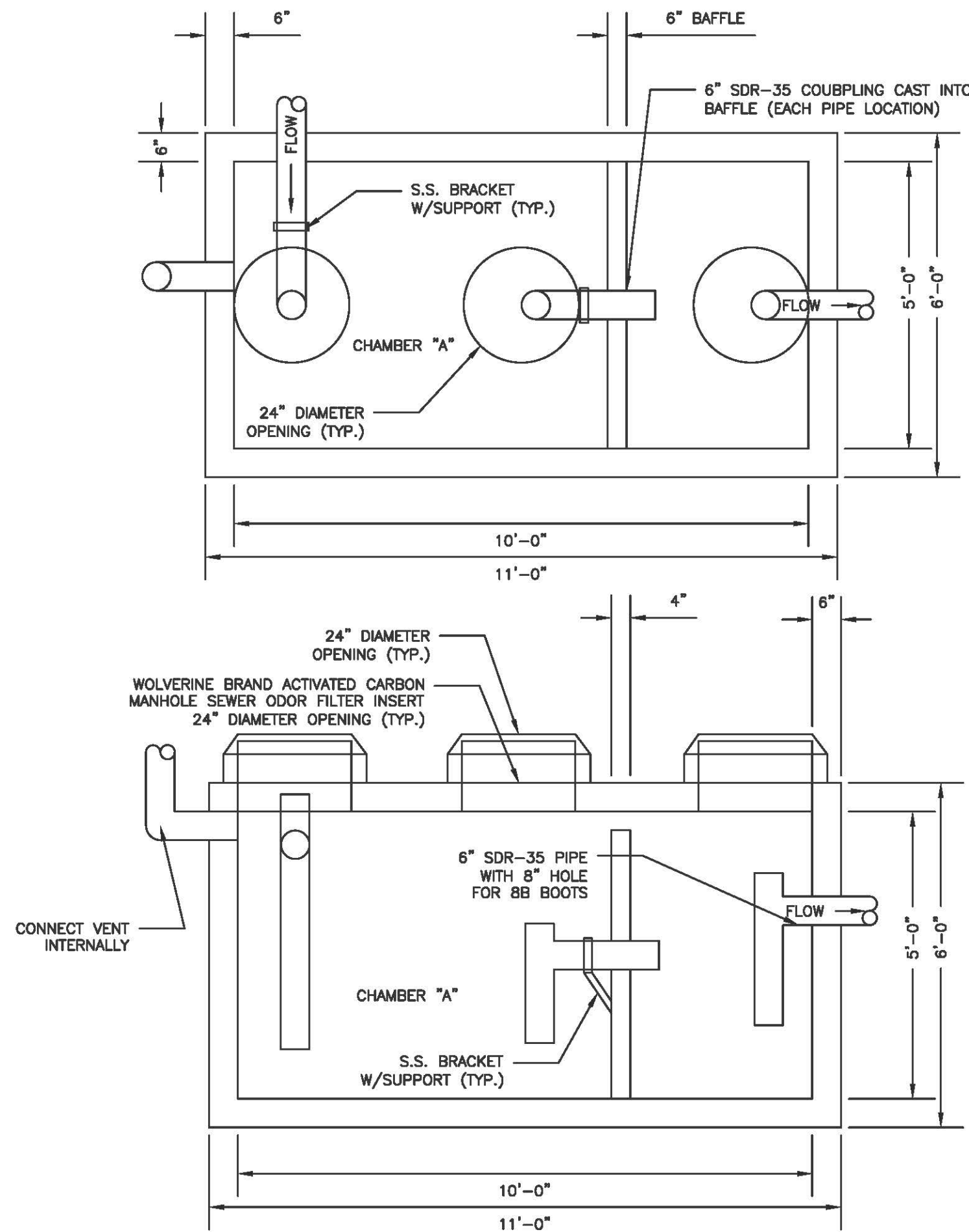
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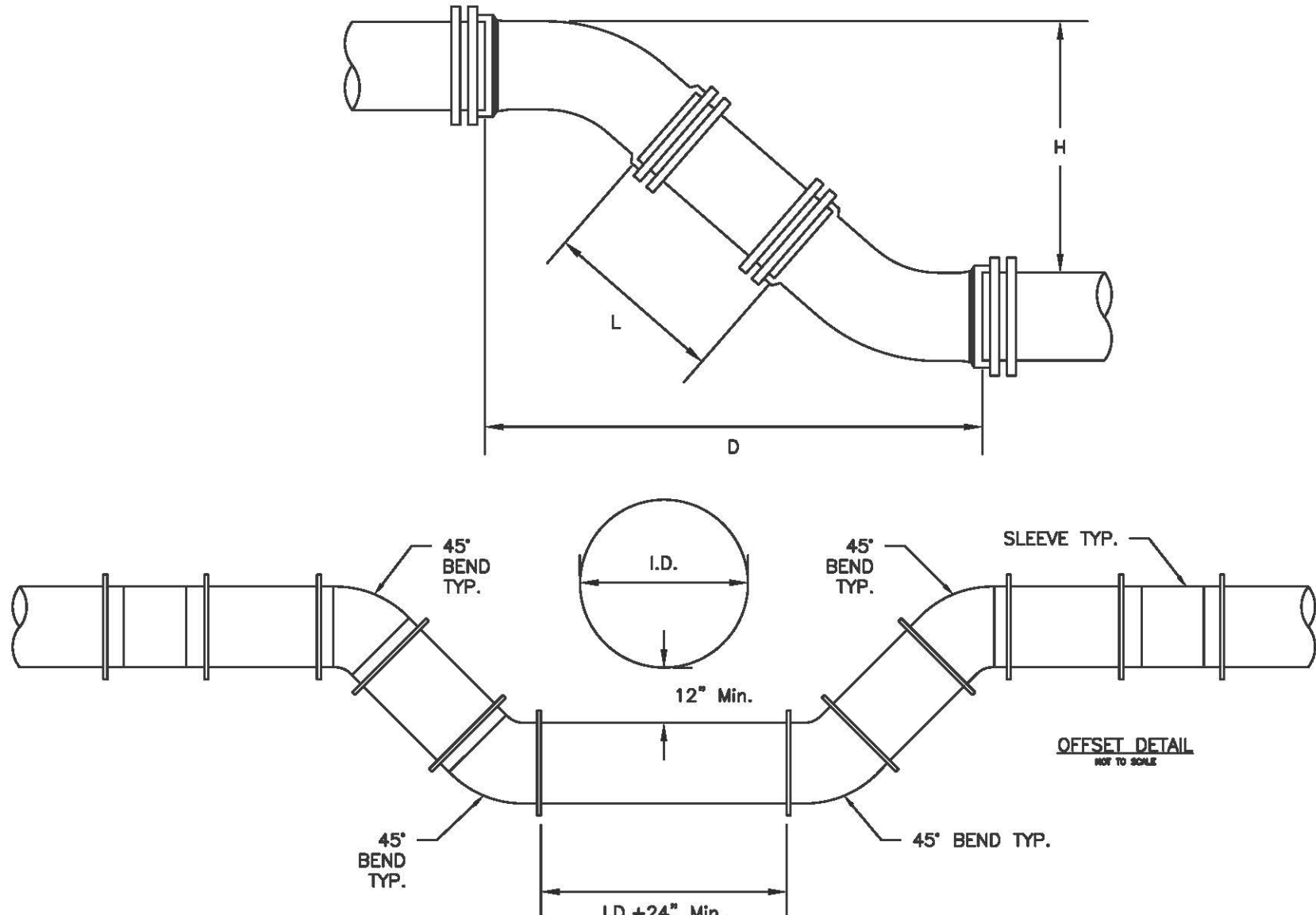
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| CHECKED BY: | WJL |
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C-41



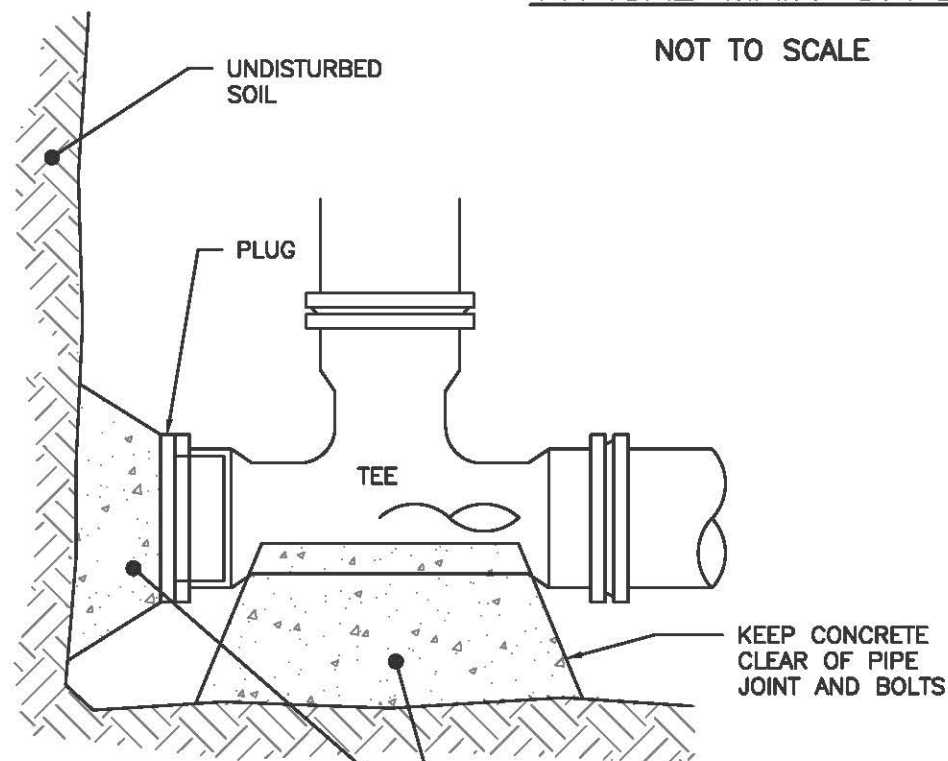


EXTERNAL GREASE TRAP DESIGN  
NOT TO SCALE



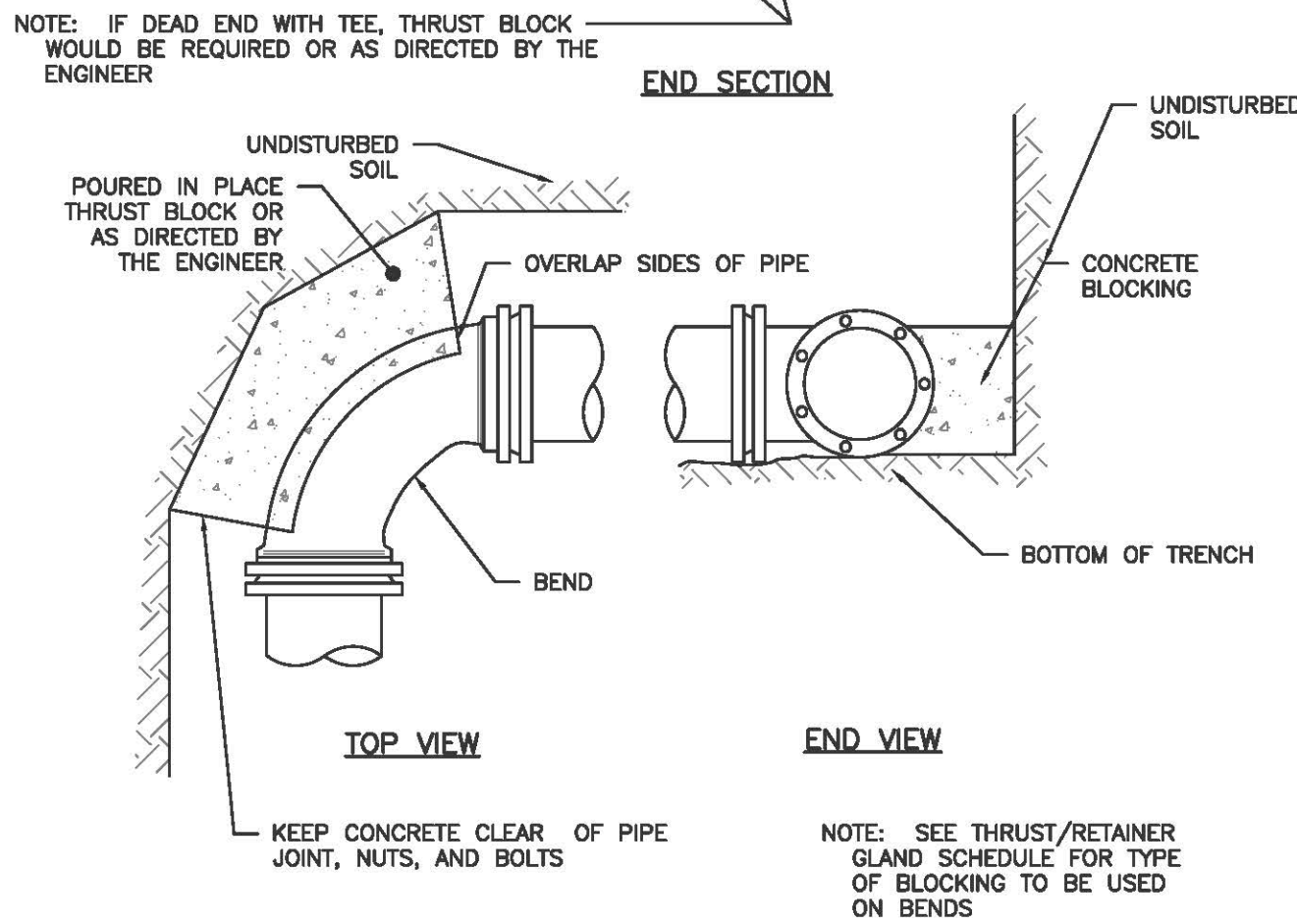
NOTE: DIMENSIONS APPLICABLE FOR SIGMA COMPACT BENDS. FOR TYLER COMPACT BENDS, ADD 1/2" TO "D" DIMENSION AND SUBTRACT 1/2" FROM "L" DIMENSION. FOR OTHER FITTINGS REFER TO MANUFACTURER'S RECOMMENDATIONS.

TYPICAL MAIN OFFSET  
NOT TO SCALE

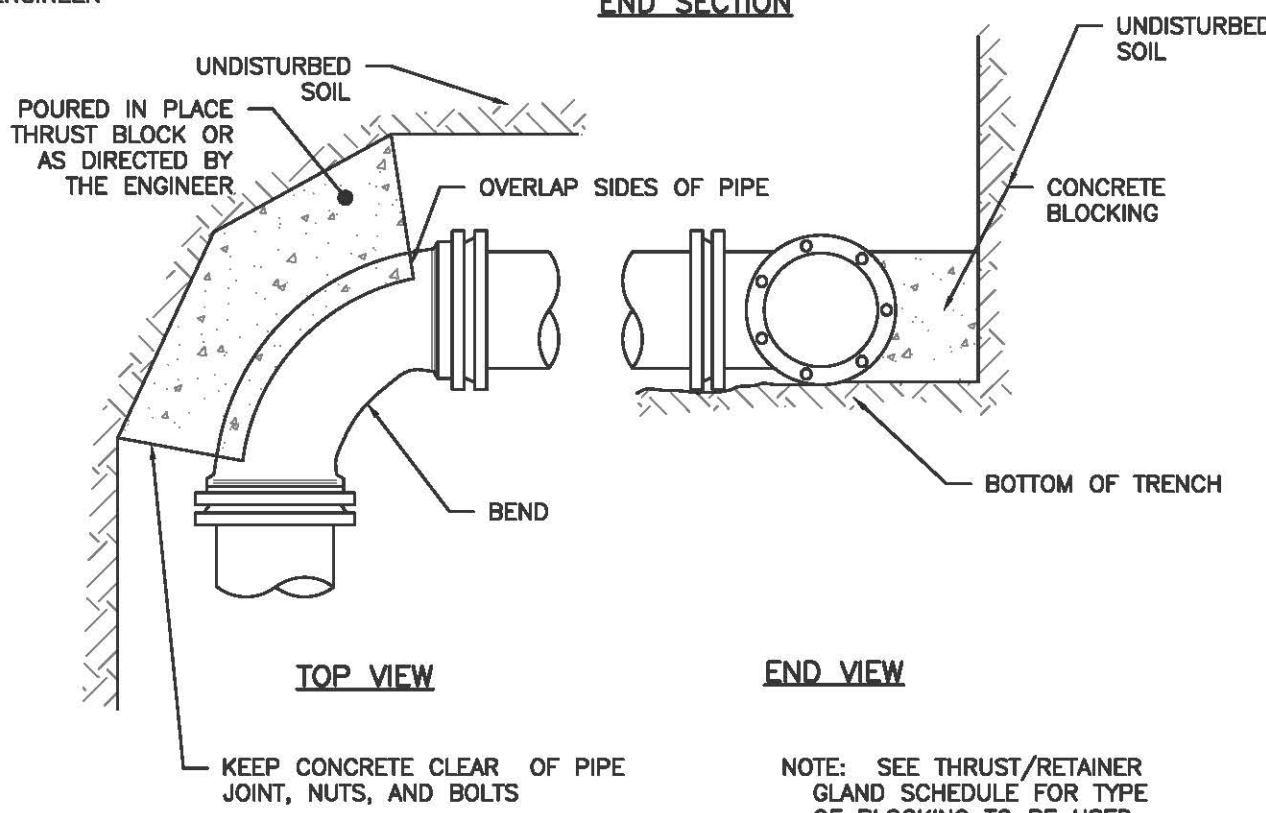


SERVICE TAP

(3/4" AND 1" C.C. THREAD)  
NOT TO SCALE



END SECTION



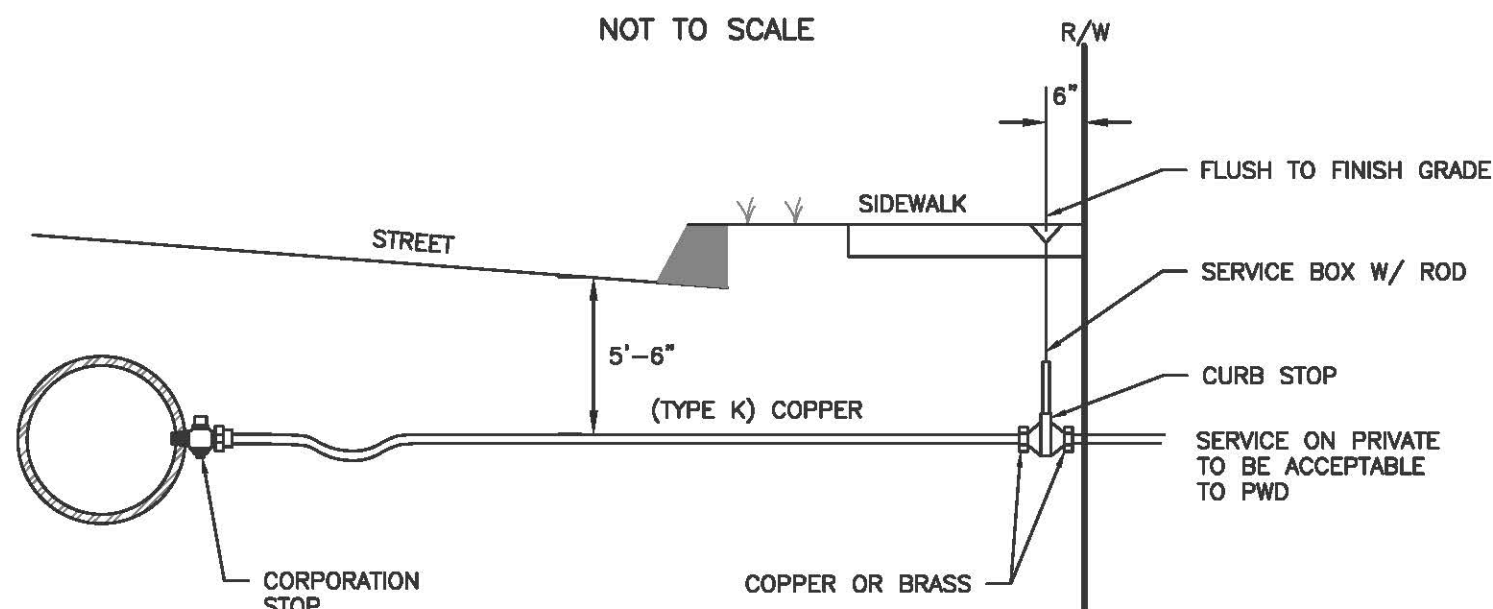
TOP VIEW

END VIEW

REGULAR BEND

THRUST BLOCKING

NOT TO SCALE



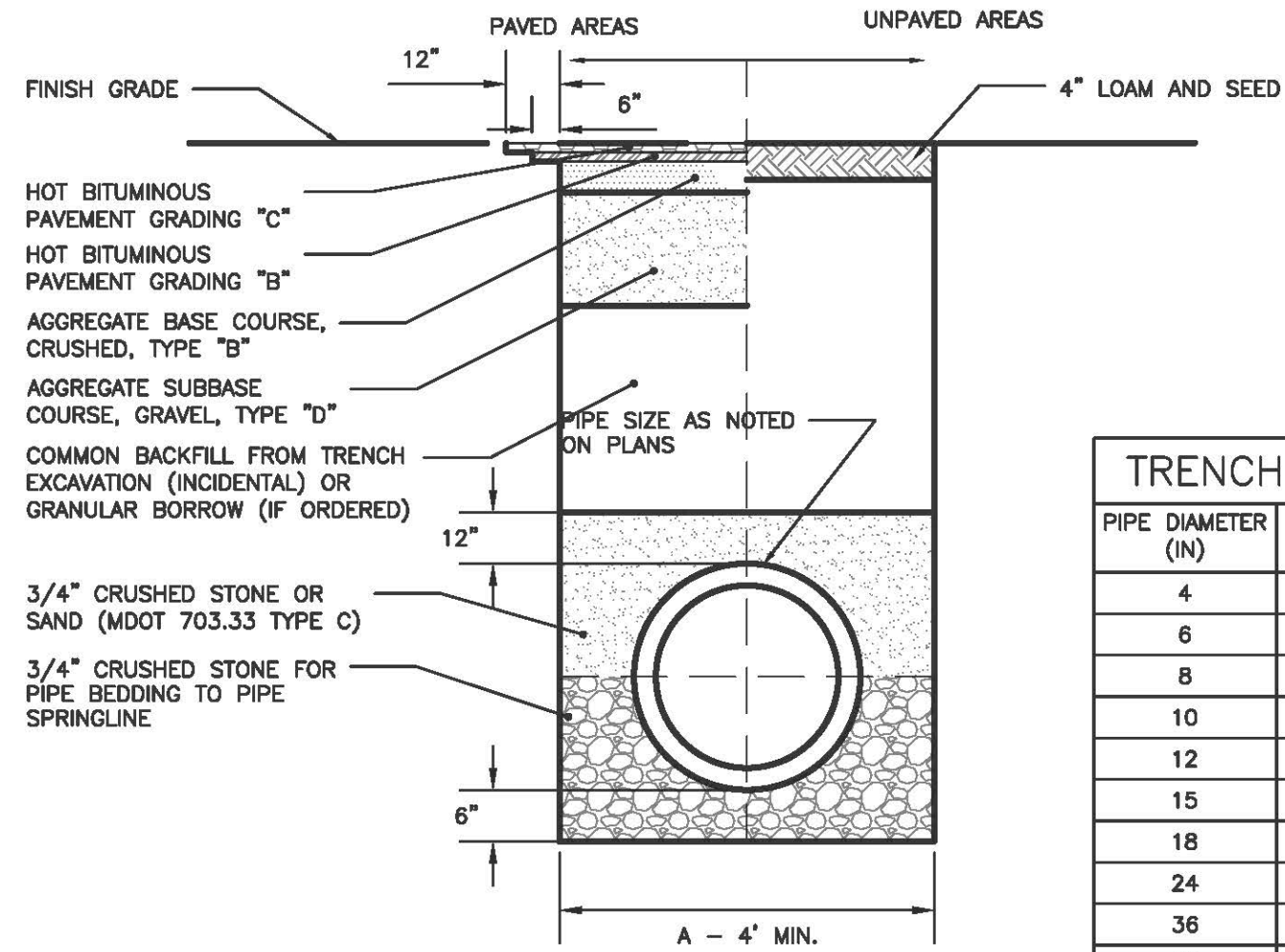
TYPICAL SERVICE CONNECTION

NOT TO SCALE

|     |            | 6" PIPE      |            | 8" PIPE      |            | 12" PIPE    |  |
|-----|------------|--------------|------------|--------------|------------|-------------|--|
| H   | D          | L            | D          | L            | D          | L           |  |
| 12" | 1' 6-1/2"  | 0' 10-1/2"   | 1' 7-1/2"  | 0' 9-1/2"    | 1' 11-1/2" | 0' 5-1/2"   |  |
| 13" | 1' 7-1/2"  | 0' 11-7/8"   | 1' 8-1/2"  | 0' 10-7/8"   | 2' 0-1/2"  | 0' 6-7/8"   |  |
| 14" | 1' 8-1/2"  | 1' 1-5/16"   | 1' 9-1/2"  | 1' 0-5/16"   | 2' 1-1/2"  | 0' 8-5/16"  |  |
| 15" | 1' 9-1/2"  | 1' 2-11/16"  | 1' 10-1/2" | 1' 1-11/16"  | 2' 2-1/2"  | 0' 9-11/16" |  |
| 16" | 1' 10-1/2" | 1' 4-1/8"    | 1' 11-1/2" | 1' 3-1/8"    | 2' 3-1/2"  | 0' 11-1/8"  |  |
| 17" | 1' 11-1/2" | 1' 5-9/16"   | 2' 0-1/2"  | 1' 4-9/16"   | 2' 4-1/2"  | 1' 0-9/16"  |  |
| 18" | 2' 0-1/2"  | 1' 6-15/16"  | 2' 1-1/2"  | 1' 5-15/16"  | 2' 5-1/2"  | 1' 1-15/16" |  |
| 19" | 2' 1-1/2"  | 1' 8-3/8"    | 2' 2-1/2"  | 1' 7-3/8"    | 2' 6-1/2"  | 1' 3-7/8"   |  |
| 20" | 2' 2-1/2"  | 1' 9-13/16"  | 2' 3-1/2"  | 1' 8-13/16"  | 2' 7-1/2"  | 1' 4-13/16" |  |
| 21" | 2' 3-1/2"  | 1' 11-3/16"  | 2' 4-1/2"  | 1' 10-3/16"  | 2' 8-1/2"  | 1' 6-3/16"  |  |
| 22" | 2' 4-1/2"  | 2' 0-5/8"    | 2' 5-1/2"  | 1' 11-5/8"   | 2' 9-1/2"  | 1' 7-5/8"   |  |
| 23" | 2' 5-1/2"  | 2' 2"        | 2' 6-1/2"  | 2' 1"        | 2' 10-1/2" | 1' 9"       |  |
| 24" | 2' 6-1/2"  | 2' 3-7/16"   | 2' 7-1/2"  | 2' 2-7/16"   | 3' 0-1/2"  | 1' 10-7/16" |  |
| 25" | 2' 7-1/2"  | 2' 4-7/8"    | 2' 8-1/2"  | 2' 3-7/8"    | 3' 1-1/2"  | 1' 11-7/8"  |  |
| 26" | 2' 8-1/2"  | 2' 6-1/4"    | 2' 9-1/2"  | 2' 5-1/4"    | 3' 2-1/2"  | 2' 1-1/4"   |  |
| 27" | 2' 9-1/2"  | 2' 7-11/16"  | 2' 10-1/2" | 2' 6-11/16"  | 3' 3-1/2"  | 2' 2-11/16" |  |
| 28" | 2' 10-1/2" | 2' 9-1/8"    | 2' 11-1/2" | 2' 8-1/8"    | 3' 4-1/2"  | 2' 4-7/8"   |  |
| 29" | 2' 11-1/2" | 2' 10-1/2"   | 3' 0-1/2"  | 2' 9-1/2"    | 3' 5-1/2"  | 2' 5-1/2"   |  |
| 30" | 3' 0-1/2"  | 2' 11-15/16" | 3' 1-1/2"  | 2' 10-15/16" | 3' 6-1/2"  | 2' 6-15/16" |  |
| 31" | 3' 1-1/2"  | 3' 1-5/16"   | 3' 2-1/2"  | 3' 0-5/16"   | 3' 7-1/2"  | 2' 8-5/16"  |  |
| 32" | 3' 2-1/2"  | 3' 2-3/4"    | 3' 3-1/2"  | 3' 1-3/4"    | 3' 8-1/2"  | 2' 9-3/4"   |  |
| 33" | 3' 3-1/2"  | 3' 4-3/16"   | 3' 4-1/2"  | 3' 3-3/16"   | 3' 9-1/2"  | 2' 11-3/16" |  |
| 34" | 3' 4-1/2"  | 3' 5-9/16"   | 3' 5-1/2"  | 3' 4-9/16"   | 3' 10-1/2" | 3' 0-9/16"  |  |
| 35" | 3' 5-1/2"  | 3' 7"        | 3' 6-1/2"  | 3' 6"        | 3' 11-1/2" | 3' 2"       |  |
| 36" | 3' 6-1/2"  | 3' 8-7/16"   | 3' 7-1/2"  | 3' 7-7/16"   | 3' 12-1/2" | 3' 3-7/16"  |  |
| 37" | 3' 7-1/2"  | 3' 9-13/16"  | 3' 8-1/2"  | 3' 8-13/16"  | 4' 0-1/2"  | 3' 4-13/16" |  |
| 38" | 3' 8-1/2"  | 3' 11-1/4"   | 3' 9-1/2"  | 3' 10-1/4"   | 4' 1-1/2"  | 3' 6-1/4"   |  |
| 39" | 3' 9-1/2"  | 4' 0-11/16"  | 3' 10-1/2" | 3' 11-11/16" | 4' 2-1/2"  | 3' 7-11/16" |  |
| 40" | 3' 10-1/2" | 4' 2-1/16"   | 3' 11-1/2" | 4' 1-1/16"   | 4' 3-1/2"  | 3' 9-1/16"  |  |
| 41" | 4' 1-1/2"  | 4' 3-7/8"    | 4' 0-1/2"  | 4' 2-1/8"    | 4' 4-1/2"  | 3' 10-1/2"  |  |
| 42" | 4' 0-1/2"  | 4' 4-7/8"    | 4' 1-1/2"  | 4' 3-7/8"    | 4' 5-1/2"  | 3' 11-7/8"  |  |
| 43" | 4' 1-1/2"  | 4' 6-5/16"   | 4' 2-1/2"  | 4' 5-5/16"   | 4' 6-1/2"  | 4' 1-5/16"  |  |
| 44" | 4' 2-1/2"  | 4' 7-3/4"    | 4' 3-1/2"  | 4' 6-3/4"    | 4' 7-1/2"  | 4' 2-3/4"   |  |
| 45" | 4' 3-1/2"  | 4' 9-1/8"    | 4' 4-1/2"  | 4' 7-1/8"    | 4' 8-1/2"  | 4' 4-1/8"   |  |
| 46" | 4' 4-1/2"  | 4' 10-9/16"  | 4' 5-1/2"  | 4' 9-9/16"   | 4' 9-1/2"  | 4' 5-9/16"  |  |
| 47" | 4' 5-1/2"  | 4' 11-15/16" | 4' 6-1/2"  | 4' 10-15/16" | 4' 10-1/2" | 4' 6-15/16" |  |
| 48" | 4' 6-1/2"  | 5' 1-3/8"    | 4' 7-1/2"  | 5' 0-3/8"    | 4' 11-1/2" | 4' 8-3/8"   |  |
| 49" | 4' 7-1/2"  | 5' 2-13/16"  | 4' 8-1/2"  | 5' 1-13/16"  | 5' 0-1/2"  | 4' 9-13/16" |  |
| 50" | 4' 8-1/2"  | 5' 4-3/16"   | 4' 9-1/2"  | 5' 3-3/16"   | 5' 1-1/2"  | 4' 11-3/16" |  |
| 51" | 4' 9-1/2"  | 5' 5-5/8"    | 4' 10-1/2" | 5' 4-5/8"    | 5' 2-1/2"  | 5' 0-5/8"   |  |
| 52" | 4' 10-1/2" | 5' 7-1/16"   | 4' 11-1/2" | 5' 6-1/16"   | 5' 3-1/2"  | 5' 2-1/16"  |  |
| 53" | 4' 11-1/2" | 5' 8-7/16"   | 5' 0-1/2"  | 5' 7-7/16"   | 5' 4-1/2"  | 5' 3-7/16"  |  |
| 54" | 5' 0-1/2"  | 5' 9-7/8"    | 5' 1-1/2"  | 5' 8-7/8"    | 5' 5-1/2"  | 5' 4-7/8"   |  |
| 55" | 5' 1-1/2"  | 5' 11-5/16"  | 5' 2-1/2"  | 5' 10-5/16"  | 5' 6-1/2"  | 5' 6-5/16"  |  |

DESIGN NOTES:

- 1) ANY ALTERNATE TRENCHING METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
- 2) ALL CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF PORTLAND TECHNICAL STANDARDS FIGURE II-2.
- 3) BRACING & SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 4) WHERE APPLICABLE, PERFORATIONS IN STORM DRAIN (PERF.SD) SHALL BE ORIENTED UP.
- 5) ALL STORM DRAINS SHALL BE PVC SDR 35 MIN PS-46 RATING OR IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL MANUAL SECTION 2 - SANITARY SEWER AND STORM DRAIN - PART 2.5.2
- 6) IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.

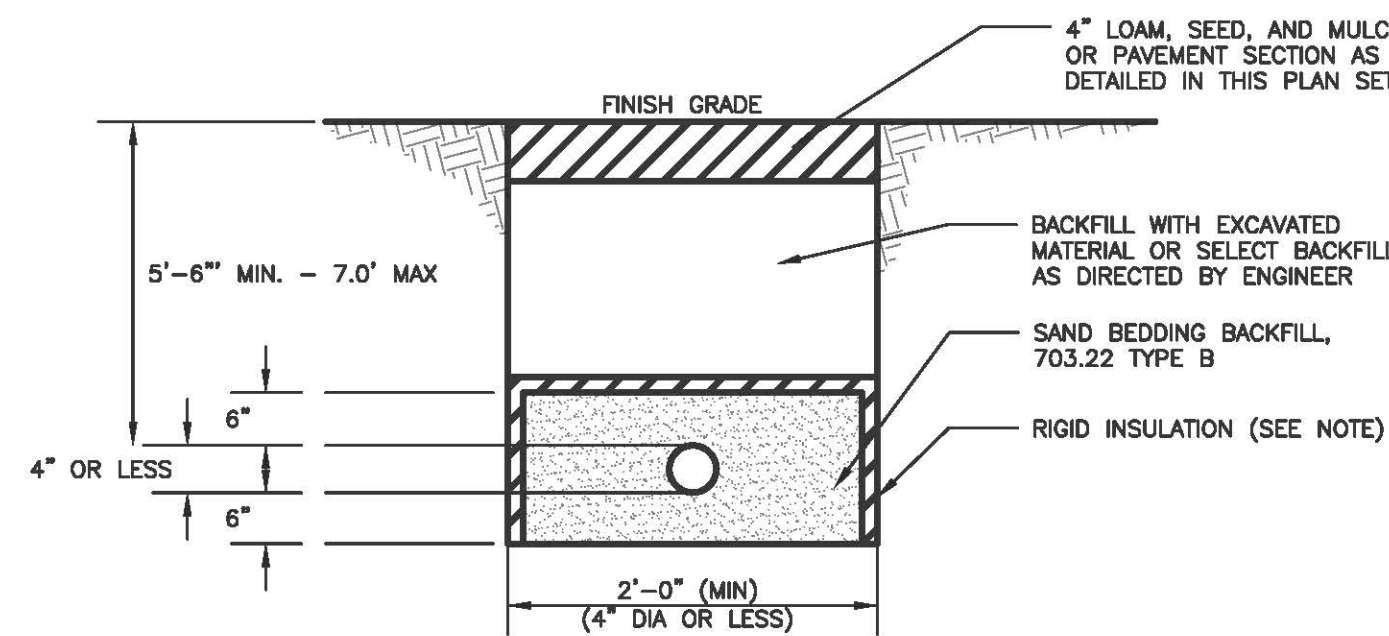


CITY OF PORTLAND TYPICAL PIPE TRENCH DETAIL

NOT TO SCALE

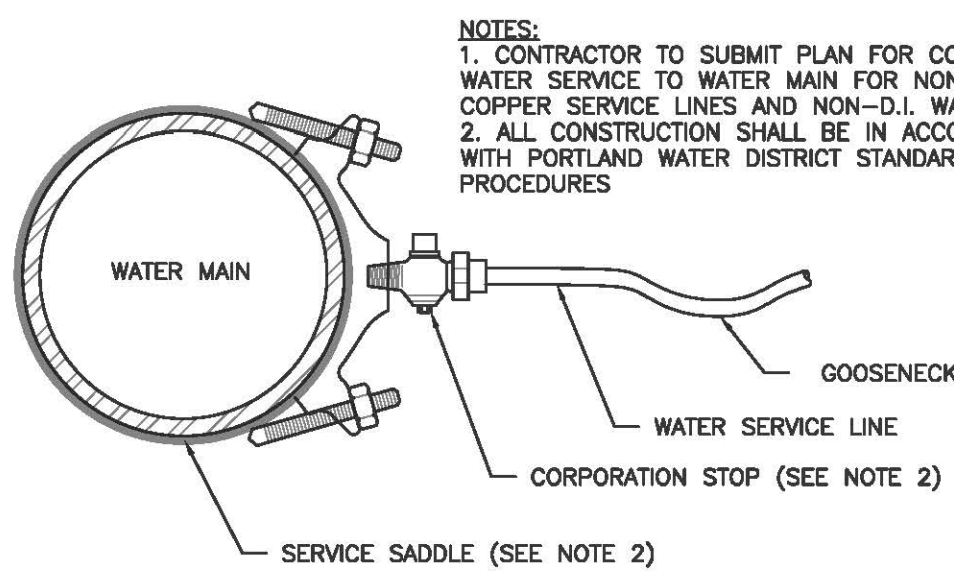
NOTE:

1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD 1 INCH OF "BLUE DOW" RIGID INSULATION FOR EVERY 12" LESS COVER.



WATER SERVICE TRENCH SECTION DETAIL

NOT TO SCALE



SERVICE SADDLE

(ALL THREAD SIZES)

NOTE:

1. ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10" ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS.
2. MINIMUM SEPARATION OF 24 INCHES BETWEEN PRIMARY CABLE/CONDUIT AND GAS LINES SHALL BE MAINTAINED.

UTILITY TRENCH - PRIMARY AND SECONDARY POWER, TELEPHONE, AND CABLE

NOT TO SCALE

ISSUED FOR  
PRE-APP

| ISSUED FOR      | BY      |
|-----------------|---------|
| PRELIMINARY SUB | WHS     |
|                 | 7/12/15 |

| REVISION | REV. |
|----------|------|
|          | DATE |

UTILITY DETAILS  
EAST BAYSIDE LOFTS  
REDERN MUNJOY, LLC.  
P.O. BOX 8816 PORTLAND, ME 04104

DRAWING NAME:  
PROJECT NAME:  
CLIENT:

ACCOR ENGINEERING, INC.  
158 DANFORTH STREET, PORTLAND, MAINE 04102  
(207) 775-2655  
THIS DRAWING IS THE PROPERTY OF ACCOR ENGINEERING, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF ACCOR ENGINEERING, INC.

FILE: 1053\_DETAILS  
DATE: 12/5/2014  
JN: 1053  
SCALE: NTS  
DESIGNED BY: WHS  
DRAWN BY: MAG  
CHECKED BY: WHS

DRAWING NO.  
C-42







## 1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

## 1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD.

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
  - THE THICKNESS OF THE ENTRANCE SHALL BE NO LESS THAN 6 INCHES.
  - THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
  - GEOTEXTILE FABRIC (WOVEN OR NON WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA. PIPING FOR SURFACE WATER DRAINAGE SHALL BE PROVIDED UNDER THE ENTRANCE; HOWEVER A MOUNTABLE BERM WITH 5:1 SLOPES SHALL BE PERMITTED.
  - THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROAD WAYS.
- 1.1.2 SITUATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC1508N BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.5 ALL STREETS USED AS CONSTRUCTION ENTRANCES SHALL BE SWEEPED TO CONTROL MUD AND DUST AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- 1.1.6 DURING CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.
- 1.1.7 SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TIED" INTO THE GROUND.
- 1.1.8 STORMDRAIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED ½ THE DESIGN HEIGHT.
- 1.1.9 DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

## 1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM, LIMED, FERTILIZED, SEED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.1 OF THIS REPORT.
- 1.2.2 ALL STORMDRAIN OUTLETS SHALL HAVE RIPRAP APRONS OR STABILIZED SWALES AS DEPICTED ON THE PLANS. THE RIPRAP APRONS OR STABILIZED APRONS SHALL BE CONSTRUCTED WITHIN 48 HOURS OF THE CONSTRUCTION OF THE STORMDRAIN OUTLET.
- 1.2.3 ALL STORMWATER DEVICES SHALL BE INSTALLED AND STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.4 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

## 2.0 EROSION AND SEDIMENTATION CONTROL PLAN

2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

## 3.0 DETAILS AND SPECIFICATIONS

3.1 EROSION CONTROL DETAILS AND SPECIFICATION ARE INCLUDED IN THE PLAN SET.

## 4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

## 4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

## 4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDED UNTIL SEED, MULCH, AND HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE RATE OF 150 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

## 4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

## 4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEED, AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEED, AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEED, DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

## 4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEED, AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION – BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEED, AND HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD – STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH – BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

## 4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE RECONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEED, AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS – BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEED, WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% F THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD – THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX – EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH STONE RIPRAP – PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

## 5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, PRIOR TO COMPLETING PERMANENT STABILIZATION MEASURES, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL – BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSPECTED IN THE MANNER AS DESCRIBED.

SEDIMENT BARRIERS: HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE

END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED, ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

STABILIZED STONE CONSTRUCTION ENTRANCES THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD-TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

MULCHED AREAS ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. INSPECTIONS SHALL TAKE PLACE UNTIL GRASSES ARE FIRMLY ESTABLISHED (95% SOIL SURFACE COVERED WITH GRASS). WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

DUST CONTROL WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

STORMWATER APPURTENANCES INCLUDING THE UNDERDRAINS, STORM DRAINS, AND CATCH BASINS.

EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE

TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP – CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

## 6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

- INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
- INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
- INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
- CUT AND FILL ONLY AS NECESSARY TO BACKFILL THE RETAINING WALL AND FOUNDATION WALL AS DESIGNED WITHIN THE APPROPRIATE PLAN(S).
- COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
- COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
- COMMENCE INSTALLATION OF OTHER UTILITIES.
- CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
- COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
- COMPLETE REMAINING EARTHWORK OPERATIONS.
- INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
- INSTALL PAVING, CURBING AND BRICKWORK.
- LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
- ONCE THE SITE IS STABILIZED AND 90% CATCH OF VEGETATION HAS BEEN OBTAINED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
- TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
- COMPLETE SITE SIGNAGE AND STRIPING.
- EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL REVEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

## 7.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

|                        |
|------------------------|
| TEMPORARY SEEDING PLAN |
|------------------------|

## SITE PREPARATION

THE SEED, AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

## SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P2O5-K2O) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

## SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

SEED POUNDS / 1,000 S.F. RECOMMENDED SEEDING DATES  
WINTER RYE 2.57 8/15 TO 10/1  
OATS 1.84 4/1 TO 7/1 8/15 TO 9/15  
ANNUAL RYEGRASS 0.92 4/1 TO 7/1  
SU DAN GRASS 0.92 5/15 TO 8/15  
PERENNIAL RYEGRASS 0.92 8/15 TO 9/15

MULCH SHALL BE APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEED, AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT.

## CONCLUSION

PLEASE REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION PERTAINING TO TEMPORARY SEEDING AND MULCHING.

|                        |
|------------------------|
| PERMANENT SEEDING PLAN |
|------------------------|

## SITE PREPARATION

THE SEED, AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

## SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P2O5-K2O) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

## SEEDING

THE COMPOSITION AND AMOUNT OF PERMANENT SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

SEED POUNDS / 1,000 S.F. KENTUCKY BLUEGRASS 0.46 CREEPING RED FESCUE 0.46 PERENNIAL RYEGRASS 0.11 TOTAL 1.03  
MULCHING

MULCH SHALL BE APPLIED AT A RATE OF 70 LBS – 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEED, AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT.

## RECOMMENDATIONS

PERMANENT SEEDING IS RECOMMENDED TO BE COMPLETED IN THE SPRING. LATER SUMMER SEEDING IS ALLOWED IF COMPLETED PRIOR TO SEPTEMBER 1ST. IF SEEDING CANNOT BE ACCOMPLISHED DURING THE PERIODS RECOMMENDED FOR PERMANENT SEEDING, THEN THE CONTRACTOR SHALL PERFORM TEMPORARY SEEDING PER THE TEMPORARY SEEDING PLAN.

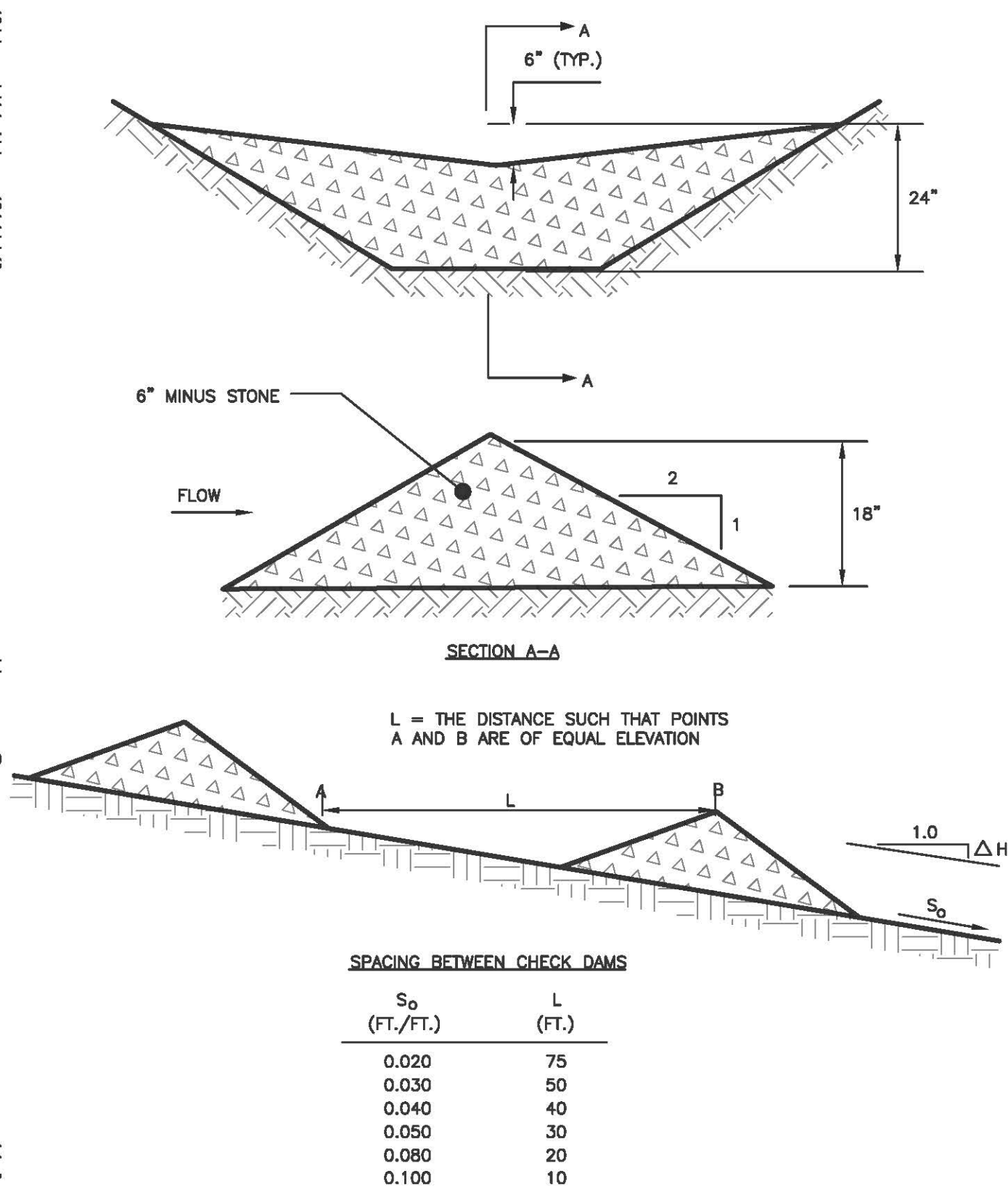
## CONCLUSION

PLEASE REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION PERTAINING TO PERMANENT SEEDING AND MULCHING.

| TEMPORARY SEED APPLICATION RATES |               |                           |
|----------------------------------|---------------|---------------------------|
| SEED                             | LBS / ACRE    | RECOMMENDED SEEDING DATES |
| WINTER RYE                       | 2.57          | 8/15 TO 10/1              |
| OATS                             | 1.84          | 4/1 TO 7/1 8/15 TO 9/15   |
| ANNUAL RYEGRASS                  | 0.92          | 4/1 TO 7/1                |
| SUDANGRASS                       | 0.92          | 5/15 TO 8/15              |
| PERENNIAL                        | 0.92          | 8/15 TO 9/15              |
| TOTAL                            | 7.17 LBS/ACRE |                           |

| PERMANENT SEED APPLICATION RATES |               |
|----------------------------------|---------------|
| SEED                             | LBS / ACRE    |
| KENTUCKY BLUEGRASS               | 20.00         |
| CREEPING RED FESCUE              | 20.00         |
| PERENNIAL RYEGRASS               | 4.80          |
| TOTAL                            | 44.8 LBS/ACRE |

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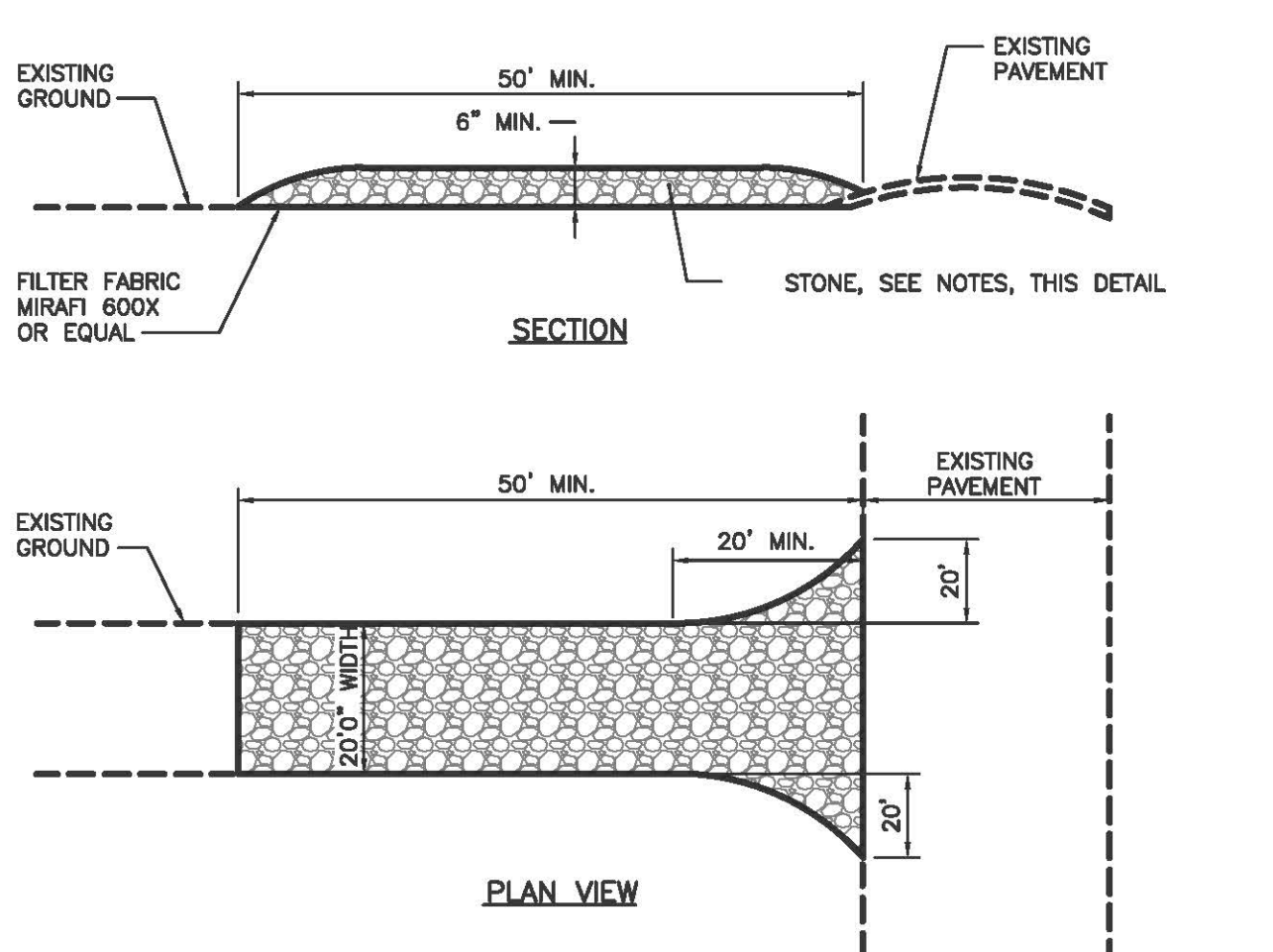


## STONE CHECK DAM

NOT TO SCALE

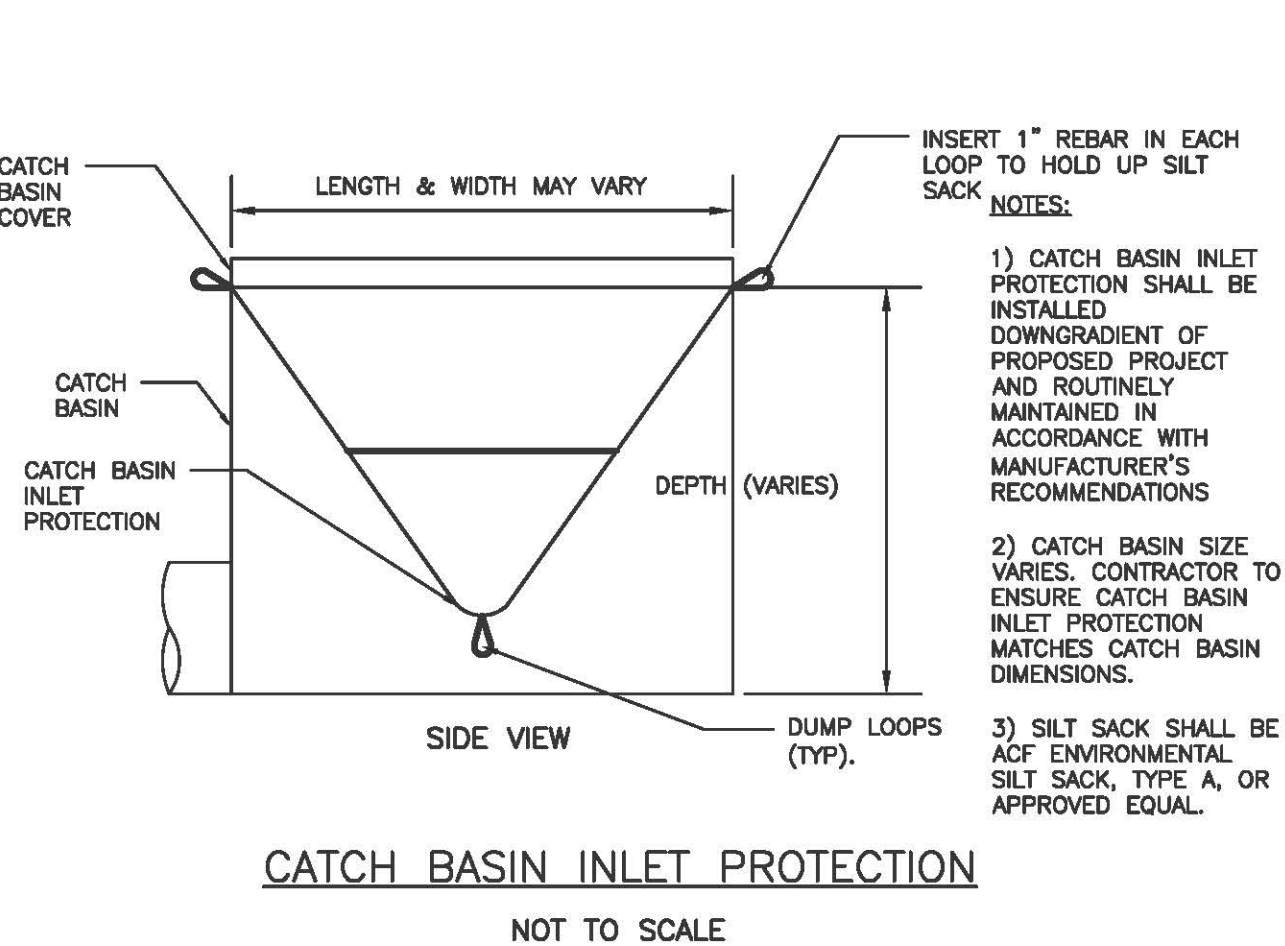
## NOTES:

- CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
- STONE SHALL BE 2"-3" COARSE AGGREGATE
- CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
- WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
- CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY



## STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



## CATCH BASIN INLET PROTECTION

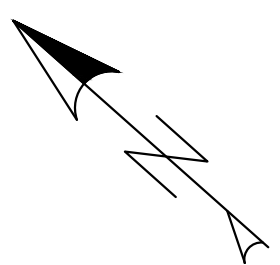
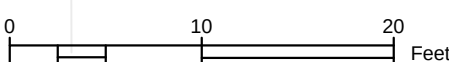
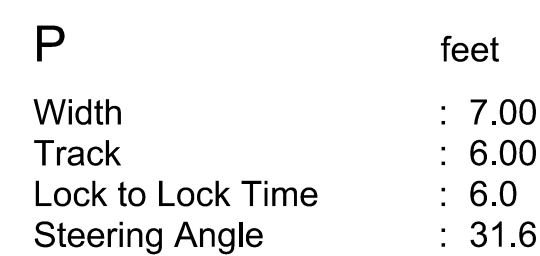
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| ISSUED FOR                                         | BY      |
| DATE                                               | DATE    |
| PRELIMINARY SUB                                    | WHS     |
| 7/12/15                                            | 7/12/15 |
| REVISION                                           | REV.    |
| DATE                                               | DATE    |
| DRAWING NAME: EROSION AND SEDIMENT CONTROL DETAILS |         |
| PROJECT NAME: EAST BAYSIDE LOFTS                   |         |
| CLIENT: REDFERN PROPERTIES, LLC.                   |         |
| P.O. BOX 8818 PORTLAND, ME 04104                   |         |
| DRAWING NO. C-44                                   |         |









*Fox Street*

(See Note 15)

*Everett Street*

# SITE PLAN

## EAST BAYSIDE LOFTS

REDFERN PROPERTIES, LLC.

P.O. BOX 8816 PORTLAND, ME 04104

PROJECT NAME:

**APP.**



**A C O R N**  
ENGINEERING, INC.

ACORN ENGINEERING, INC.  
158 DANFORTH STREET, PORTLAND MAINE 04102  
(207) 775-2655

FILE: 1053\_CIVIL\_10-24-14

DATE: 10-28-2014

UN: 1053

SCALE: 1:10

DESIGNED BY: WHS

DRAWN BY: MAG

CHECKED BY: WHS

DRAWING NO.

C-10

PRELIMINARY APP.  
SUBMISSION





| PROPOSED PLANT LIST           |                          |                |     |         |
|-------------------------------|--------------------------|----------------|-----|---------|
| ID                            | BOTANICAL NAME           | COMMON NAME    | QTY | SIZE    |
| DECIDUOUS TREES               |                          |                |     |         |
| AR                            | ACER RUBRUM              | RED MAPLE      | 12  | 10'-12' |
| PERENNIALS / GRASSES / SHRUBS |                          |                |     |         |
| AU                            | ACRTOSTAPHYLOS UVA-URSA  | BEARBERRY      | 627 | 1 GAL.  |
| IG                            | ILEX GLABRA              | INKBERRY HOLLY | 57  | 5 GAL.  |
| PA                            | PENNISETUM ALOPECUROIDES | FOUNTAIN GRASS | 155 | 2 GAL.  |

MATERIAL LEGEND

HARDSCAPE

CONCRETE PAVING

ASPHALT PAVING

BRICK PAVERS

GRANITE CURB

MASONRY WALL

CHAINLINK FENCE

PLANTS

MULCHED PERENNIAL PLANTING BED

PROPOSED STREET TREE

PROPOSED SHRUB

P lan 14

Soren deNiord Design Studio  
43 Wellwood Road  
Portland, ME  
04103  
T: 207-400-2450  
E: soren@sorendeniord.com

89 ANDERSON STREET

REDFERN PROPERTIES  
PORTLAND, MAINE

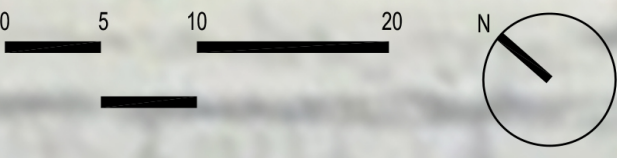
| No. | Revision | Date: |
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revisions:  
date: January 15, 2015  
scale: As Noted  
drawn: XX  
checked: XX

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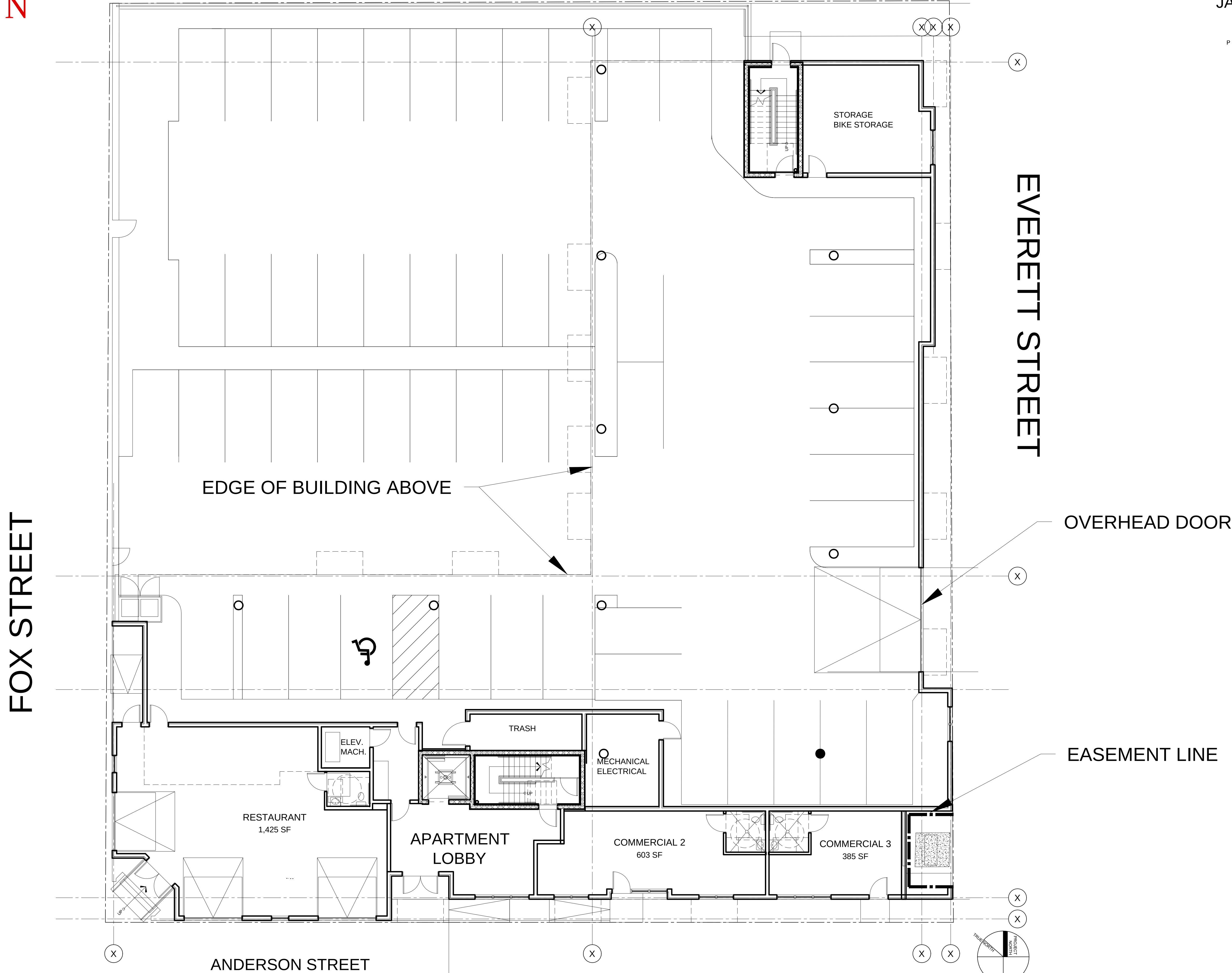
SCHEMATIC  
LANDSCAPE PLAN

NOTE:  
1. Refer to RSA Civil Engineer's drawings for: utility phasing / scope of Right Of Way public improvements / site drainage / grading.  
2. Refer to RSA drawings for: building layout dimensions and materials.  
3. Owner / contractor to obtain approval for off-property work.

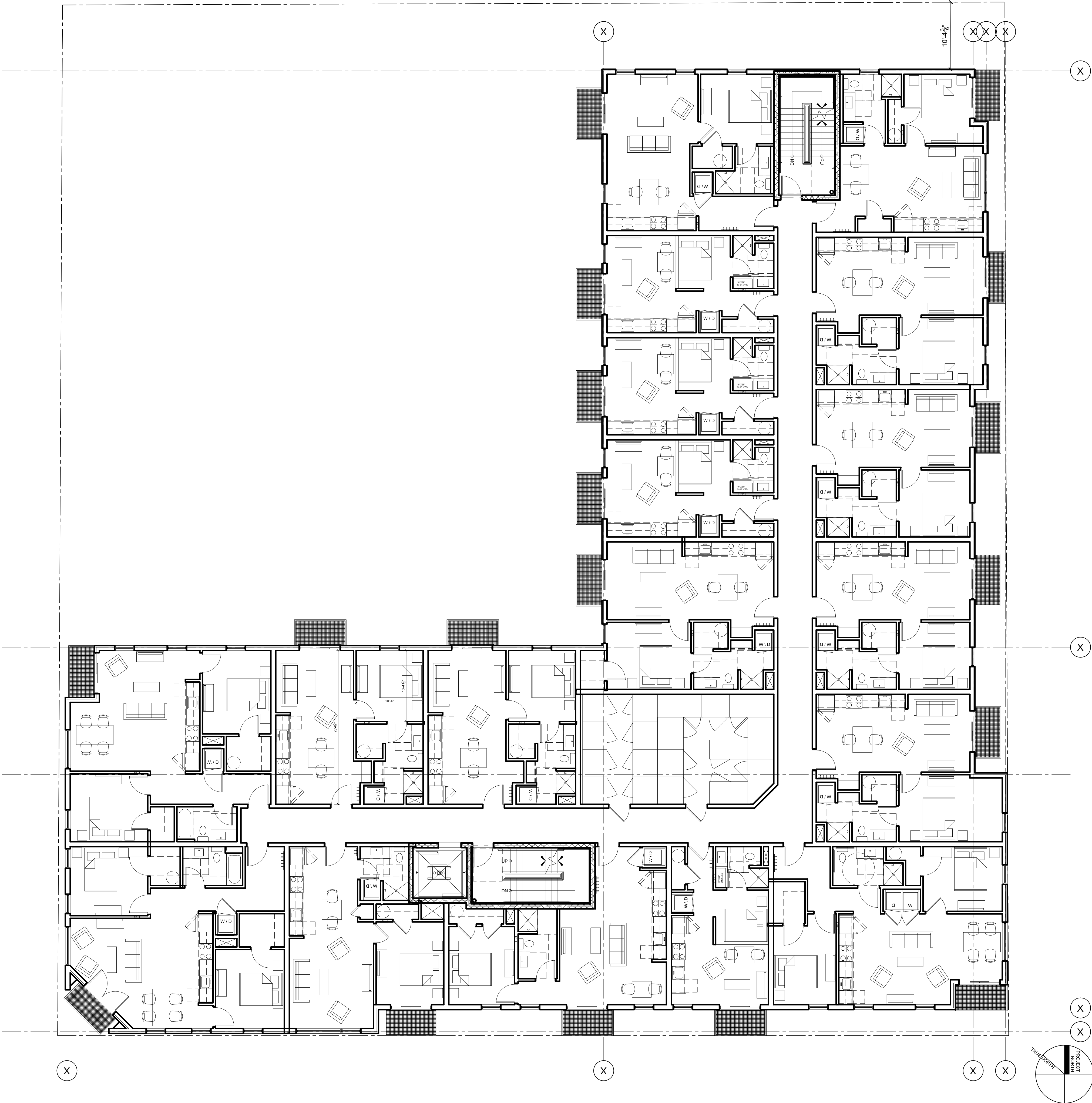


NOT FOR CONSTRUCTION









SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"





FOURTH FLOOR PLAN

SCALE 1/8" = 1'-0"















74 Anderson St

Portland, Maine

Street View - Jun 2011

Plan 21







































42 Fox St

Portland, Maine



Street View - Jun 2011

Plan 33



Hide imagery





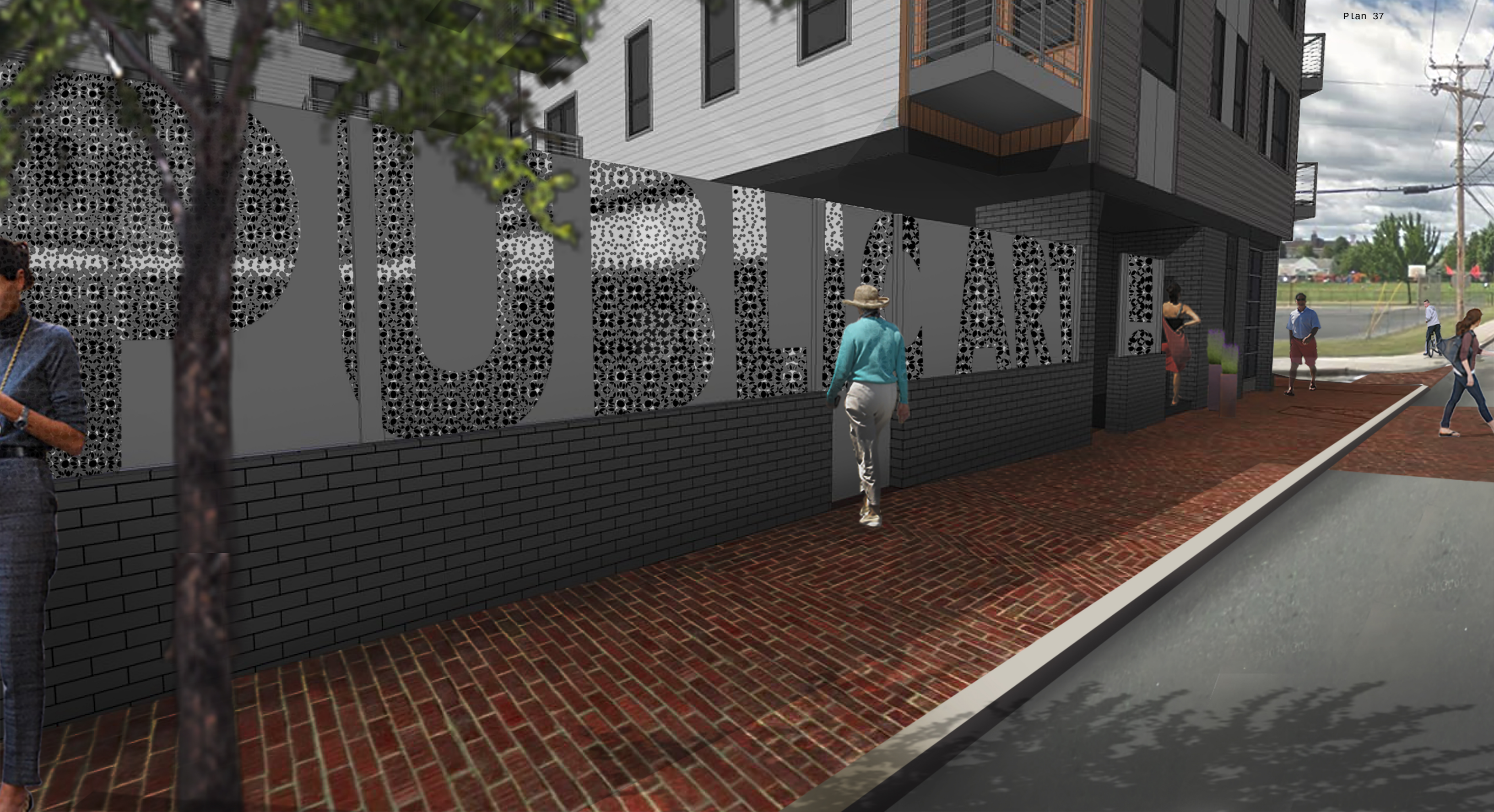














# PLANNING BOARD REPORT PORTLAND, MAINE



Petition for Street Discontinuance  
Portion of Cleeve Street, Great Diamond Island  
2014-216  
Diamond Island Association

|                                                              |                                                                             |
|--------------------------------------------------------------|-----------------------------------------------------------------------------|
| Submitted to: Portland Planning Board<br>Date: March 6, 2015 | Prepared by: Nell Donaldson, Planner<br>Public Hearing Date: March 10, 2015 |
|--------------------------------------------------------------|-----------------------------------------------------------------------------|

## I. INTRODUCTION

The Diamond Island Association (DIA) has petitioned the city for the discontinuance of a portion of Cleeve Street on the west side of Great Diamond Island. The applicant has complemented the petition with a proposal to provide a 25-foot wide easement for pedestrian and other limited access over the southern half of the discontinued portion of Cleeve Street. This petition is made in accordance with state statute (Title 23 M.R.S.A. Section 3026) and has been accompanied by a City of Portland application for a street discontinuance.

The board previously held a workshop on the discontinuance application on February 24, 2015. At that workshop, there were several public comments regarding the importance of maintaining rights of access over the discontinued portion of Cleeve Street, especially with respect to golf carts, a frequent mode of travel on Great Diamond Island. Over the course of the workshop, the board asked for additional information on maintenance responsibilities over island rights-of-way and ownership of the beach to which Cleeve Street leads. This report attempts to provide this additional information; introduces a draft order of discontinuance, including a draft easement for limited public access; and proposes a motion for the purposes of forwarding the discontinuance to the City Council for final action.

Notices of the planning board hearing were sent to 276 property owners within 500 feet, or to all of Great Diamond Island. A legal ad was also posted in the *Portland Press Herald* on March 2 and March 3, 2015.

**Applicant:** Diamond Island Association

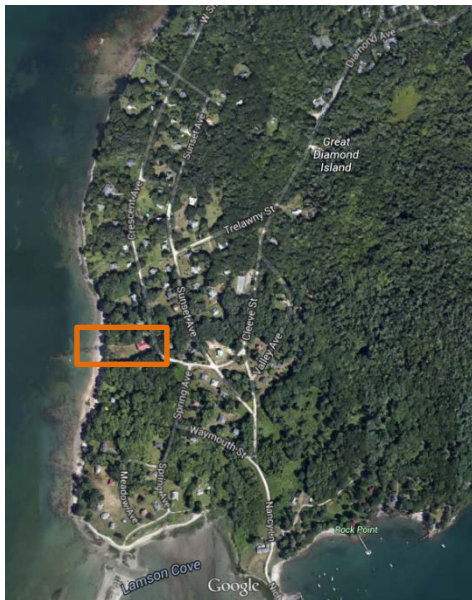
**Consultants:** Perkins Thompson, Attorneys at Law; Northeast Civil Solutions, Surveyor

## II. REQUIRED REVIEWS

| <b>Review</b>         | <b>Relevant Statute</b>                                       |
|-----------------------|---------------------------------------------------------------|
| Street Discontinuance | <i>MRSA Title 23, §3026; City Code of Ordinances 14-30(n)</i> |

Under Maine state statute, a municipality may terminate “whole or in part any interests held by it for highway purposes” after giving “best practicable notice” to abutting property owners. Per state law, upon discontinuance, the street right-of-way “shall pass to the abutting property owners to the center of the way,” and “unless otherwise stated in the order, a public easement shall...be retained” by the municipality.

Per the city’s ordinance, the Planning Board has jurisdiction “[t]o hear, review and offer its recommendations to the city council on petitions for street vacations and discontinuances” (*Section 14-30(n)*). The city council is ultimately responsible for issuing orders of discontinuance.



Figures 1, 2, and 3 (from top left): Western shore of Great Diamond Island, including Elwell Hall and the portion of the Cleeve Street right-of-way proposed for discontinuance; 1886 Great Diamond Island plat, by the Diamond Island Association, showing the ‘Cleave’ Street right-of-way (note that the Elwell Hall lot (shaded red) is marked with a cross, indicating that a building existed there); Unconstructed portion of the Cleeve Street right-of-way today, showing encroachment of the Elwell Hall building (note that parcel boundaries are not exact)

### III. BACKGROUND

The Cleeve Street right-of-way, along with much of Great Diamond Island’s western half, was originally platted in the early 1880s by the Diamond Island Association (DIA). An 1886 plat shows the “Cleave Street” right-of-way meeting the Diamond Avenue right-of-way at a pier on the island’s western shore. At this intersection, the right-of-way is bounded by a built lot, housing what is today called Elwell Hall, to the north (Figure 2).

The city formally accepted the Cleeve Street right-of-way in a street acceptance record of November 1892, and with this action codified the public’s right to use the way (Attachment D, see plan reference in Attachment 11). It appears that by this point, Cleeve Street’s more eastern portions had actually been constructed as public dirt roads; for unknown reasons the Cleeve Street right-of-way nearest the shore, from Crescent Avenue west, was never developed as a roadway. From the time of the 1886 plat, it seems that portions of the Elwell Hall building have encroached into the Cleeve Street right-of-way (Figure 3). Today, the Diamond Island Association owns the properties on both the north and the south sides of the unbuilt portion of Cleeve Street. These holdings include Elwell Hall, which the DIA maintains as a

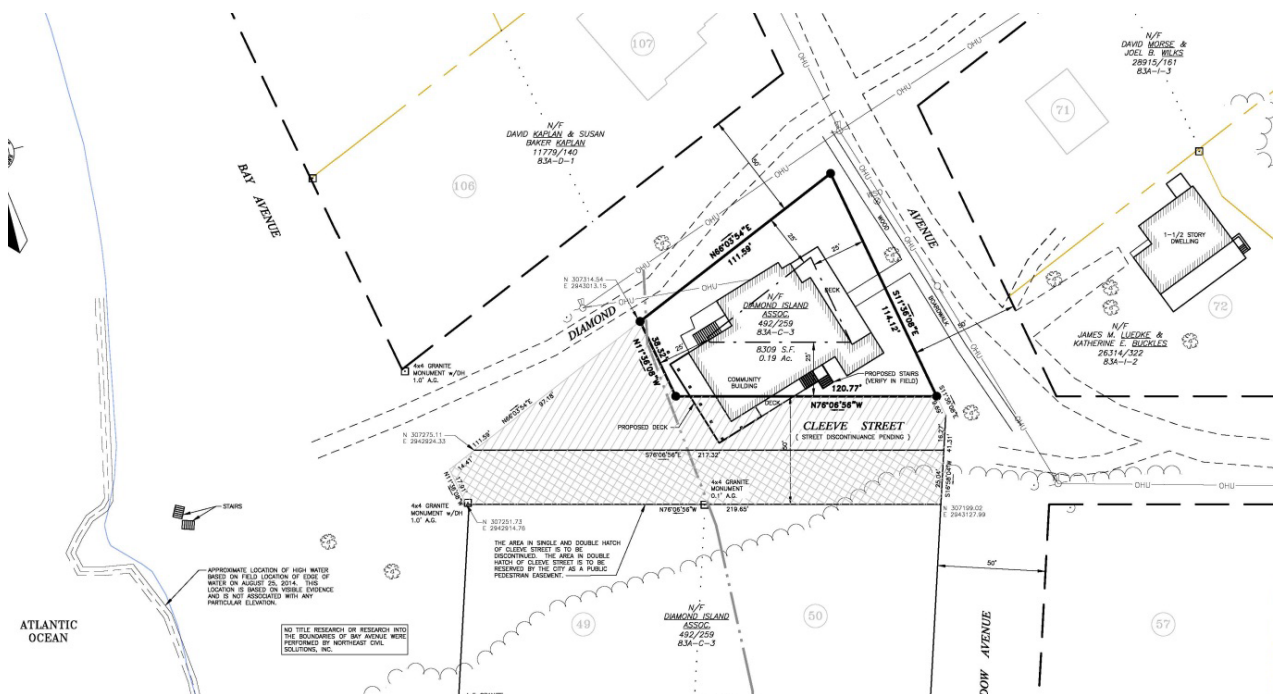


community center and library, and the vacant lots opposite. There is some evidence that the Elwell Hall septic system lies entirely within the Cleeve Street right-of-way. There is no evidence of public utilities. The right-of-way is currently grassed.



#### IV. PROPOSAL

The petition requests the discontinuance of the Cleeve Street right-of-way between the westerly boundary of the Crescent Avenue right-of-way and the easterly boundary of the Bay Avenue right-of-way, a linear distance of approximately 220 feet. In addition, the proposal sweeps in a triangle of land where the Cleeve Street and Diamond Avenue rights-of-way meet to the north (*Figure 5*). The application also includes a 25-foot wide public access easement for the purposes of pedestrians, bicycles, golf carts, and wheelchairs over the southern half of the existing right-of-way. Thus, under the current proposal, the city would relinquish all public rights, save for limited access, to the right-of-way. The city's maintenance obligations for the right-of-way would also be terminated.



Figures 4 and 5 (from top): Cleeve Street right-of-way today; Discontinuance proposal





Because, under state provisions for a discontinuance, the right-of-way is split at the centerline and passed to the abutters, the discontinuance would effectively rectify the Elwell Hall encroachment issue, enabling the building to sit entirely within the boundaries of a larger lot. The discontinuance would likewise obviate any property rights issues with respect to the septic system. Ultimately, the DIA envisions restoring a porch and balcony that were originally part of the Elwell Hall building; the discontinuance would provide the lot dimensions necessary to do so under existing zoning.



Figures 6 and 7 (from top): Worn travel routes along the Diamond Avenue right-of-way and at rear of Elwell Hall; Diamond Avenue right of way today

## V. PUBLIC COMMENT

State statute requires that, upon a petition for a street discontinuance, “municipal officers” give “best practicable notice” to all abutting property owners (*MRSA Title 23, §3026 (1)*). In this case, the only abutting property owner is the Diamond Island Association itself. City staff also mailed notice to all property owners within 500 feet; this mailing encompassed all of Great Diamond Island.

Staff has received multiple written comments on the proposed discontinuance (*Attachments 1-7*). Some of these express support for the discontinuance. Others voice concerns about any infringement on public pedestrian or golf cart access to the beach, and argue that Diamond Avenue, in its current condition, does not serve as a viable alternative route to the shore. The immediate neighbors and one other island resident have expressed general opposition to the proposed discontinuance, citing concerns about precedent.

## **VI. STAFF REVIEW – OUTSTANDING ISSUES**

In staff's late February memo to the board, staff reviewed the discontinuance in light of the functions of a right-of-way, particularly with respect to utilities and access. Several outstanding issues arose, which are discussed in more detail below.

### ***Utilities***

The applicant has not obtained letters from several utilities, including both Central Maine Power and Fairpoint Communications, as to the need for or use of the Cleeve Street right-of-way in this area. However, the applicant has indicated that CMP has verbally confirmed that none of their utilities exist in the right-of-way in this location and that a letter is forthcoming. Letters from both utilities have been included as a condition within the proposed motion.

### ***Public Access, Ownership, and Maintenance***

At the February workshop, there was substantial discussion about the need for and quality of existing access around Elwell Hall, including the Cleeve Street and Diamond Avenue rights-of-way, as these issues relate to the substance of a potential easement over the right-of-way to be discontinued. To clarify, neither of these rights-of-way is currently built as a street of any sort at the present time. The Cleeve Street right-of-way currently exists as a grassed lawn area, and the Diamond Avenue right-of-way appears a bit more worn but fairly the same. There is some evidence of rutting in both instances (*Figures 4, 6, and 7*). Both of these rights-of-way provide public access, in their current capacity, to an existing beach, locally known as "Store Beach," on the south end of Great Diamond Island.

Regarding the question of ownership of or rights to use this beach, both the DIA's 1886 'Plan of Property Belonging to Diamond Island Association' (*Figure 2*) and the 1892 'Plan of a part of Diamond Island' (*Figure 8 and Attachment 10*) appear to show that this beach falls within the Bay Avenue right-of-way. In both plans, this right-of-way appears to extend to the high water line on the island's western shore. The 1892 plan is perhaps most relevant to the question of beach rights, as it established the foundation on which the city accepted Great Diamond Island's 'streets' (and thus gained the rights for the public to use said 'streets') in November of 1892 (*Attachment D*). Jennifer Thompson, of the city's Corporation Counsel, has provided a memo related to the question of the island rights-of-way and access rights (*Attachment 11*). It should be noted that, in practice, Store Beach functions as a public beach.

At the February workshop, the board also had several questions about maintenance of these existing rights-of-way. Currently, maintenance responsibilities for both Cleeve Street and Diamond Avenue, as accepted city 'streets,' technically fall to the city. In practice, the Department of Public Services has confirmed that there is an island crew who currently cares for the island's streets and ways. This crew would provide necessary maintenance for rights-of-way, even when these rights-of-way are unconstructed, upon request.

Given that the city could be requested to provide maintenance to improve existing conditions in the Diamond Avenue right-of-way (which have been determined to hinder access for some there), one could assume that Diamond Avenue, which lies approximately 100 feet north of the Cleeve Street right-of-way, could in the future safely serve as the primary public access to Store Beach. However, as there have been concerns from neighbors, the applicant has offered to provide a limited public access easement over the southern half of the Cleeve Street right-of-way (restricting the easement to the southern half in order to avoid the encroaching Elwell Hall building).

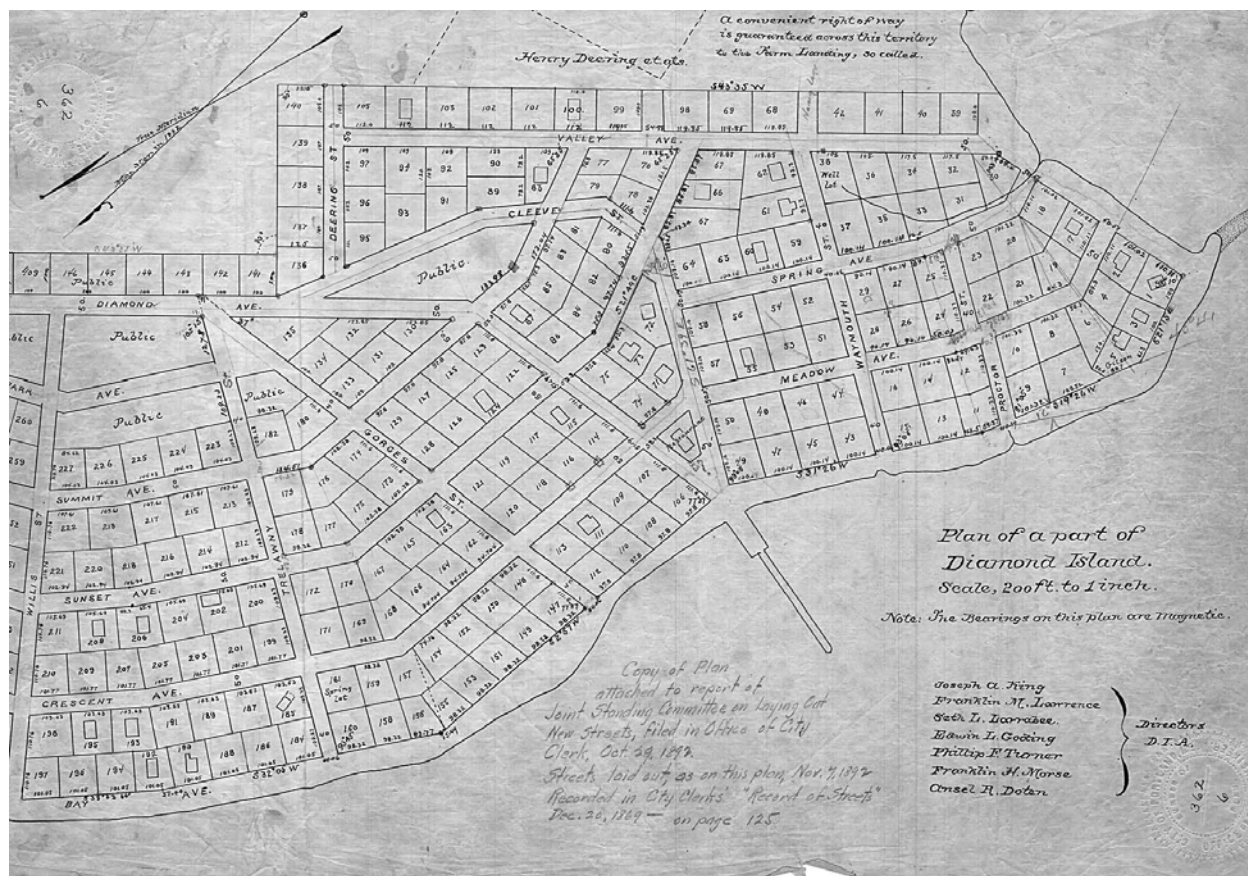


Figure 8: Plan of a part of Diamond Island, 1892, which provides the reference for the city's street acceptance record

At the February workshop, there was some discussion as to whether this easement should provide for golf cart access, since golf carts are widely used on Great Diamond Island. In response to this discussion, the applicant has provided a draft of the public easement which states that it is "to be used for passive recreational uses and activities which shall be limited to pedestrian and non-motorized bicycle traffic for access to and from the so-called Bay Avenue," and continues, "[n]o motorized or mechanized, wheeled or tracked recreational vehicles of any kind may be operated or used on the easement area, except that golf carts and wheelchairs or similar non-recreational vehicles shall be permitted" (*Attachment 12*). Both Corporation Counsel and Bill Clark of the city's Department of Public Services have reviewed this easement and agreed to the easement language. Further, working with the applicant, Corporation Counsel has drafted a council order to this effect (*Attachment 12*). Note that, contrary to prior discussions about treating them as distinct, Corporation Counsel and the DIA's attorney have resolved that the easement should be incorporated into the council order. A revised plan showing the area of proposed discontinuance, including the easement area, has also been provided by the applicant for reference (*Plan 1*). This plan has been reviewed and approved by Bill Clark of the city's Department of Public Services.

## VII. RECOMMENDATION

The Planning staff supports a positive recommendation for the passage of the proposed order of discontinuance to the City Council.



## **VIII. MOTION**

Based on the application for the discontinuance of a portion of Cleeve Street (#2014-216), material provided in this report, public testimony, and other information, the Planning Board **[does/does not]** recommend passage of the proposed Order Discontinuing a Portion of Cleeve Street on Great Diamond Island to the City Council, subject to the following condition, which shall be met prior to a council hearing:

- The applicant shall provide outstanding documentation from utilities detailing interests they have in all or portion of the street to be discontinued, for review and approval by the city's planning authority.

## **IX. ATTACHMENTS**

### **PLANNING BOARD REPORT ATTACHMENTS**

1. Public comment (email from Jaime Parker, Portland Trails, 11/24/14)
2. Public comment (email from Anne Weber, 1/5/15)
3. Public comment (email from Susan Baker-Kaplan, 2/20/15)
4. Public comment (email from David Kaplan, 2/23/15)
5. Public comment (email from Mike Burton, 2/23/15)
6. Public comment (email from Ann Weber, 2/23/15)
7. Public comment (email from Nancy Burton, 2/24/15)
8. Zoning Administrator review (memo on easement and setbacks from Ann Machado, 12/22/14)
9. Department of Public Services review (memo from David Margolis-Pineo, 1/29/15)
10. 1892 'Plan of a part of Diamond Island'
11. Corporation Counsel review (memo from Jennifer Thompson, 3/4/15)
12. Draft Order Discontinuing a Portion of Cleeve Street (including easement)

### **APPLICANT'S SUBMITTALS**

- A. Cover Letter (from Jim Katsiaficas, dated 10/31/14)
- B. Discontinuance application
- C. Portion of 1886 Great Diamond Island Plat
- D. Street Acceptance Record
- E. Elwell Hall Deed
- F. Abutter List
- G. Waiver and Indemnification
- H. Aerial Photograph
- I. Right-of-Way Photograph
- J. Right-of-Way Photograph
- K. PWD Letter
- L. Cover Letter (from Jim Katsiaficas, dated 2/12/15)

### **C. PLANS**

- Plan 1 Boundary Plan (3/3/15)

**From:** Jaime Parker <jaime@trails.org>  
**To:** Helen Donaldson <hcd@portlandmaine.gov>  
**Date:** 11/24/2014 10:55 AM  
**Subject:** Cleeves Street on Great Diamond

Hi Nell,

I received the following notice about Cleeves St. on Great Diamond. Admittedly I am not familiar with the particular location, but is there any reason to think that this would limit public access to this area? I wouldn't want to deny them the ability to restore the porch or make improvements, but also recognize these 'grass streets' are part of what makes the islands so special. The ability of people to walk through is important in keeping the islands accessible to the public, and avoiding exclusivity. Discontinuing streets should not be done lightly, as we have lost many important connections by abandoning public rights. If the street were discontinued, might a public access easement on a narrower corridor be appropriate?

Thank you,

Jaime Parker

**\*Cleeves Street - Great Diamond Island\***

To residents and property owners: The Diamond Island Association is requesting the discontinuance of a portion of Cleeves Street that is located between Diamond and Crescent Avenues on Great Diamond Island. The Association is seeking the discontinuance of Cleeves Street that abuts Elwell Hall along with the adjoining triangle of land in order to restore the porch and balcony of the Hall and meet applicable zoning requirements.

In accordance with the Portland Land Use Ordinance, notices of receipt of a Street Discontinuance application must be sent to property owners within 500 ft. of the subdivision.

You will be notified of future Planning Board meetings by receiving notices from the Planning Division prior to any workshops or public hearings. Plans are available for viewing in the Portland Planning Division, 4th Floor, City Hall. If you have questions or would like to submit comments, please call Nell Donaldson, Planner at (207) 874-8723 or at [hcd@portlandmaine.gov](mailto:hcd@portlandmaine.gov)

--

Jaime Parker  
Trails Manager  
Portland Trails  
[jaime@trails.org](mailto:jaime@trails.org)  
329.6180

Non Sibi, Sed Omnibus

**From:** <aweber123@myfairpoint.net>  
**To:** <hcd@portlandmaine.gov>  
**Date:** 1/5/2015 3:51 PM  
**Subject:** Cleeve St. closing on GDI

Dear Members of the Planning Board:

My name is Anne Weber, a year round resident and member of the Diamond Island Association. I am writing to tell you I am strongly opposed to the closing of Cleeve St on Great Diamond Island for the following reasons:

- 1.) I believe it is not in the best interest of the Island to close ANY public roads regardless of the reasons.
- 2.) The Planning Board has repeatedly denied all requests to close other public roads on the Island in the past
- 3.) Such closing would encourage other applications for further closures, ie. Trelawny St and Gorges St.
- 4.) Maps show there are seven streets that lead to the beach. However, Cleeve St. is one of only three navigable public access roads to the beach. Proctor, Waymouth, Trelawny and Gorges have not been maintained in the 20 years I have lived here and are overgrown at best while Diamond Ave is very deeply rutted and Willis St has a 22ft. stairway down to the water. Cleeve St is the ONLY island street which is safely driveable to the water.
- 5.) Despite the fact the Diamond Island Association owns lot 49, closing Cleeve St would mean lot 49 would have no public access. Bay Ave as indicated on maps appears to be a road but has eroded away so much it is now all beach. Without Cleeve St, the value of lot 49 would decrease considerable for any future sale.

Please consider my objections as you make your decision on the closing of Cleeve St.

Sincerely,  
Anne E. Weber  
73 Diamond Ave.  
Great Diamond Island, 04109



**From:** Susan Baker-Kaplan <suegdi@earthlink.net>  
**To:** <hcd@portlandmaine.gov>  
**Date:** 2/20/2015 8:17 AM  
**Subject:** Proposed Discontinuance of Cleeve Street  
**Attachments:** Diamond Avenue Approach to Public Beach; Cleeve Street upper approaching hall and lower Cleeve St; Back of Elwell Hall view of Diamond Ave; Cleeve Street gentle slope to beach; Cleeve Street extension to beach; Part.006

To the Portland Planning Board, Planning Division and Nell Donaldson:

My name is Susan Baker-Kaplan. I am a Portland property owner, tax payer, voter and until recently a year round resident of Great Diamond Island.

I am also a member of the Great Diamond Island Association and have been for 20 years.

The Great Diamond Island Association is a private, primarily summer social club on Great Diamond Island that is petitioning the city of Portland to discontinue a public city street. Cleeve Street abuts the site of the association's meeting hall and summer gathering place, Elwell Hall.

I am greatly opposed to the proposal to discontinue Cleeve Street for several reasons.

Cleeve Street is an active public right of way to the largest and most popular sandy beach on Great Diamond Island.

The beach is known as "Store Beach". It is located at the bottom of long hill where Bay Avenue, Diamond Avenue and Cleeve St intersect.

Cleeve Street is a gentle and gradual street leading to this beach. It has been an active street for years....at least during the 20 years I have lived on Great Diamond Island.

Bicycles, golf carts, baby carriages and hand carts as well as pedestrians approaching from the public dock side of the island all use this route.

The alternative approach to the beach is Diamond Avenue.

The Diamond Avenue approach is steeper and more treacherous than Cleeve Street.

Large rocks and tree roots cut into Diamond Ave providing additional hazards and obstacles to any vehicle descending this path.

The two approaches are used about equally.

I know this from personal observation as I live in the house next door and have watched beach goers for years descending the hill via both routes.

Since I have lived in the house next door for 20 years I have witnessed several accidents and falls occurring on Diamond Avenue.

I personally have bandaged knees and called the doctor...my husband...to attend to cuts and scrapes incurred while descending the Diamond Ave Hill.

The Diamond Island Association is suggesting that Cleeve Street is not used. That is simply NOT true.

Their attorney states that there is a table installed in the middle of the street.

This is a ping pong table that belongs to the Association and was recently positioned there by one individual.

It can easily be removed and probably should be removed.

I am attaching photos of Cleeve St and Diamond Ave.

I regret that the city of Portland has necessarily become involved in another time consuming, expensive and divisive issue on Great Diamond Island.

The closing of a public city street for the benefit of a private summer social club also would set a precedent for the closure of other public ways on Great Diamond Island.

I strongly believe that the public street should not be discontinued.

Thank you for your time and attention.

Most Sincerely,  
Susan Baker-Kaplan  
18 Crescent Ave  
Great Diamond Island  
PO Box 7308  
Portland, Maine 04112



Back of Elwell Hall view of Diamond Ave



Diamond Avenue approach to public beach





Cleeve Street extension to beach



Cleeve Street gentle slope to beach





Cleeve Street upper approaching hall and lower Cleeve Street





Back of Elwell Hall view of Diamond Ave



Diamond Avenue approach to public beach





Cleeve Street extension to beach



Cleeve Street gentle slope to beach





Cleeve Street upper approaching hall and lower Cleeve Street

**From:** David Kaplan <davegdi@gmail.com>  
**To:** <hcd@portlandmaine.gov>  
**Date:** 2/23/2015 11:42 AM  
**Subject:** Cleve Street GDI

My name is David Kaplan. I am a Portland property owner, tax payer, voter and until recently a year round resident of Great Diamond Island. I am also a member of the Great Diamond Island Association and have been for 20 years.

I am an emergency room physician. When on the island I am a member of the volunteer fire fighters and have acted as safety officer for team. I and am often called upon to intervene on behalf of the island population when a mishap, trivial or otherwise occurs.

I am greatly opposed to the proposal to discontinue Cleeve Street for several reasons, many of which have been brought to your attention by other.

Cleeve Street is an active public right of way to the largest and most popular sandy beach on Great Diamond Island. Cleeve Street is a gentlest and most gradual street leading to this beach. It is used daily particularly by those who want to avoid the rocky and irregular pitfalls waiting on the near adjacent Diamond Ave.

I, personally, have treated, at least 4 twisted ankles occurring as a direct result of the hazards mentioned above. I am in no doubt that there has not been a broken hip amongst my repertoire because of the safer alternative route

I strongly believe that the public street should not be discontinued.

Thank you for your time and attention.

David Kaplan, MD. FRCS CTH

**From:** "Burton, Mike" <Mike.Burton@regence.com>  
**To:** "hcd@portlandmaine.gov" <hcd@portlandmaine.gov>  
**CC:** "jkatsiaficas@perkinsthompson.com" <jkatsiaficas@perkinsthompson.com>  
**Date:** 2/23/2015 12:37 PM  
**Subject:** Cleeve Street Discontinuance

Dear Ms. Donaldson,

I own summer home on Great Diamond Island and I'm a Board Member of the DIA. I'm writing to you in support of the discontinuance of Cleeve Street on Great Diamond. This all started when DIA voted to restore the balcony on Elwell Hall and the vote was 60 - 1 in favor of this project. In fact, we raised over \$25,000 privately to finance the project as many of our members gave generous donations. The issue with the building permit came about when it was realized a corner of Elwell Hall sits on Cleeve Street. DIA (Diamond Island Association) spent \$4,500 to have Northeast Consulting do a survey so we could get the true boundaries. I would assume the City of Portland would like to discontinue Cleeve Street as a corner of a building sits in the actual road currently.

I know there has been one or two in opposition but Cleeve Street is not the path that people use to get to the water, they use Diamond Avenue and that is pretty clear in the pictures submitted. Currently there is an outdoor ping pong table and lawn chairs in the middle of Cleeve Street. In addition, the DIA has agreed to a pedestrian right of way over Cleeve Street so I hope that would satisfy the opposing parties. Given that DIA owns the abutting property and there would be no restriction of public access I'm hopeful the Planning Board will support this discontinuance request.

Sincerely,  
Michael Burton  
118 Valley Avenue  
Great Diamond Island

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**From:** <aweber123@myfairpoint.net>  
**To:** <hcd@portlandmaine.gov>  
**Date:** 2/23/2015 5:27 PM  
**Subject:** Cleeve St closing

Dear Nell: Please include the following with my Jan 5th email. Thank you so much.

Dear Planning Board Members:

Due to weather constraints, I am unable to get home to Portland for the Cleeve St Workshop

On Jan 5, 2015 I wrote to you concerning my objections to the closing of Cleeve St on Great Diamond Island. Just yesterday I learned the DIA has very recently offered to include a pedestrian right of way to their application. While at first glance this might seem like a fair compromise, however, I find it complicates the issue and am still opposed. A pedestrian right of way does not allow for vehicles and would shift golf cart traffic as well as the occasional pick up truck to Diamond Ave. which is unnavigatable for such usage. It is also unenforceable as we have no police presence on the island. Some type of barriers would need to be installed on Cleeve St. or DIA property at both ends at considerable cost. As I mentioned in my earlier email, Diamond Ave. is not maintained by the City and is deeply rutted. A fully open Cleeve St is the safest public route to the beach!

While I am a member of the Diamond Island Association I have never been in favor of the balcony project but offer the following as a win-win solution:

Perhaps the DIA could offer to trade land to the south of Cleeve St (which is actually the current traveled way) to the City in exchange for the City land Elwell Hall sits on, thereby keeping Cleeve St open to the public and allowing for the necessary variances required by the City for the building permit. Willis Street was such a swap.

Thank you

**From:** Nancy Burton <mnburton@gmail.com>  
**To:** "HCD@portlandmaine.gov" <HCD@portlandmaine.gov>  
**Date:** 2/24/2015 12:27 PM  
**Subject:** Fwd: Cleeve Street Discontinuance Application

> Subject: Cleeve Street Discontinuance Application

>

> Dear Planning Board,

>

> I'm writing in support of the closing of Cleeve Street on GDI. I'm a Mother of 2 daughters and we probably use the beach via Diamond Ave as much as anyone if not more. At least 3 to 4 times a week I take my golf cart down Diamond Ave to access the beach as this is the road that everyone has used for at least the last 25 years that I have been on the island. The closing of Cleeve in no way will restrict the access to the public. Please review the pictures as you can see Cleeve Street looks more like a park than an actual street.

>

> Thank you,

> Nancy Burton

**From:** Ann Machado  
**To:** Helen Donaldson; [jkatsiaficas@perkinsthompson.com](mailto:jkatsiaficas@perkinsthompson.com)  
**CC:** Jennifer Thompson  
**Date:** 12/22/2014 10:14 AM  
**Subject:** RE: Cleeve Street discontinuance

Jim -

I think that Nell is on vacation this week so I thought that I would respond to your email.

If Diamond Island Association has to grant a public access easement to the City, the setbacks and lot coverage for the proposed porch and balcony will still be met because Diamond Island Association will own the property. An easement does not impact the proposed property lines or lot area. I checked with Jennifer Thompson and she concurs.

Ann

Ann Machado  
Acting Zoning Administrator  
Planning & Urban Development  
Portland City Hall  
(207) 874-8709



**From:** David Margolis-Pineo  
**To:** Helen Donaldson; Jennifer Thompson  
**Date:** 1/29/2015 1:24 PM  
**Subject:** Fwd: RE: Cleeve Street Discontinuance Application

January 29, 2015

Memo To: Nell Donaldson  
Barbara Barhydt  
From: David Margolis-Pineo, Department of Public Services  
Re: Discontinuance of Cleeve St – Great Diamond Island

On behalf of the Department of Public Services, we have no issues with the discontinuance of Cleeve Street between Crescent Avenue and Bay Avenue as proposed, with the condition of granting a pedestrian easement along the entire length of the former discontinued Cleeve Street.

Henry Deering et. als.

A convenient right of way  
is guaranteed across this territory  
to the Farm Landing, so called.

Plan of a part of  
Diamond Island.  
Scale, 200ft. to 1 inch.

Note: The Bearings on this plan are Magnetic.

Copy of Plan  
attached to report of  
Joint Standing Committee on Laying Out  
New Streets, filed in Office of City  
Clerk, Oct. 29, 1892.  
Streets laid out, as on this plan, Nov. 7, 1892.  
Recorded in City Clerk's "Record of Streets"  
Dec. 20, 1869 — on page 125

Joseph A. King  
Franklin M. Lawrence  
Seth L. Icarabee.  
Ezra W. L. Godding  
Phillip F. Turner  
Franklin H. Morse  
Ansel R. Doten

Directors  
D.T.A.

626

**From:** Jennifer Thompson  
**To:** Helen Donaldson  
**Date:** 3/4/2015 8:53 AM  
**Subject:** Cleeve Street Discontinance

Hi Nell - My understanding from you is that, in connection with the pending request to discontinue a portion of Cleeve Street, the Planning Board asked questions about the City's rights with respect to Bay Avenue and other rights of way in that area of Great Diamond Island. My understanding is that Larry Walden, formerly of this office, previously did an analysis of that question and concluded that, at the very least, a public easement exists over Bay Avenue and the other rights of way such that the public does in fact have access rights to use those ways.



**ORDER DISCONTINUING A PORTION  
OF CLEEVE STREET**

**IT IS HEREBY ORDERED**, that, pursuant to 23 M.R.S.A. § 3026, having given best practicable notice to all abutting land owners and to the City of Portland Planning Office, a portion of Cleeve Street, as described on Attachment 1, be and hereby is discontinued as a city street or town way, the City reserving a public easement for pedestrian and other limited passage over a part of the discontinued portion of Cleeve Street as described in Attachment 2. The City does not reserve a public utility easement for any public utilities; and

**BE IT FURTHER ORDERED**, no damages are to be paid in connection with this Order to Discontinue; and

## ATTACHMENT 1

A certain lot or parcel of land situated on Great Diamond Island in the City of Portland, County of Cumberland, and State of Maine, being a portion of Cleeve Street as accepted by the City of Portland on November 8, 1892, and more particularly bounded and described as follows:

**COMMENCING** at the intersection of the westerly line of Crescent Avenue with the southeasterly line of Diamond Avenue;

**THENCE** S 66° 03' 54" W 111.59 feet, more or less, along the southeasterly line of Diamond Avenue to the **POINT OF BEGINNING**;

**THENCE** S 11° 36' 08" E 38.32 feet, more or less, along land now or formerly of Diamond Island Association as described in a deed recorded at the Cumberland County Registry of Deeds in Deed Book 492, Page 259, to a point along the northerly line of Cleeve Street;

**THENCE** S 76° 06' 56" E 120.77 feet, more or less, along said land now or formerly of Diamond Island Association and the northerly line of Cleeve Street to a point at the intersection of the northerly line of Cleeve Street with the westerly line of Crescent Avenue";

**THENCE** S 11° 36' 08" E 9.69 feet, more or less, along the extension of the westerly line of Crescent Avenue and crossing through Cleeve Street to an angle point;

**THENCE** S 16° 58' 04" W 41.31 feet, more or less, to a point at the intersection of the southerly line of Cleeve Street with the westerly line of Meadow Avenue;

**THENCE** N 76° 06' 56" W 219.65 feet, more or less, along the southerly line of Cleeve Street to an angle point in the easterly line of Bay Avenue;

**THENCE** N 11° 36' 08" W 17.91 feet, more or less, along the easterly line of Bay Avenue to a point at the intersection of Bay Avenue with the southeasterly line of Diamond Avenue;

**THENCE** N 66° 03' 54" E 111.59 feet, more or less, along the southeasterly line of Diamond Avenue to the **POINT OF BEGINNING**.

Bearings are based on the Maine State Coordinates, West Zone, NAD 1983, HARN, Grid North, and field surveys conducted by the City of Portland, Department of Public Services, Engineering Division.

Reference is made to a plan titled "Plan of a part of Diamond Island" dated 1882 on file as plan number 362/6 in the Engineering Archives of said Engineering Division.

Reserving, however, to the City of Portland a public easement for access to and from the so-called Bay Avenue and more particularly described in Attachment 2, attached hereto.



## ATTACHMENT 2

A certain lot or parcel of land, 25 feet wide, situated on Great Diamond Island in the City of Portland, County of Cumberland, and State of Maine, being a portion of Cleeve Street to be discontinued by the City of Portland in 2015, and more particularly bounded and described as follows:

**COMMENCING** at the intersection of the westerly line of Crescent Avenue with the southeasterly line of Diamond Avenue;

**THENCE** S 66° 03' 54" W 208.77 feet, more or less, along the southeasterly line of Diamond Avenue, along land now or formerly of Diamond Island Association as described in a deed recorded at the Cumberland County Registry of Deeds in Deed Book 492, Page 259, and along the northerly line of a portion of Cleeve Street to be discontinued by the City of Portland to the **POINT OF BEGINNING**;

**THENCE** S 76° 06' 56" E 217.32 feet, more or less, along the centerline of said portion of Cleeve Street to be discontinued to a point along the extension of the westerly line of Meadow Avenue;

**THENCE** S 16° 58' 04" W 25.04 feet, more or less, along the extension of the westerly line of Meadow Avenue to a point at the intersection of the southerly line of Cleeve Street with the westerly line of Meadow Avenue;

**THENCE** N 76° 06' 56" W 219.65 feet, more or less, along the southerly line of said portion of Cleeve Street to be discontinued to a point in the easterly line of Bay Avenue;

**THENCE** N 11° 36' 08" W 17.91 feet, more or less, along the easterly line of Bay Avenue and westerly line of said portion of Cleeve Street to be discontinued to a point at the intersection of Bay Avenue with the southeasterly line of Diamond Avenue;

**THENCE** N 66° 03' 54" E 14.41 feet, more or less, along the southeasterly line of Diamond Avenue and along the northerly line of said portion of Cleeve Street to be discontinued to the **POINT OF BEGINNING**.

Meaning and intending to reserve to the City of Portland, Maine a public easement to be used solely for passive recreational uses and activities which shall be limited to pedestrian and non-motorized bicycle traffic for access to and from the so-called Bay Avenue. No motorized or mechanized, wheeled or tracked recreational vehicles of any kind may be operated or used on the easement area (described above), except that golf carts and wheelchairs or other similar non-recreational vehicles shall be permitted, subject to City regulation and control, in order to provide access over the easement area for the permitted uses and purposes.

Bearings are based on the Maine State Coordinates, West Zone, NAD 1983, HARN, Grid North, and field surveys conducted by the City of Portland, Department of Public Services, Engineering Division.

Reference is made to a plan titled "Plan of a part of Diamond Island" dated 1882 on file as plan number 362/6 in the Engineering Archives of said Engineering Division.

October 31, 2014

Barbara Barhydt, Development Review Manager  
 Planning Division, City of Portland  
 389 Congress Street  
 Portland ME 04101

RE: Petition for Discontinuance of Portion of Cleeve Street,  
 Great Diamond Island, Portland, Without Public Easement

Dear Ms. Barhydt:

Diamond Island Association (DIA) owns and operates a community center and library at Elwell Hall on Great Diamond Island. DIA wishes to restore a porch and balcony that long had been a part of this building, but which had been removed in the early 1960s. However, a portion of Elwell Hall is within a right of way of a portion of an accepted but unbuilt and unused City street – Cleeve Street. DIA owns the lot on the opposite side of this portion of Cleeve Street, so that discontinuance of this portion without retention of public easement would provide DIA with a sufficient combined lot area to meet all side and rear setbacks and lot coverage requirements to permit the porch and balcony restoration.

Therefore, in accordance with State law (23 MRSA § 3026), Diamond Island Association (DIA) hereby petitions to have that portion of Cleeve Street between the westerly boundary of Crescent Avenue and the easterly boundary of Casco Bay or Bay Avenue, which serves now as the westerly terminus of said Cleeve Street, together with the triangle of land between Cleeve Street and the southerly boundary of Diamond Avenue, all located on Great Diamond Island within the City of Portland and all as more generally depicted with hatch marks on the plan entitled “Boundary Plan, 8 Crescent Avenue, Great Diamond Island, Portland, Maine 04109” dated September 5, 2014 and prepared by Northeast Civil Solutions for Diamond Island Association, attached as **Exhibit B**, discontinued by the City of Portland **without retention of a public easement**.

Discontinuance of that portion of Cleeve Street without retention of a public easement will not impair public access to the water. As the enclosed photographs and City GIS view show, there is no path over Cleeve Street – in fact, tables are there. Access to the water traditionally has been over the portion of the accepted Diamond Avenue that is along the DIA/Elwell Hall lot, and this access will continue as it always has occurred.

PHILIP C. HUNT  
 JOHN S. UPTON  
 PEGGY L. McGEHEE  
 MELISSA HANLEY MURPHY  
 JOHN A. HOBSON  
 JAMES N. KATSIARCAS  
 TIMOTHY P. BENOIT  
 J. GORDON SCANNELL, JR.  
 FRED W. BOPP III  
 MARK P. SNOW  
 WILLIAM J. SHELS  
 DAVID B. McCONNELL  
 PAUL D. PIETROPAOLI  
 RANDY J. CRESWELL  
 JULIANNE C. RAY  
 DAWN M. HARMON  
 CHRISTOPHER M. DARGIE  
 STEPHANIE A. WILLIAMS  
 PETER J. McDONELL  
 SARA N. MOPPIN  
 SHAWN K. DOIL  
 JOSEPH G. TALBOT  
 LAUREN B. WELIVER  
 JOSEPH C. SIVISKI



Cleeve Street was dedicated by the recording in the City Clerk's office on November 8, 1892 of a Plan in the City Clerk's office Volume 1, Page 224. The street was accepted by the City on November 8, 1892. (See copy of Street Record attached as **Exhibit A.**)

The only party owning property abutting the portion of Cleeve Street and the triangle to be discontinued is the Diamond Island Association.

We are obtaining letters from public utilities having lines or pipe or cables on Great Diamond Island – Portland Water District, Central Maine Power Company and FairPoint -- detailing whatever interests they have in the portion of Cleeve Street proposed to be discontinued. Copies of our letters to those utilities are enclosed, and we will provide responses from those utilities when they are obtained.

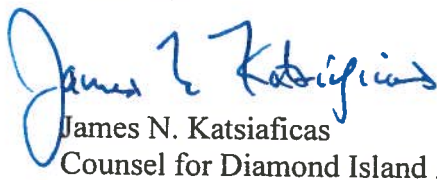
We understand that City Islands Liaison Michael Murray will supply a list of all property owners owning lots in the subdivision (**Exhibit C**) shown on the 1892 plan (copy of plan attached; here, this means all property owners whose lots are on the "public" side of Great Diamond Island) whose addresses appear in the City's assessment records, which list includes all owners of property abutting the portion of Cleeve Street proposed to be discontinued.

Also enclosed is the standard waiver and indemnification agreement provided by your office, signed by DIA President, Lyn Sala.

By separate letter to City Planning & Urban Development Department Head Jeffrey Levine and Planning Division Director Alex Jaegerman (copy enclosed), DIA is requesting a waiver of the \$2,000.00 fee that the City typically requires to cover your administrative costs and costs of providing notice to said property owners and mortgagees; therefore, no fee is enclosed with this application. DIA is acting on behalf of its more than 80 members to bring this discontinuance petition, and the additional land will permit expansion of Elwell Hall, a building that serves as a community center and library for the southern half of Great Diamond Island.

DIA hereby requests that the City take all further action necessary to complete discontinuing the above-described street. Please inform us if it is necessary for DIA to provide you with any further information, or take any further action. DIA understands that the matter will be brought up before the Planning Board for workshop and public hearing, that the Planning Board will make a recommendation to the City Council, and that final action on the street discontinuance will be made by the City Council.

Sincerely,



James N. Katsiaficas  
Counsel for Diamond Island Association

cc: Jeffrey Levine, Planning & Urban Development, City of Portland

Barbara Baryhdt, City of Portland  
October 31, 2014  
Page 3

Alex Jaegerman, Director, Planning Division, City of Portland  
Danielle West-Chuhta, Corporation Counsel, City of Portland  
Lyn Sala, President, Diamond Island Association  
Michael Burton, Diamond Island Association

**STREET NAME:** Portion of Cleeve Street (and adjoining triangle of land between it and Diamond Avenue right-of-way).

**STREET DISCONTINUANCE REQUEST, REASON FOR REQUEST, AND DESCRIPTION OF THE EXTENT OF DISCONTINUANCE:**

As stated in our letter of Oct. 31, 2014, Diamond Island Association requests the discontinuance of the portion of Cleeve Street that abuts the Elwell Hall Lot (83A-C-3) and of the adjoining triangle of land so that it may restore the porch and balcony of the Hall while meeting City zoning requirements.

**CONTACT INFORMATION:**

|                                                                                                                                                                                                          |                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant – must be owner, Lessee or Buyer</b><br><br>Name: Diamond Island Association<br><br>Business Name, if applicable:<br><br>Address:<br><br>City/State :                      Zip Code:        | <b>Applicant Contact Information</b><br><br>E-mail:<br><br>Home #:<br><br>Work #:<br><br>Cell #:                      Fax#:                                                                      |
| <b>Adjoining Owner – (if different from Applicant)</b><br>Name: David Kaplan and Susan Baker Kaplan<br>Address: 18 Crescent Ave., Great Diamond Island<br>City/State : Portland,      Zip Code: ME 04109 | <b>Owner Contact Information</b><br><br>E-mail:<br><br>Home #:<br><br>Work #:<br><br>Cell #:                      Fax#:                                                                          |
| <b>Agent/ Representative</b><br><br>Name: James N. Katsiaficas, Esq. Perkins Thompson<br>Address: One Canal Plaza, PO Box 426 Portland, ME 04112-0426<br>City/State :                      Zip Code:     | <b>Agent/Representative Contact information</b><br><br>E-mail: jkatsiaficas@perkinsthompson.com<br><br>Home #:<br><br>Work #: (207) 400-8108<br>Cell #: (207) 400-7650      Fax#: (207) 871-8026 |
| <b>Billing Information</b><br><br>Name:<br><br>Address:<br><br>City/State :                      Zip Code:                                                                                               | <b>Billing Information</b><br><br>E-mail:<br><br>Home #:<br><br>Work #:<br><br>Cell #:                      Fax#:                                                                                |



|                                                                                                                                                         |                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineer</b><br>Name:<br>Address:<br>City/State :                      Zip Code:                                                                     | <b>Engineer Contact Information</b><br>E-mail:<br>Home #:<br>Work #:<br>Cell #:                              Fax#:                               |
| <b>Surveyor</b><br>Name: Northeast Civil Solutions<br>Address: 153 U.S. Route 1<br>Scarborough, ME 04074<br>City/State :                      Zip Code: | <b>Surveyor Contact Information</b><br>E-mail:<br>Home #:<br>Work #: (207) 883-1000<br>Cell #:                              Fax#: (207) 883-1001 |
| <b>Architect</b><br>Name:<br>Address:<br>City/State :                      Zip Code:                                                                    | <b>Architect Contact Information</b><br>E-mail:<br>Home #:<br>Work #:<br>Cell #:                              Fax#:                              |
| <b>Attorney</b> Same as Agent/Representative<br>Name:<br>Address:<br>City/State :                      Zip Code:                                        | <b>Attorney Contact Information</b><br>E-mail:<br>Home #:<br>Work #:<br>Cell #:                              Fax#:                               |

#### APPLICATION FEES:

**Check all reviews that apply. (Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)**

**Street Discontinuance:** A fee for the discontinuance must be submitted by check or credit card to the City of Portland in accordance with Section 14-54 of the Municipal Code along with direct reimbursement for noticing, legal ads, planner review time, and legal review.

\_\_\_\_ \$2,000 – Public Street Discontinuance

The City invoices separately for the following:

- Notices (\$.75 each)
- Legal Ad (% of total Ad)
- Planning Review (\$40.00 hour)
- Legal Review (\$75.00 hour)

Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.

| STREET DISCONTINUANCE APPLICATION |                   |             |                                                                                                                                                |
|-----------------------------------|-------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Checklist               | Planner Checklist | # of Copies | GENERAL WRITTEN SUBMISSIONS CHECKLIST                                                                                                          |
| X                                 |                   | 1           | Completed Application form                                                                                                                     |
| X                                 |                   | 1           | Application fees (waiver requested)                                                                                                            |
| X                                 |                   | 1           | Written description of project (in Oct. 31, 2014 letter)                                                                                       |
| X                                 |                   | 1           | Legal Description of Street or portion thereof to be discontinued (Oct. 31, 2014 letter)                                                       |
| X                                 |                   | 1           | Evidence of right, title and interest for applicant's property                                                                                 |
| X                                 |                   | 1           | List of all abutting property owners                                                                                                           |
| X                                 |                   | 1           | List of all public utilities within the right-of-way. (in Oct. 31, 2014 letter)                                                                |
| X                                 |                   | 1           | Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the street                       |
| X                                 |                   | 1           | Letters from public utilities detailing interests they have in all or portion of street to be discontinued. (Requested; one response included) |
| X                                 |                   | 1           | Petition for Street Discontinuance (template included as Attachment 1 to application form). (in Oct. 31, 2014 letter)                          |
| X                                 |                   | 1           | Waiver and Indemnification Form (template included as Attachment 2 to application form).                                                       |
| Applicant Checklist               | Planner Checklist | # of Copies | SITE PLAN SUBMISSIONS CHECKLIST                                                                                                                |
| X                                 |                   | 1           | Boundary Survey of applicant's property and Street meeting the requirements of Section 13 of the City of Portland's Technical Manual           |

**APPLICATION SUBMISSION:**

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, application checklists, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-527 (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

**APPLICANT SIGNATURE:**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Street Discontinuance only. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

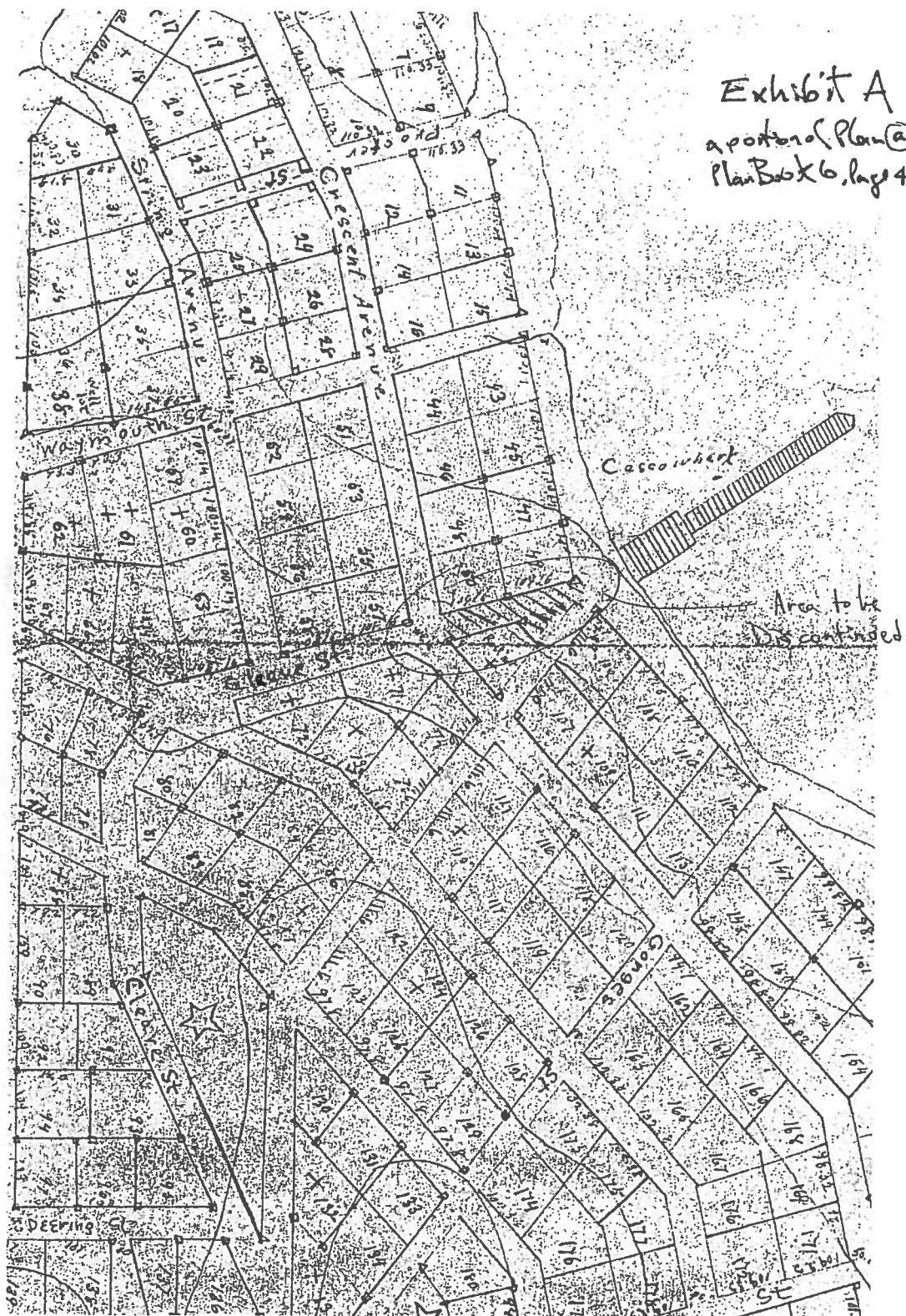
**Signature of Applicant:****Date:**

*James R. Kobernick, Esq.,*  
*Authorized agent (attorney) for*  
*Diamond Island Association*

*Nov. 7, 2014*



EXHIBIT A



Name

## GREAT DIAMOND ISLAND

Section

To

| DATE          | DESCRIPTION                                                                           | BOOK | PAGE |
|---------------|---------------------------------------------------------------------------------------|------|------|
| Nov. 8, 1892  | All streets shown on Plan $\frac{362}{6}$ Acceptance                                  | 1    | 224  |
| Feb. 1, 1960  | Nancy Lane $\frac{2354}{76}$ Public Landing to Valley St.                             | 2    | 291  |
| Feb. 1, 1960  | Nicholas Street - from Nancy Lane Northeastly $\frac{76}{76}$                         | 2    | 292  |
| Jun. 21, 1961 | Nancy Ln - Public Landing to Valley St. - Cent. of Taking C.C.R.D. $\frac{2611}{217}$ |      |      |
| Jun. 21, 1961 | Nicholas St. - Nancy Lane Northeastly - Cent. of Taking C.C.R.D. $\frac{2611}{219}$   |      |      |
| Street Record |                                                                                       |      |      |

## Know all Men by these Presents, That

I, Elbridge G. Smith of Portland, County of Cumberland, Maine.

in consideration of Twenty-eight Hundred Dollars paid by

The Diamond Island Association, a Corporation existing by law and having its location and place of business at said Portland.

the receipt whereof I do hereby acknowledge, do hereby give, grant, bargain, sell and convey unto the said Diamond Island Association, its successors

heirs and assigns forever, All that portion of Great Hog Island in said Portland

which was set off to James B. Fependen and Francis Fependen on partition between them and Nathaniel Dressing and others, recorded in the Maine Reg. of Deeds Book 568 P. 4642. Also all that portion of said Island that was set off to them on partition between them and Edward E. Goble and others recorded in said Registry Book 468 Page 486 being lots marked 5 and 6 on a plan recorded in Plan Book 4 Page 24 together with the right to use the wharf and road leading across numbers 4 & 5 to Shore number 5 of said Island, the same being subject to the right of way and right to construct and maintain a wharf granted and described as a deed from Nathaniel Dressing and others to the United States, recorded in said Registry Book 410 Page 53, and subject also to taxes for the current year which are to be paid by the grantee.

To have and to hold the aforegranted and bargained Premises, with all the privileges and appurtenances thereof, to the said Diamond Island Association, its successors

heirs and assigns, to their use and behoof forever. And I do covenant with the said

Grantee, its successors heirs and assigns, that I am lawfully seized in fee of the premises; that they are free of all incumbrances:

that I have good right to sell and convey the same to the said Grantee.

to hold as aforesaid; and that I and my heirs shall and will warrant and defend the same to the said Grantee, its successors

heirs and assigns forever, against the lawful claims and demands of all persons.

In Witness Whereof, I the said E. G. Smith and Maria L. Smith wife of the said E. G. Smith in testimony of her relinquishment of her right of dower in the above described premises, have hereunto set our hands and seals this twenty-fifth day of September in the year of our Lord one thousand eight hundred and eighty-two.

Signed, Sealed and Delivered in presence of  
Elbridge G. Smith Seal  
Maria L. Smith Seal  
Anna B. Basse

State of Maine, CUMBERLAND, ss. October 2<sup>d</sup> 1882 Personally appeared  
the above named Elbridge G. Smith

and acknowledged the above instrument to be his free act and deed.

Before me, L. W. Merrill, JUSTICE OF THE PEACE.

Received Oct. 22. 1882, at 4 o'clock 40 m. P. M., and recorded according to the original.

ATTEST: Francis J. Stevens, REGISTER.



ABUTTER LIST

Applicant for discontinuance of portion of Cleeve Street and adjoining triangle of land is Diamond Island Association, owner of the parcel on City of Portland Map/Lot No. 83A-C-3, described in a deed recorded in the Cumberland county Registry of Deeds in Book 492, Page 259.

Abutter to the south across Cleeve Street is Diamond Island Association, with a parcel that shares the same City Tax Map and Lot No. and same deed reference.

Abutters to the north across Diamond Avenue are David Kaplan and Susan Baker Kaplan, whose lot at 18 Crescent Avenue, Great Diamond Island, Portland, is shown as City of Portland Map/Lot No. 83A-D-1 and is described in a deed recorded in said Registry of Deeds in Book 11779, Page 140.

## WAIVER AND INDEMNIFICATION

WHEREAS, Diamond Island Association, a Maine corporation in good standing, has requested the City of Portland to discontinue the portion of a certain way known as Cleeve Street westerly of Crescent Avenue, along with the triangular area between Diamond Avenue, Cleve Street and the abutting property owned by Diamond Island Association, pursuant to 23 MRSA § 3026 *et seq.*

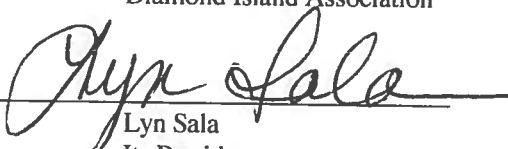
WHEREAS, the City of Portland as a condition precedent to the discontinuance of the way requires a waiver of any claims which Diamond Island Association may have against the City for such discontinuance, and further, requires indemnification against any claims of third persons arising out of or resulting from the discontinuance of said way;

NOW, THEREFORE, in consideration of the City of Portland discontinuing said proposed town way, Diamond Island Association for itself and its successors and assigns, agrees as follows:

1. Diamond Island Association hereby waives any claim for damages which it may now or hereafter have against the City of Portland arising out of or resulting from the discontinuance of this way by the City pursuant to 23 MRSA § 3026 *et seq.*;
2. Diamond Island Association hereby agrees to indemnify and hold harmless the City of Portland against any claims by any third party against the City of Portland for damages arising out of or resulting from this discontinuance of said way by the City of Portland pursuant to said statute.

**IN WITNESS WHEREOF**, the **DIAMOND ISLAND ASSOCIATION** has caused this Agreement to be signed and sealed in its corporate name by Lyn Sala, its President, thereunto duly authorized, the day and year first written below.

Dated: 9-30-14

Diamond Island Association  
By:   
Lyn Sala  
Its President















## Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

November 3, 2014

Mr. James Katsiaficas  
Perkins Thompson  
One Canal Plaza  
P. O. Box 426  
Portland, Maine 04112

Re: Proposed Vacation of Portion of Cleave Street – Great Diamond Island

Dear Mr. Katsiaficas:

In response to your October 31, 2014 letter, the Portland Water District has no water facilities within that portion of Cleave Street on Great Diamond Island that at your client is proposing to vacate. I have attached a map showing our facilities in the area. Therefore, the District does not object to the vacation of that portion of the street.

If you have any questions or need anything further, do not hesitate to call me at 774-5961 ext. 3057.

Sincerely yours,

PORTLAND WATER DISTRICT

Norman V. Twaddel  
Right of Way Agent

Enclosure









February 12, 2015

Barbara Barhydt, Development Review Manager  
Planning Division, City of Portland  
389 Congress Street  
Portland ME 04101

RE: Petition for Discontinuance of Portion of Cleeve Street,  
Great Diamond Island, Portland.

Dear Ms. Barhydt:

I am writing to update the Petition for Discontinuance of Portion of Cleeve Street filed last October by Diamond Island Association (DIA) in advance of the February 24, 2015 Planning Board workshop on this matter.

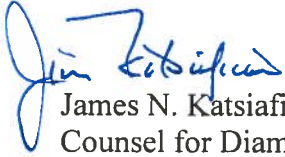
First, we now have a property description for the proposed discontinuance which was prepared by William Clark of the City's Public Services Department (copy enclosed). I have reviewed that description and have discussed it with Mr. Clark, and believe that it is appropriate and suitable for this purpose. DIA greatly appreciates Mr. Clark's assistance.

Second, DIA had requested discontinuance of the portion of Cleeve Street without retention of a public easement by the City. While access to the water traditionally has been over the portion of the accepted Diamond Avenue that is along the northern side of the DIA/Elwell Hall lot and this access will continue as it always has occurred, the City has asked DIA if it would provide the City with a pedestrian access easement over the area proposed to be discontinued. DIA agrees to provide a 25-foot wide public pedestrian easement over the southern half of the discontinued portion of Cleeve Street to the City; please consider our petition as so amended.

We still will request that the Council's discontinuance be without retention of public easement, since the defined term "public easement" as used in the discontinuance statute includes all access rights the public had enjoyed, which could be read to include rights of vehicular access. However, we will provide a separate easement to the City to be accepted by the Council immediately following the discontinuance; it would be part of the same Council proceeding and item. We will provide an updated plan following the Planning Board workshop that will depict this public pedestrian easement and are working with Corporation Counsel's Office to prepare a proposed order of discontinuance and public pedestrian easement so that these documents will be available when the Planning Board conducts a public hearing and makes its recommendation to the City Council.

Thank you for your assistance in this matter.

Sincerely,



James N. Katsiaficas  
Counsel for Diamond Island Association

cc: Jeffrey Levine, Planning & Urban Development, City of Portland  
Alex Jaegerman, Director, Planning Division, City of Portland  
Helen Donaldson, Planning Division, City of Portland  
William Clark, Public Services, City of Portland  
Jennifer L. Thompson, Associate Corporation Counsel, City of Portland  
Lyn Sala, President, Diamond Island Association  
Michael Burton, Diamond Island Association



A certain lot or parcel of land situated on Great Diamond Island in the City of Portland, County of Cumberland, and State of Maine, being a portion of Cleeve Street as accepted by the City of Portland on November 8, 1892, and more particularly bounded and described as follows:

**COMMENCING** at the intersection of the westerly line of Crescent Avenue with the southeasterly line of Diamond Avenue;

**THENCE** S 66° 03' 54" W 111.59 feet, more or less, along the southeasterly line of Diamond Avenue to the **POINT OF BEGINNING**;

**THENCE** S 11° 36' 08" E 38.32 feet, more or less, along land now or formerly of Diamond Island Association as described in a deed recorded at the Cumberland County Registry of Deeds in Deed Book 492, Page 259, to a point along the northerly line of Cleeve Street;

**THENCE** S 76° 06' 56" E 120.77 feet, more or less, along said land now or formerly of Diamond Island Association and the northerly line of Cleeve Street to a point at the intersection of the northerly line of Cleeve Street with the the westerly line of Crescent Avenue";

**THENCE** S 11° 36' 08" E 9.69 feet, more or less, along the extension of the westerly line of Crescent Avenue and crossing through Cleeve Street to an angle point;

**THENCE** S 16° 58' 04" W 41.31 feet, more or less, to a point at the intersection of the southerly line of Cleeve Street with the westerly line of Meadow Avenue;

**THENCE** N 76° 06' 56" W 218.32 feet, more or less, along the southerly line of Cleeve Street to an angle point in the easterly line of Bay Avenue;

**THENCE** N 11° 40' 13" W 18.74 feet, more or less, along the easterly line of Bay Avenue to a point at the intersection of Bay Avenue with the southeasterly line of Diamond Avenue;

**THENCE** N 66° 03' 54" E 110.39 feet, more or less, along the southeasterly line of Diamond Avenue to the **POINT OF BEGINNING**.

Bearings are based on the Maine State Coordinates, West Zone, NAD 1983, HARN, Grid North, and field surveys conducted by the City of Portland, Department of Public Services, Engineering Division.

Reference is made to a plan titled "Plan of a part of Diamond Island" dated 1882 on file as plan number 362/6 in the Engineering Archives of said Engineering Division.

McAuley Place  
605 Stevens Ave  
Map + Text Amend 2015/022

Page 1 of 1

PC 1

**Jean Fraser - McAuley place zoning**

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**From:** Kenneth Smith <kensmithjr11@yahoo.com>  
**To:** "jf@portlandmaine.gov" <jf@portlandmaine.gov>  
**Date:** 3/9/2015 1:20 PM  
**Subject:** McAuley place zoning

---

Hello Portland Planning Board,

I am very concerned about the proposed zoning changes for the McAuley Place development on Stevens Avenue, as are many of my neighbors. There are signs all over Deering Center if you've not driven down Stevens Avenue today. Several issues of concern include:

- \*increased traffic in a predominantly neighborhood community including increased emergency vehicle use and noise;
- \*increased traffic and safety of students, especially on Stevens Avenue with six public and private schools ranging from elementary to university adjacent or close to the property (Longfellow, Lincoln, Deering, McAuley, UNE, St Brigid's) as well as several pre-schools;
- \* development of open fields that many neighborhood schools and neighborhood children use;
- \* future of Catherine McAuley High School and feasibility for the school to remain and grow on that site;
- \* integrity of historic buildings and surrounding environment.
- \* impact on a residential oasis community, and on house values.

I am not sure if I can attend tomorrow's meeting, and hope that the Board will take neighborhood concerns seriously.

Ken Smith, 122 Mabel, Portland, ME 04103

McAuley Place  
605 Stevens Ave  
Map + Text Amend 2015/022

Page 1 of 1

PC 2

**Jean Fraser - for planning meeting tonight thank you**

---

**From:** mary vankevich <maryksv@gmail.com>  
**To:** <jf@portlandmaine.gov>  
**Date:** 3/10/2015 11:56 AM  
**Subject:** for planning meeting tonight thank you

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Statement /Question for City of Portland Maine

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**Sisters of Mercy Motherhouse and Catherine McAuley High School campus**

Work shop March 10,2015

Good Evening Members of the board and Seacoast Development. I have developed a deep appreciation of the beauty and historic presence of the Motherhouse and have fond childhood memories of piano lessons in the convent as well as education at St Joseph's Academy and Catherine McAuley High School.

Thinking that preservation of this magnificent building is of paramount significance; I request assurance from any Developer that the character be respected and preserved.

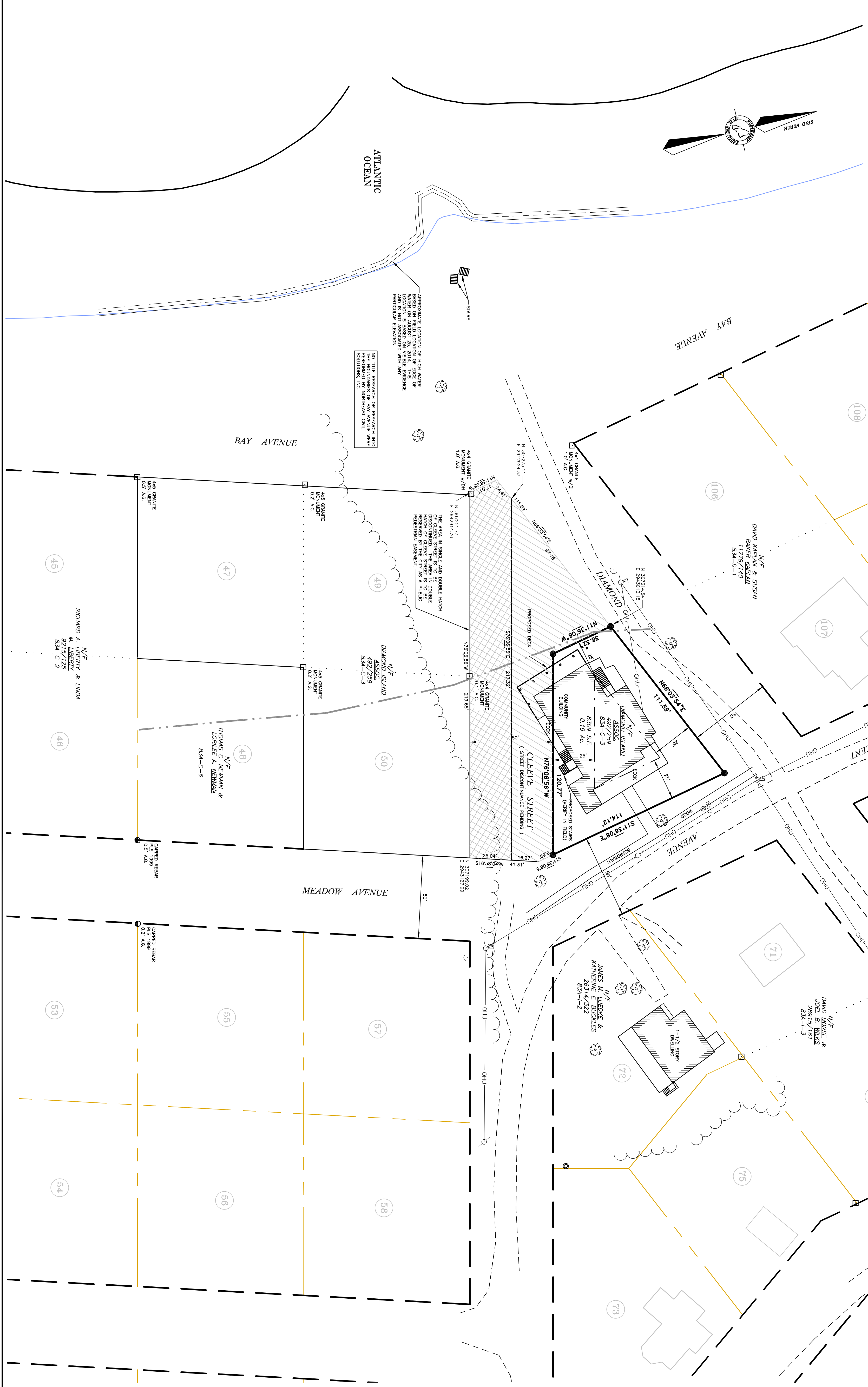
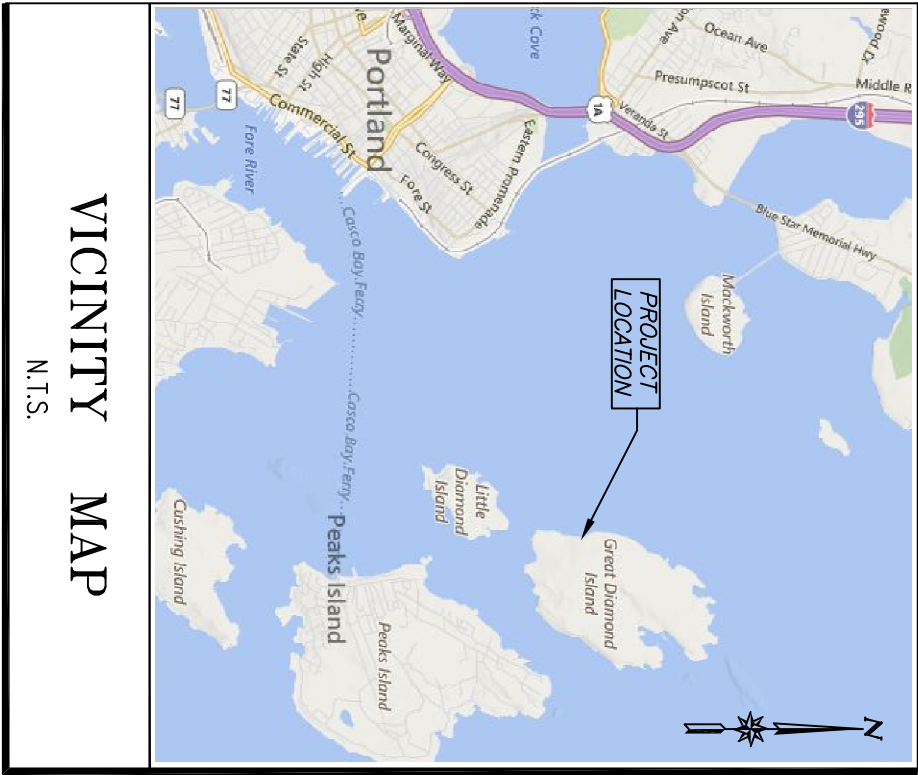
I am encouraging the designers/developers to consider the overwhelming scope of the project .The numbers of units will change the character of the neighborhood in several ways. The neighborhood currently has two senior living complexes with two more in the work not including this effort. It seems the neighborhood has sufficient number of older population housing units. The neighbor and surrounding neighborhoods enjoy the varied green spaces here. I would like the developer to maximize the green space and preserve the ball fields and demonstrate that the population density will not change the value of the surrounding homes.

I believe that these campus changes will have negative effects on the Sisters of Mercy High School ,Catherine McAuley and this further will alter what the neighborhood offers the city of Portland and impact the quality of the currently loved area.

Thank you

Mary Skeritt -Vankevich





## LEGEND

- #5 REBAR WITH PLASTIC CAP STAMPED "NCS, INC. PLS 2080" SET ON SEPTEMBER 28, 2014
- FOUND IRON PIPE (SIZE & TYPE AS NOTED)
- FOUND MONUMENT (SIZE & TYPE AS NOTED)
- FOUND DRILL HOLE
- FOUND CAPPED IRON ROD (NUMBER AS NOTED)
- GUY WIRE ANCHOR
- FOUND DECIDUOUS TREE (SIZE & TYPE AS NOTED)
- TREE LINE (APPROXIMATE)
- BOUNDARY LINE (SURVEYED)
- BOUNDARY LINE (NOT SURVEYED)
- EDGE OF WATER
- EDGE OF GRAVEL
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- OVERHEAD UTILITY
- 250' SHORELAND ZONE
- NOW OR FORMERLY OWNED BY DEED BOOK AND PAGE (CCRD)
- TAX MAP—LOT
- (123-45) PARENTHESIS DENOTE RECORD DATA

## NOTES

- THE BASIS OF BEARING FOR THIS SURVEY IS THE MAINE STATE COORDINATE SYSTEM, WEST ZONE, GRID NORTH.
- DEED AND PLAIN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- RECORD OWNERSHIP OF THE PARCEL SURVEYED CAN BE FOUND IN A DEED FROM ELLERBEE G.P. SMITH TO DIAMOND ISLAND ASSOCIATION DATED OCTOBER 20, 1882 AND RECORDED IN DEED BOOK 492, PAGE 259.
- REFERENCE IS MADE TO THE FOLLOWING PLANS:
  - "PLAN OF PROPERTY (NO 3) BELONGING TO THE DIAMOND ISLAND ASSOCIATION" SURVEYED BY JAMES W. LUEDKE & KATHERINE E. BLAKES, DATED DECEMBER 18, 1885, RECORDED IN PLAIN BOOK 6, PAGE 4
  - "COPY OF ANSONS PLAN WITH SUBDIVISIONS UPON IT" BY E.C. JORGAN, CIVIL ENGINEER, DATED JANUARY, 1886, RECORDED IN PLAIN BOOK 4, PAGE 245.
  - "PLAN OF PROPERTY BELONGING TO THE DIAMOND ISLAND ASSOCIATION" SURVEYED BY JAMES W. LUEDKE & KATHERINE E. BLAKES, DATED DECEMBER 18, 1885, RECORDED IN PLAIN BOOK 4, PAGE 42.
- THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 83A, BLOCK 1, PARCEL 1.
- THE PARCEL SURVEYED IS LOCATED IN THE IR-2 ZONE/DISTRICT, PORTIONS OF BULK AND SPACE REQUIREMENTS ARE AS FOLLOWS:
  - MINIMUM FRONTAGE = 200.00 S.F. (GROUND/THEERED)
  - SETBACKS:
    - FRONT = 25'
    - REAR = 25'
    - SIDE = 25'
- "OTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY, BEFORE PROCEEDING WITH THIS PROJECT, THE SURVEYOR SHALL DETERMINE ZONING / SETBACKS / RESTRICTIONS WITH THE APPROPRIATE AGENCIES.
- THE WIDTH AND LAYOUT OF ALL STREETS SHOWN WERE PROVIDED BY THE CITY OF PORTLAND. SAID STREETLINES WERE FIELD FOR THE RIGHT-OF-WAY LINES, TYPICAL.
- THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTACT DIG-SITE (689) DIG-SITE PRIOR TO ANY EXCAVATION WORK.

| Revised                    | By  | Date      | Change                        |
|----------------------------|-----|-----------|-------------------------------|
| 1                          | JAP | 8/30/2014 | ENTERED THE ATTACHED COMMENTS |
| PROJECT: 34466             |     |           |                               |
| DRAWING NAME: 34466.DWG    |     |           |                               |
| DATE: SEPTEMBER 05, 2014   |     |           |                               |
| SCALE: 1"=30'              |     |           |                               |
| FIELD BY: SNW/MAC/BS       |     |           |                               |
| FIELD DATE: 8-16-2014      |     |           |                               |
| FB # 258 E, FB YES         |     |           |                               |
| DRAWN BY: JAP              |     |           |                               |
| Drawing Name and Location: |     |           |                               |

BOUNDARY PLAN  
8 CRESCENT AVENUE GREAT DIAMOND ISLAND, PORTLAND MAINE 04109

Owner:  
DIAMOND ISLAND ASSOCIATION  
8 CRESCENT AVENUE GREAT DIAMOND ISLAND, PORTLAND MAINE 04109

Prepared For:  
TRAVIS BERUBE BUILDERS  
67 BOOTHBY AVENUE, SOUTH PORTLAND MAINE 04106

## STAMP AND SIGNATURE

133 US ROUTE 1, SCARBOROUGH, MAINE 04074  
NCS  
Northeast Civil Solutions  
207.883.1000  
207.883.2227  
info@northeastcivilsolutions.com  
e-mail  
fax  
tel

JOHANN M. BUSMAN  
MAINE REG. No. 1314  
DATE: 09-09-10  
EMPOWERED SEAL ABOVE





## PLANNING BOARD REPORT PORTLAND, MAINE

### REVISIONS TO R-6 RESIDENTIAL ZONING TEXT CITY OF PORTLAND, APPLICANT

|                                                                                                               |                                                                        |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Submitted to: Chair O'Brien and Members of the Portland Planning Board<br>Public Hearing Date: March 10, 2015 | Prepared by: Christine Grimando, Senior Planner<br>Date: March 6, 2015 |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|

#### I. Introduction

The Planning and Urban Development Department is proposing text amendments to the R-6 Residential Zone. These changes are primarily concerned with the dimensional requirements of the zone and parking standards. The provision for *small residential lot development*, enacted in 2005, is also proposed for elimination. Changes are also proposed to clarify standards for lots of record. Finally, an important aspect of the changes is to convert the dimensional requirements from a descriptive listing to a table format, shortening and simplifying the overall text of the ordinance. The Planning Board has held three previous workshops on this topic, on October 28<sup>th</sup>, November 25<sup>th</sup>, and January 20<sup>th</sup>. Each memo is included for reference, as well as a complete draft of the proposed changes in Attachment 1.

The objective of these changes is to allow for a pattern of development that provides for greater housing opportunities, enables infill development on small parcels, and to have standards in place that make it possible for new construction to be consistent with the historic pattern of development on the peninsula.

In Spring of 2014 the Planning Department proposed an extent of East Bayside be rezoned from R-6 to R-7, in response to repeated feedback that R-6 was not conducive to most new construction proposals. Staff at the time felt that rather than keep responding to R-7 rezoning requests, that R-7 could be more widely implemented in certain areas to preempt some applications for zone changes. Staff also discussed the fact that they were also looking into changes to the R-6 zone to make it a more viable zone to work within. After hearing much neighborhood concern about a widely expanded R-7, the Board endorsed a more circumscribed area of R-7. Feedback at that same meeting urged amending the R-6 before applying the R-7 with a broad brush. That feedback also led to the changes currently being reviewed. The R-6 zone as proposed allows greater flexibility and higher density than

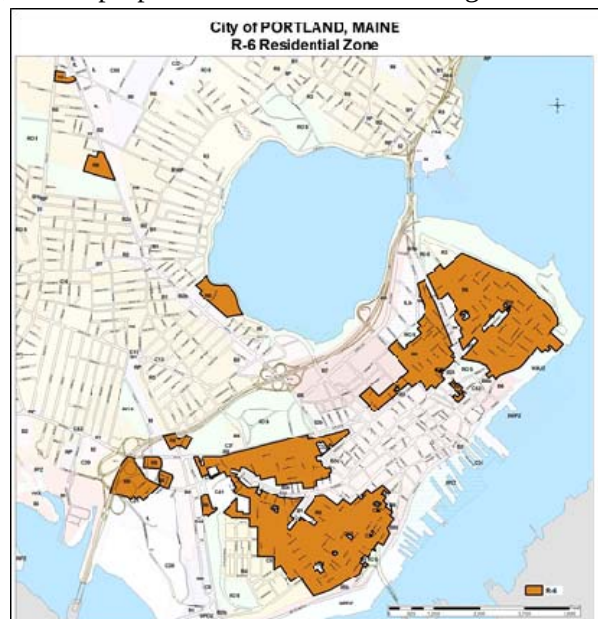
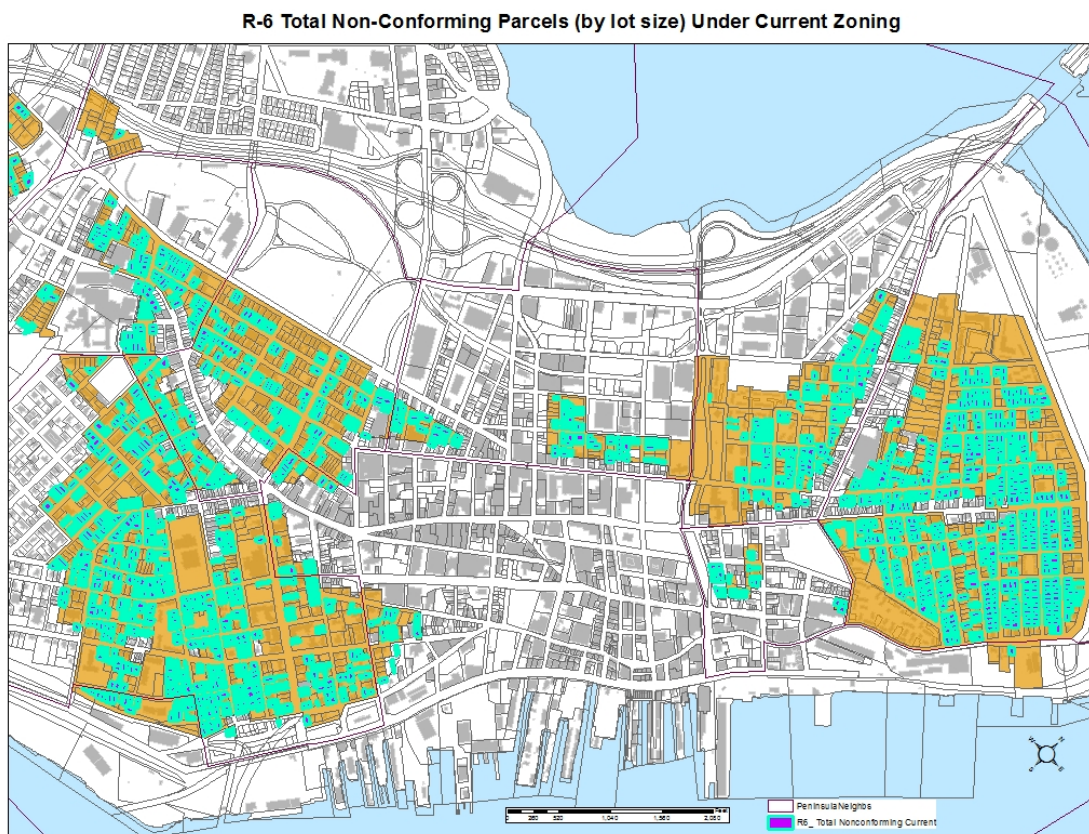


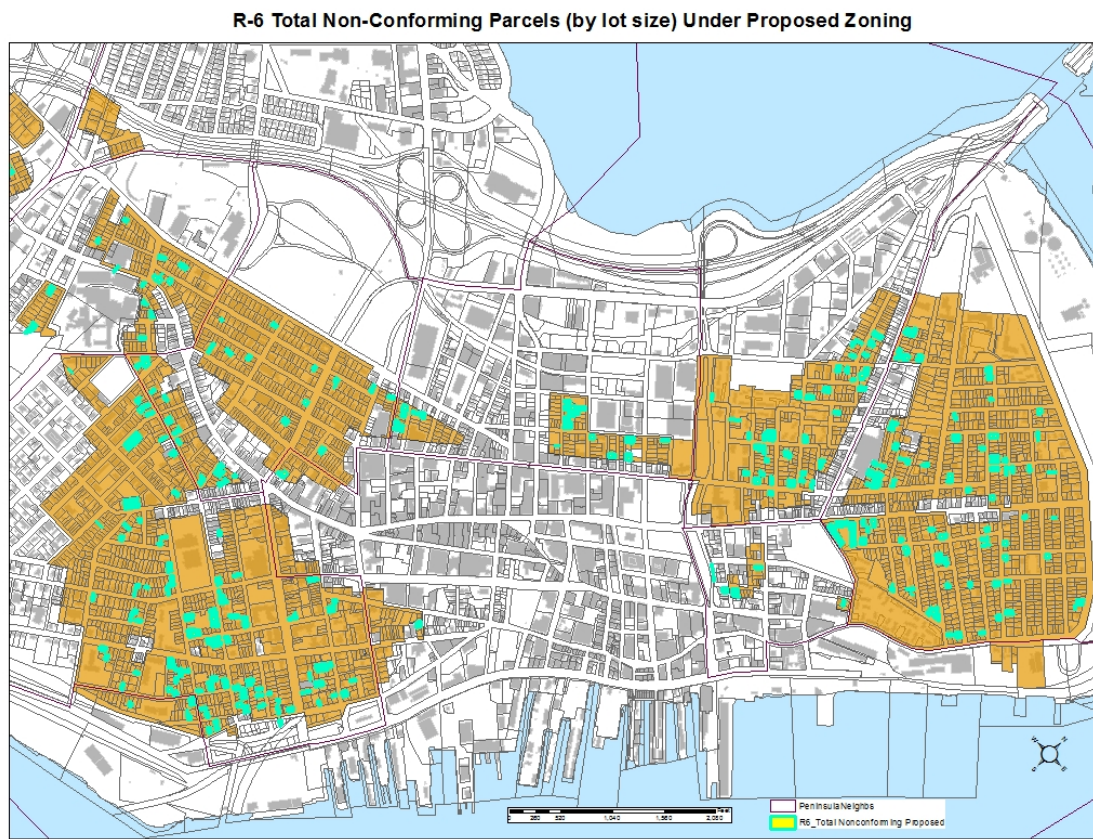
Figure 1, R-6 Residential Zone

the existing zoning, but is still substantially more restrictive than the R-7 zone in terms of frontage, density, lot coverage (0 frontage requirement, 435 square feet of land area/dwelling unit, and 100% in the R-7 zone). These revisions to the R-6 zone are the results of that R-7 discussion. As the dominant on-peninsula residential zone, R-6 encompasses the majority of Munjoy Hill, Parkside, the West End, and portions of other neighborhoods. These neighborhoods, varied though they are, embody successful pre-war development patterns – patterns that are not mirrored in the current dimensional requirements of the R-6 zone. Though the pattern of the peninsula's built environment is largely established, incremental changes to that pattern are ongoing, and the parameters of current zoning affect urban character today and into the future. It is hoped that these changes bring Portland's zoning closer into alignment with desirable patterns of development than is currently the case, as well as offering greater flexibility to existing and future property owners. As an example of the disparity between development patterns and zoning requirements, the current minimum lot size of 4,500 square feet renders 71% of existing parcels non-conforming. Similarly, the current minimum front setback of ten feet does not reflect the predominant pattern of Portland's residential neighborhoods, and if met or exceeded would produce a place of a significantly different urban character from the historic and much loved pattern there today. A minimum lot size of 2,000 square feet results in 14% of existing R-6 lots being non-conforming in the category of minimum lot size (see Figures 2 & 3).



**Figure 2, Existing Non-Conforming Lots Under Current Zoning**





**Figure 3, Non-Conforming Lots Under Proposed Zoning**

## **II. Purpose Statement for the R-6 and Land Use Policies**

The purpose of the R-6 residential zone is: (a) To set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households; and to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses, and (b) In cases of qualifying small, vacant, underutilized lots located in the urban residential and business zone, to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

This amendment will produce R-6 standards of greater consistency with the R-6 purpose statement than the current regulations.

## **III. Comprehensive Plan Policies**

Numerous recommendations in Housing: Sustaining Portland's Future, support these text changes. Policy 1 indicates zoning should encourage all types of high quality and compatible housing to enhance neighborhoods, encourages high density, small lot infill, and allowing for a range of housing types. Policy 3 (*Maintain and enhance the livability of Portland's neighborhoods as the city grows and evolves through careful land use regulation, design and public participation that respects neighborhood integrity*) recommends updating codes to encourage new residential development that: *Offer diverse and quality living options; Encourages traditional*

*neighborhood elements, Promotes a walkable city; Are Compatible with Portland's existing neighborhoods.* It also recommends ensuring the integrity and economic value of Portland's neighborhoods, working to find productive uses for vacant and underutilized lots, and increasing density where appropriate to achieve neighborhood diversity.

#### IV. City Council Goals.

These amendments are consistent with the City Council Common Goals and Objectives for 2014, which calls for zoning ordinance to allow for greater housing opportunities. A specific housing objective states: *Complete draft rewrites of the R-6, R-7 and B-2 portions of the zoning ordinance to allow for greater housing opportunities and present to Planning Board and Housing and Community Development Committee for review and recommendations to City Council.* In April, 2014, an early draft of the R-6 amendments was presented to the Housing and Community Development Committee, with a neighborhood outreach program to follow. (See Section VIII, Public Process, below.)

#### V. Proposed Text Amendments

**Table 1** includes all proposed dimensional changes, with brief discussion of other proposed text amendments to follow.

| R-6 Dimensional Requirements |                                                                                                                                                                                                                     |                                                                                                                                                                                                                     |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              | <i>Existing</i>                                                                                                                                                                                                     | <i>Proposed</i>                                                                                                                                                                                                     |
| <b>Minimum Lot Size</b>      | Residential Uses: 4,500 sf                                                                                                                                                                                          | Residential Uses: 2,000 sf, except that in R-6A the min. residential lot size is four (4) acres.                                                                                                                    |
|                              | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres. | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres. |
|                              | Intermediate care facility: One (1) acre.                                                                                                                                                                           | Intermediate care facility: One (1) acre.                                                                                                                                                                           |
|                              | School: Thirty thousand (30,000) square feet.                                                                                                                                                                       | School: Thirty thousand (30,000) square feet.                                                                                                                                                                       |
|                              | Places of assembly: Large, 30,000 sf; Medium, 15,000 sf; Small, 7,500 sf.                                                                                                                                           | Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.                                                                                                                                           |
|                              | Municipal Use: 4,500 sf                                                                                                                                                                                             | Municipal Use: 2,000 sf                                                                                                                                                                                             |
|                              | Hospital: Two (2) acres                                                                                                                                                                                             | Hospital: Two (2) acres                                                                                                                                                                                             |
|                              | Lodging house: Four thousand five hundred (4,500) sf                                                                                                                                                                | Lodging house: Four thousand five hundred 2,000 sf                                                                                                                                                                  |
|                              | All other uses: Forty-five hundred (4,500) square feet.                                                                                                                                                             | All other uses: 2,000 sf                                                                                                                                                                                            |

|                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Min. Lot Area/Dwelling Unit</b>                                                                   | <i>Minimum land area per dwelling unit:</i> One thousand (1,000) square feet per dwelling unit; and in the case of building additions and new construction, one thousand two hundred (1,200) square feet for each dwelling unit after the first three (3) units. This requirement may be reduced by up to twenty (20) percent for a special needs independent living unit. | 725 s.f.                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Minimum Lot Area/Lodging House Rooming Unit</b>                                                   | 250 s.f                                                                                                                                                                                                                                                                                                                                                                    | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Minimum land area per intermediate care facility resident</b>                                     | Eight thousand (8,000) square feet for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.                                                                                                                                                                                                                      | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Minimum land area per permitted hostel guest when maximum permitted guests is greater than 10</b> | None                                                                                                                                                                                                                                                                                                                                                                       | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Street Frontage</b>                                                                               | 40 feet                                                                                                                                                                                                                                                                                                                                                                    | 20 feet                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Minimum Front Yard Setback for Principal and Accessory Structures</b>                             | Principal or accessory structures: Ten (10) feet. A front yard need not exceed the average depth of front yards on either side of the lot. A lot of record existing as of June 5, 1957, and less than one hundred (100) feet deep need not be deeper than twenty (20) percent of the depth of the lot.                                                                     | 5 ft, or no more than average depths of adjacent front yards.                                                                                                                                                                                                                                                                                                                                 |
| <b>Minimum Rear Yard Setback for Principal and Accessory Structures</b>                              | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                          | 10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                      |
|                                                                                                      | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                      | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                              | All setbacks for swimming pools shall be as provided for in section 14-432, Swimming pools, of this article.                                                                                                                                                                                                                                                                                  |
| <b>Minimum Side Yard Setback for Principal and Accessory Structures</b>                              | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                          | 5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft. A permanent maintenance easement a minimum of 5 ft. in width shall be provided on the parcel adjacent to the lot line with the reduced side setback. Side yards in R-6A shall be 10 ft. for principal structures up to 45 ft. in height and 15 |



|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ft. for principal structures greater than 45 ft.in height. |
|                                 | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                         |                                                            |
|                                 | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            |                                                            |
|                                 | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet:                                                                                                                                                                                                                                                                                                                                                                                          |                                                            |
|                                 | <i>Height of Structure Required Side Yard</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                            |
|                                 | 1 story . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            |
|                                 | 2 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |
|                                 | 3 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |
|                                 | 4 stories . . . . . 12 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |
|                                 | 5 stories . . . . . 15 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |
|                                 | The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall the resulting side yards be less than ten (10) feet. |                                                            |
|                                 | ii. Detached accessory structures with ground coverage of one hundred and forty-four(144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                            |                                                            |
|                                 | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            |                                                            |
| <b>Side Yard on Side Street</b> | 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | None                                                       |

|                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                             |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Structure Stepbacks</b>                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. <i>Does not apply to side yards on side streets.</i> |
| <b>Maximum Lot Coverage</b>                            | Forty (40) percent of lot area for lots which contain twenty (20) or more dwelling units; fifty (50) percent for lots which contain fewer than twenty (20) dwelling units.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 60%                                                                                                                                                                                                                                                         |
| <b>Minimum Lot Width</b>                               | 50 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 20 feet                                                                                                                                                                                                                                                     |
| <b>Maximum Height</b>                                  | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Principal and attached accessory structure: 45 ft                                                                                                                                                                                                           |
|                                                        | Accessory detached structure: Eighteen (18) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Detached accessory structure: 18 ft                                                                                                                                                                                                                         |
|                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | In R-6A the maximum principal and attached accessory structure height shall be 65 ft.                                                                                                                                                                       |
| <b>Landscaped Open Space</b>                           | <i>Uses other than bed and breakfast.</i> Twenty (20) percent for those lots which contain fewer than twenty (20) dwelling units; thirty (30) percent for those lots which contain twenty (20) or more dwelling units. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                                                                                                                                                                                                                                                                            | 20%. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                    |
|                                                        | <i>Bed and breakfasts.</i> A bed and breakfast that is located on a lot that has at least twenty (20) percent open space on the date of filing of the application for site plan shall not reduce the open space on the lot below 20% of the lot area. A bed and breakfast located on a lot that does not have at least 20% open space on the date of filing of the application for site plan review, and that is legally nonconforming as to the open space requirement of this section, shall not reduce the open space on the lot below the level in existence on the date of the application for site plan review. Open space areas shall not include parking areas or other impervious surface areas as defined in section 14-47. |                                                                                                                                                                                                                                                             |
| <b>Minimum gross floor area for bed and breakfasts</b> | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each                                                                                                          |

|                                                  |                                             |                                                                                                                                                                                                   |
|--------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |                                             | additional guest room.                                                                                                                                                                            |
| <b>Maximum floor area for places of Assembly</b> | <i>On a collector or arterial road:</i>     | <i>On a collector or arterial road:</i>                                                                                                                                                           |
|                                                  | Large: Not limited                          | Large: Not limited                                                                                                                                                                                |
|                                                  | Medium: 4,500 sf                            | Medium: 4,500 s.f.                                                                                                                                                                                |
|                                                  | Small: 2,250 sf                             | Small: 2,250 s.f.                                                                                                                                                                                 |
|                                                  | <i>Not on a collector or arterial road:</i> | <i>Not on a collector or arterial road:</i>                                                                                                                                                       |
|                                                  | Large: 4,500 sf                             | Large: 4,500 s.f.                                                                                                                                                                                 |
|                                                  | Medium: 2,250 sf                            | Medium: 2,250 s.f.                                                                                                                                                                                |
|                                                  | Small: 1,125 sf                             | Small: 1,125 s.f.                                                                                                                                                                                 |
| <b>Maximum Garage Opening</b>                    |                                             | Garage openings on front façades shall not exceed the greater of nine (9) feet or forty (40) percent of the front façade, and in no case shall a garage opening on a front façade exceed 20 feet. |

The changes are meant to simplify the ordinance, provide opportunities for additional housing construction, and allow for greater flexibility on lots. To that end the density standard, currently a variable 1,000 sf per dwelling unit for the first three units, and 1,200 sf per dwelling unit thereafter (36 units per acre) is being proposed to be changed to 725 sf per dwelling unit (60 units per acre). Table 2

|             | Current R-6 Density<br>(1000-1200 sf/du) | Proposed R-6<br>Density (725 sf/du) |
|-------------|------------------------------------------|-------------------------------------|
| 2000 sf lot | 2 units                                  | 2 units                             |
| 3000 sf lot | 3 units                                  | 4 units                             |
| 4500 sf lot | 4 units                                  | 6 units                             |

**Table 2**

illustrates the implications of the proposed change to the density standard on three lot sizes. Minimum lot size is proposed to change from 4,500 sf to 2,000 sf, better matching the dense, small lot fabric of residential neighborhoods on the peninsula. Setbacks are reduced to also better match traditional building patterns, reducing the front setback from 10 feet to 5 feet. Side and rear setbacks are similarly reduced. The changes to lot coverage and setback standards have implications for existing as well as future homeowners and property developers, allowing small additions, decks, or accessory structures to be built where they currently are not allowed, allowing greater flexibility for existing properties, and also allowing for the possibility of existing neighborhood patterns to be replicated. Another group of property owners affected includes those who have double lots with vacant side yards. Many of these cannot currently be developed under existing zoning, and will be developable under the proposed zoning.

Other changes included in these amendments:

- A provision to allow townhouse style, horizontally attached dwelling units to occur through the elimination of the side setback (Sec. 14-139.b).
- The Small Residential Lot Development (current Sec. 14-139.2) will be eliminated. This standard is in place to allow for small, non-conforming lots to be developed, as the current minimum lot size renders so many small lots unbuildable. It is the goal of these changes to have a lot size sufficiently small as to



eliminate the need for this provision.

- A maximum portion of the front façade that can be garage opening has been set to the lesser of 9 feet or 40 percent, with a maximum of 20 feet, so as not to have residential facades be disproportionately dominated by vehicle storage.

- Cumulative Side Setbacks. Five foot side setbacks are proposed for the R-6 zone. The dimensional standards proposed are made with the needs and viability of small lots in mind. Comments were made at previous meetings, by the public and by the Board, regarding the need for flexibility if small lots were to accommodate both a building and a driveway. Existing residential patterns in the R-6 zone show a preponderance of houses hugging one property line, and a driveway along the other (Figure 1, a sketch to illustrate existing and proposed setbacks, shows this common existing non-conforming condition of a lot on Spring Street). To make this

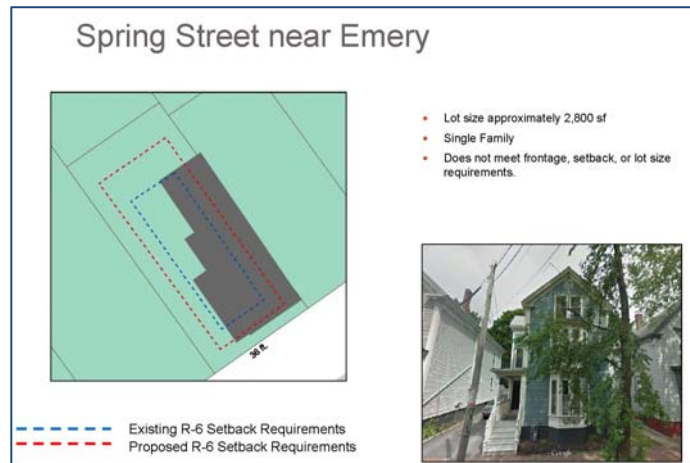


Figure 4

configuration a possibility in the future, the amendment includes the following side setback requirement: **5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft. A permanent maintenance easement a minimum of 5 ft. in width shall be provided on the parcel adjacent to the lot line with the reduced side setback.**

- Parking Standards. Included in these amendments since they were first proposed has been an exemption of the first three dwelling units from the parking requirements of one space per unit. Planning Board and staff has received a great deal of public input and concern, in addition to some support in regard to these proposed changes. This is not a proposal for a prohibition on providing off-street parking, and we expect that a majority of proposals for new residential development will continue to incorporate off-street parking where at all feasible. The proposal is made in the hope it grants some flexibility for small lots that might otherwise be challenged to have lot dimensions provide for both a new structure and new parking spaces, both. At the January 20<sup>th</sup> workshop the Board asked for a comparison of possible parking options.

1. **Exemption of first three required spaces.** Under this standard, a new eight unit building would be required to provide five parking spaces, a new triplex would not be required to provide any parking, an existing triple decker could create a fourth unit if a minimum of one parking space was provided, etc. This is the most generous and offers the most flexibility of the proposed parking amendments.
2. **Exemption of first two required spaces.** This option is between option 1 and option 2. In addition to being an exemption for new construction, it also would allow lots with existing single family homes the possibility of creating an additional unit if they met the remaining dimensional requirements, for example.
3. **Exemption of first required parking space.** This alternative was presented at the January workshop (Attachment 2). Instead of the exemption from the first three spaces, the alternate standard states that *Where creation of a new driveway opening would result in the loss of on-street parking, no off-street parking is required for the first dwelling unit.* New curb cuts can impact one,

and sometimes more, on-street space (depending on the location of the curb cut in relation to the spacing of existing on-street parking spaces). This alternative parking standard is an exemption for the first required space where it would require a new driveway, and would not create a net gain in new parking. It is not a prohibition on new driveways or off-street parking, and grants some flexibility for small lots and new single family homes should they wish to take advantage of this exemption, with no net loss of parking. A simpler variation on the amendment as proposed would be to simply exempt the first space.

4. **Exemption of 1 new space.** This is a variation on the first space exemption that would allow the creation of one new dwelling unit without providing parking, regardless of the conformity of the existing on-site parking situation. This could apply to all possible housing configurations, whether new single family home, or an existing development (single family, duplex, or multi-family), being permitted to create one additional unit, lot area and dimensional standards allowing.

We are asking the Board, following the public comments, to select which option, if any or combination of options, to include in the recommendation to the City Council. The motions for the Board to consider will array these alternatives for the Board's convenience.

In addition to this alternate parking amendment, Planning staff is proposing a companion change to recognize Tandem Parking the City Technical Manual, discussed in **III**, below. A tandem parking provision in combination with any of the four options above offer substantial flexibility in meeting required parking amounts.

Lot Mergers/Lots of Record. Changes to the definition of Lot, as well as to 14-433, *Lots of Record and accessory structure setbacks for existing buildings* are attached. Organizational, structural changes to the section are included, in addition to substantive changes to the section. These changes maintain minimum standards for existing non-conforming lots, both for contiguous lots under common ownership and individual lots, while granting them relief from meeting all current dimensional standards.

Under current zoning, contiguous lots of record under common ownership are interpreted as a single tract of land. By changing the dimensional standards to include smaller lot sizes and reduced setbacks, many of these previously unbuildable small lots will return to the pool of buildable property. To account for the inability of many existing lots to meet all dimensional standards - a lot that contains an existing building that does not meet existing setbacks, for instance, would not qualify as meeting all dimensional requirements, and would still merge with an adjacent lot under common ownership – such contiguous lots are only required to meet minimum lot size and frontage requirements to maintain their separate, buildable status. The changes to 14-433 states that *Contiguous lots of record under common ownership shall be deemed to be separate lots, provided that they either meet the minimum lot area and minimum frontage of the zone in which they are located, or the minimum applicable standards of 14-433 (a-d)*. In the R-6 this would mean contiguous lots under common ownership would need to be a minimum of 2,000 square feet in lot size, and have a minimum street frontage of 20 feet. Maintaining a basic standard of a small minimum lot size and minimum street frontage allows for small, nonconforming lots of record to function as buildable lots, without disqualifying them for the other possible dimensional non-conformities that may exist, such as existing buildings at lot lines.

## **VI. Technical Standards**

In addition to an amendment to the required parking spaces per dwelling unit, Planning staff is proposing

an amendment to the City's Technical Manual for the addition of a Tandem Parking standard as a legitimate means to meet parking requirements. Tandem parking is the placement of two or more vehicles in a row directly behind one another. Off-street parking often occurs in this way, with two or more parking spaces parked in tandem in a driveway. Recognizing tandem parking as a way to satisfy, in part or in whole, a residential parking requirement would grant additional parking flexibility, free up valuable land area, and potentially reduce construction costs. Many cities allow some measure of tandem parking to meet residential requirements, often with limits and conditions in regard to total number, dimensions, and qualifying zones. A sampling of places with tandem parking provisions in their codes includes: Berkeley, Boston, Burlington, Hoboken, Mankato, Miami, Nantucket, Phoenix, Providence, Salt Lake City, among others.

An amendment to the Technical Manual requires a dedicated public hearing by the Planning Board, distinct from the R-6 amendments. Staff is proposing to bring forward tandem parking standards as an amendment to the Technical Manual in conjunction with several Design Manual amendments. Each requires one public hearing before adoption. This will be a practical, valuable change, as well as one that respects existing development patterns and the constraints of small, urban lots.

## VII. DISCUSSION

### Life Safety Codes

At the previous workshop it was asked if these reduced setbacks are consistent with Life Safety requirements. Zoning and building codes are distinct standards new development has to satisfy, and among possible others, depending on the location and extent of the change. Specifically, the question arose whether it was possible to have residential construction as close as the amendment would allow, and by extension whether a possible contradiction in requirements was being established. The applicable building codes allow for very close, as well as joined, residential construction. As buildings get closer together, the construction standards change in response to that proximity. A sample of standards from what is a large and complex set of building codes is below:

| Maximum Area of Exterior Wall Openings Based on Fire Separation Distance and Degree of Opening Protection (Sample) |                              |                             |
|--------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------|
| Exterior Wall Distance                                                                                             | Degree of Protection         | Allowable Area for Openings |
| 0-3 ft                                                                                                             | Unprotected, Non-Sprinklered | None                        |
|                                                                                                                    | Unprotected, Sprinklered     | None                        |
|                                                                                                                    | Protected                    | None                        |
| 5-10 ft                                                                                                            | Unprotected, Non-Sprinklered | 10%                         |
|                                                                                                                    | Unprotected, Sprinklered     | 25%                         |
|                                                                                                                    | Protected                    | 25%                         |
| 15-20 ft                                                                                                           | Unprotected, Non-Sprinklered | 25%                         |
|                                                                                                                    | Unprotected, Sprinklered     | 75%                         |
|                                                                                                                    | Protected                    | 75%                         |
| 25-30 ft                                                                                                           | Unprotected, Non-Sprinklered | 70%                         |
|                                                                                                                    | Unprotected, Sprinklered     | No Limit                    |
|                                                                                                                    | Protected                    | No Limit                    |
| Source: 2009 International Building Code                                                                           |                              |                             |

Construction materials, sprinkling requirements, and allowable openings (windows and doors) on exterior walls, alter according to distance between buildings. .

### Parking Impacts



There is no comprehensive city-wide or peninsula-wide parking assessment of total usage of on-street spaces, or total parking need. In addition to supporting reducing parking requirements as one tool to assist in creating more affordable housing, the housing study recently completed by the Greater Portland Council of Governments cites U.S. census data that shows that percentage of on-peninsula households with 2+ cars is 33%, compared to a national average of 66%, with 77% of households in Portland's densest neighborhoods reporting vehicle ownership rates of between 0 and 1. Further insight into current trends can be found in several recent assessments for specific development proposals which have assessed the average need of the peninsula to be .48 spaces per apartment. Attachment 6 is an excerpt of traffic and parking analysis conducted by Gorrill-Palmer Consulting Engineers for a recently approved Avesta Housing project on Washington Avenue. It cites five other parking assessments done for the City. A similar question was raised for the Bayside Anchor project in East Bayside during its review in the summer of 2014, and similar conclusions were reached. Though parking space demand will vary across households, this assessment has been affirmed, and peer reviewed, in several recent studies that have accompanied development proposals to the Planning Board.

Support for reduced parking requirements extends to housing affordability considerations, but also to the topics of walkable communities, transit, sustainability and urban design. Below is a cursory sample listing of the many publications on this issue, from a variety of sources and disciplines, each emphasizing the value of reducing minimum parking requirements.

- Developing Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices. Wilbur Smith Associates, et al.  
[http://www.mtc.ca.gov/planning/smart\\_growth/parking/parking\\_study/April07/bestpractice\\_042307.pdf](http://www.mtc.ca.gov/planning/smart_growth/parking/parking_study/April07/bestpractice_042307.pdf)
- *Parking Management Best Practices*. Todd Litman
- Parking Requirement Impacts on Housing Affordability. Todd Litman, Victoria Transport Policy Institute. <http://www.vtpi.org/park-hou.pdf>
- Parking Spaces/Community Places: Finding the Balance through Smart Growth Solutions. US. Environmental Protection Agency.  
<http://www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf>
- *Smart Growth Alternatives to Minimum Parking Requirements*. Christopher V. Forinash, Adam Millard-Ball, Charlotte Dougherty and Jeffrey Tumlin
- *Walkable City*. Jeff Speck

## VIII. Public Process

Over the course of several months, staff met with each impacted neighborhood organization to discuss the proposed changes, on the following dates:

- June 11. West End Neighborhood Association
- June 16. Western Promenade Neighborhood Association
- July 7. St. John Valley Neighborhood Association
- July 14. Libbytown Neighborhood Association
- July 16. Parkside Neighborhood Association
- August 5. Bayside Neighborhood Association
- August 11. Munjoy Hill Neighborhood Association
- August 19. East Bayside Neighborhood Association

Planning staff also met with the Southern Maine Landlord Association, and numerous individuals who requested meetings on the topic.

The feedback we received was lively and varied, and much of it was supportive. The overall goals of zoning standards that better align with historic and desired patterns of development, the need to allow for greater housing production, and greater flexibility for property owners on small lots were received well. Feedback on the details of the proposal was far from uniform or entirely positive, though, and there were some recurrent themes that emerged at the meetings and at the workshops:

- *That five foot minimum side setbacks combined with a 45 foot height limit will create light and air impacts for adjacent properties.* In response, the text amendments were changed to include setbacks of an additional five feet beyond rear and side yard requirements for portions of building above 35 feet.
- *That allowing higher densities in residential zones will hasten a loss of larger housing units and families that occupy them, including the conversion of single family homes and multi-bedroom apartments to 1-bedrooms and efficiencies.* There is an existing zoning provision that speaks to this concern, placing size limits on the conversion of existing buildings into additional dwelling units. Sec. 14-136.2 requires that the creation of new multifamily dwellings originating from the alteration of an existing residential structure not result in the creation of any new dwelling unit of less than 600 square feet of floor area, and shall not result in any existing dwelling unit being reduced in size to less than one thousand (1,000) square feet of floor area. This does not prohibit division of existing units, but it does aid in the retention of a varied housing stock.
- *That the proposed parking exemption for the first three units will have negative impacts on the livability of the impacted neighborhoods.* This has been by far the most contentious aspect of the proposed changes. It should be noted there has been some genuine support for this proposal, as well as some qualified support, but also, and in greater numbers, opposition. A number of the people we've met with were skeptical but constructively engaged with the topic, offering possible alternatives such as allowing this exemption for small developments/small parcels only, or requiring that one parking space be mandatory and the next three exempted to insure that a driveway, and other informal uses of that space for off-street parking, were made possible (this last would also allow for the possibility of more than one car parking in tandem in a driveway – City regulations do not give credit to tandem parking spaces, but in practice driveways often hold multiple cars). Staff does not believe this to be a drastic proposal, and it offers flexibility and the potential for reduced costs for small lot housing production. Any property developer feeling the need for more parking spaces would still have the option of providing them – this is not a prohibition on providing parking for the first three spaces. Nevertheless it is topic of great import for the community members we've met with, and deserves careful consideration.
- *What is the relationship of these changes to affordable housing?* The question of the relationship of the proposed zoning changes to affordable housing has been asked at recent workshops. To clarify this point, these text amendments don't include affordability requirements. The R-6 proposal also does not limit the construction of housing that is not considered affordable, just as the current R-6 as it currently is written not do this. The City is considering various tools and strategies to address affordability for the entirety of Portland, including recently having a housing study completed (<http://www.portlandmaine.gov/AgendaCenter/ViewFile/Item/1369?fileID=5581>), and considering the development of an inclusionary zoning provision. Changing the requirements of the R-6 zone is one tool among many, and these changes do encourage affordability in allowing greater numbers of housing units to be created than is currently permitted, and by proposing to reduce parking requirements which impact affordability in both lowering total construction costs and in allowing more land to be dedicated to housing. By lowering the minimum lot size the possibility for small increments of development increases, and with it the potential for owner-occupied duplexes and triplexes. These changes support a diversity of housing choices, and with them the potential to add to the housing supply in a context that is consistent

with the existing neighborhood patterns that would be impossible to replicate under the current zoning standards.

- *Have these changes been brought forward at the request of developers?* These amendments are not at the request of a private developer, and will benefit individual property owners, and small, non-professional property developers as much as developers of larger scale projects.
- There's been feedback that there should be no minimum lot size and that 2,000 sf is much too small of a minimum lot size. We believe it is a size that will make the vast majority of lots developable, while still maintaining dimensional thresholds when paired with lot coverage, setback, and frontage requirements.
- Concern with the impact on neighborhood character of garage doors as part of a front façade. Staff's concern with this is why a maximum percentage of the front façade dedicated to garage doors is proposed. Without this standard, garage doors could dominate first floor frontages. Simultaneously, allowing some garage presence seems reasonable, and not detrimental if not the dominant street-level use. Since the January workshop, this standard has been modified to include a maximum of twenty feet of a garage opening in any front façade in the R-6 zone.
- *Sumner Court Street Frontage and Lot Access.* Among the amendments to R-6 dimensional requirements is the reduction of street frontage from 40' to 20'. This is consistent with the reduction in minimum lot size and lot width. Concerns have been raised by residents of North Street and Sumner Court on Munjoy Hill that the street frontage reduction will enable development of a sizable back parcel of land which might then seek access across a narrow passage, Sumner Court, a 12' wide alley or unaccepted street. (Please refer to Public Comment attachment PC 14 and PC 15&16.) Sumner Court would not qualify for street frontage due to its status and width, however contiguous property owned by the same individual has street frontage on Cumberland Avenue. The three contiguous lots comprise approximately 15,000 sf. The abutters of Sumner Court have requested consideration of a zoning amendment to require that the access to a lot be provided on the street frontage, which is usually, but not always, the case. Please see Attachment 9 for a GIS map showing Sumner Court and the property in question.

We are not at this time proposing to amend the ordinance to require that access be provided from the street where the street frontage is located. There are situations where the driveway is not located on the frontage street, such as corner lots, lots that have frontage on both front and rear boundaries, and lots with street frontage and alternative access rights to another street. This issue transcends the R-6 zoning amendments and has city wide ramifications. The Planning Board might wish to discuss this policy and regulation in recognition of the prospect for further development of this type of back land.

Associated with this issue is the neighbors' concern about the adequacy of driveway access, which is a site plan/subdivision issue. Concerns were expressed about ownership requirements of driveway access locations and conditions that would be problematic for construction and use of a narrow lane for access. Regarding the question of ownership, any applicant must demonstrate sufficient right, title, and interest in property for development, including any access ways. Easements and rights of way and other rights can be sufficient for demonstration of right, title and interest, short of actual fee ownership interest, as determined by the Planning Board with advice from the Corporation Counsel. As for the physical adequacy (width, stability, condition, etc.) of a lane such as Sumner Court for access, that would be evaluated during the course of review. The access would need to meet Technical Manual standards, with advice from Fire Safety, our consulting traffic engineer, and staff from the Department of Public Services in reviewing any proposed access in a site plan or subdivision. More recent comments have suggested that any access that is not direct to a street frontage shall meet all technical manual specifications with no chance for waivers. We can discuss this issue further at the public hearing.



## **IX. Staff Recommendations**

The staff recommends that the Planning Board find the proposed text amendments to be consistent with the Comprehensive Plan and recommend to the City Council adoption of the proposed text amendments.

## **X. Motions for the Board to Consider**

On the basis of information contained in the Planning Report and testimony presented at the public hearing, the Board finds:

The proposed R-6 and related zoning amendments (are or are not) in conformance with the City of Portland Comprehensive Plan and therefore (recommends or does not recommend) approval of the proposed zoning amendments to the City Council, including parking alternative [1 (exemptions of first three spaces); or 2 (exemption of first two spaces); or 3 (exemption of first space); or 4 (exemption of one new space)].

## **XI. Attachments**

1. Proposed Text Amendments to Portland Land Use Code, Div. 7, R-6 Residential Zone, 14-47, 14-332, 14-433.
2. Alternate Parking Text Amendment
3. Table of Existing and Proposed Dimensional requirements
4. October 28<sup>th</sup> Planning Board Memo
5. November 25<sup>th</sup> Planning Board Memo
6. January 20<sup>th</sup> Planning Board Memo
7. Gorrill-Palmer Parking Analysis (excerpt from prior application)
8. Portland Press Herald: Zoning for Portland's older, urban neighborhoods should reflect reality
9. Sumner Ct.

## **Public Comment**

- PC 1 Alexander
- PC 2 Pringle
- PC 3 McManamy
- PC 4 Jack & Platte
- PC 5 PHA
- PC 6 Snyder
- PC 7 Yarnold
- PC 8 Davey
- PC 9 Parsons
- PC 10 Cowie
- PC 11 Barowitz
- PC 12 Burwell
- PC 13 Barowitz
- PC 14 Cowie
- PC 15 Cowie
- PC 16 Jack

Date of Draft: March 6, 2015

DIVISION 7. R-6 AND R-6A RESIDENTIAL ZONES\*

**Sec. 14-135. Purpose.**

The purpose of the R-6 residential zone is:

(a) To set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households; and to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses.

(b) In cases of qualifying small, vacant, underutilized lots located in the urban residential and business zone, to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

The purpose of the R-6A residential zone is:

(c) To encourage neighborhood livability with higher density multi-family housing on large parcels located off the peninsula. The zone is appropriate in areas that are along major public transportation routes, near service areas, and in redevelopment (underutilized) or infill areas.

**Sec. 14-136. Permitted uses.**

The following uses are permitted in the R-6 and R-6A residential zones:

(a) *Residential:*

1. Single- and two-family dwellings. No building reviewed as a two-family dwelling in accordance with section article V (site plan) of this chapter shall be altered to include any additional dwelling unit within five (5) years from the date of issuance of the building permit. Any building reviewed as a two-family dwelling in accordance with article V (site plan) of this chapter or not reviewed under article V, which is

altered or enlarged to include any additional dwelling unit after this five-year period, shall be reviewed as a pursuant to article V of this chapter.

2. Multifamily dwellings. ~~\_\_\_, provided that any alteration of a structure in residential use on December 2, 1987:~~

~~a. Shall not result in the creation of any additional dwelling unit of less than six hundred (600) square feet of floor area, exclusive of common hallways and storage in basement and attic; and~~

~~b. Shall not result in any existing dwelling unit being reduced in size to less than one thousand (1,000) square feet of floor area, exclusive of common areas and storage in basement and attic;~~

**Sec. 14-139. Dimensional requirements.**

a. In addition to the provisions of division 25 (space and bulk regulations and exceptions) of this article, lots in the R-6 and R-6A zones shall meet or exceed the following minimum requirements:



Date of Draft: March 6, 2015

| R-6 Dimensional Requirements                                      |                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Lot Size                                                  | Residential Uses: 2,000 sf, except that in R-6A the min. residential lot size is four (4) acres.                                                                                                                                                                                                    |
|                                                                   | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres.                                                                                 |
|                                                                   | Intermediate care facility: One (1) acre.                                                                                                                                                                                                                                                           |
|                                                                   | School: Thirty thousand (30,000) square feet.                                                                                                                                                                                                                                                       |
|                                                                   | Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.                                                                                                                                                                                                                           |
|                                                                   | Hospital: Two (2) acres                                                                                                                                                                                                                                                                             |
|                                                                   | All other uses: 2,000 sf                                                                                                                                                                                                                                                                            |
| Min. Lot Area/Dwelling Unit                                       | 725 s.f.                                                                                                                                                                                                                                                                                            |
| Minimum Lot Area/Lodging House Rooming Unit                       | 250 s.f.                                                                                                                                                                                                                                                                                            |
| Minimum land area per intermediate care facility resident         | 250 s.f.                                                                                                                                                                                                                                                                                            |
| Minimum land area per permitted hostel guest when maximum         | 250 s.f.                                                                                                                                                                                                                                                                                            |
| Street Frontage                                                   | 20 feet                                                                                                                                                                                                                                                                                             |
| Minimum Front Yard Setback for Principal and Accessory Structures | 5 ft, or no more than average depths of adjacent front yards.                                                                                                                                                                                                                                       |
| Minimum Rear Yard Setback for Principal and Accessory Structures  | 10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                            |
|                                                                   | All setbacks for swimming pools shall be as provided for in section 14-432, Swimming pools, of this article.                                                                                                                                                                                        |
| Minimum Side Yard Setback for Principal and Accessory Structures  | 5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft. A permanent maintenance easement a minimum of 5 ft. in width shall be provided on the parcel adjacent to the lot line with the reduced side setback. |
|                                                                   | Side yards in R-6A shall be 10 ft. for principal structures up to 45 ft. in height and 15 ft. for principal structures greater than 45 ft. in height.                                                                                                                                               |
| Side Yard on Side Street                                          | None                                                                                                                                                                                                                                                                                                |
| Structure Stepbacks                                               | Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. <i>Does not apply to side yards on side streets.</i>                                         |
| Maximum Lot Coverage                                              | 60%                                                                                                                                                                                                                                                                                                 |
| Minimum Lot Width                                                 | 20 feet                                                                                                                                                                                                                                                                                             |
| Maximum Height                                                    | Principal and attached accessory structure: 45 ft                                                                                                                                                                                                                                                   |
|                                                                   | Detached accessory structure: 18 ft                                                                                                                                                                                                                                                                 |
|                                                                   | In R-6A the maximum principal and attached accessory structure height shall be 65 ft.                                                                                                                                                                                                               |
| Landscaped Open Space                                             | 20%. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                                                            |
| Minimum gross floor area for bed and breakfasts                   | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.                                                                                                                           |
| Maximum floor area for places of Assembly                         | <i>On a collector or arterial road:</i>                                                                                                                                                                                                                                                             |
|                                                                   | Large: Not limited                                                                                                                                                                                                                                                                                  |
|                                                                   | Medium: 4,500 s.f.                                                                                                                                                                                                                                                                                  |
|                                                                   | Small: 2,250 s.f.                                                                                                                                                                                                                                                                                   |
|                                                                   | <i>Not on a collector or arterial road:</i>                                                                                                                                                                                                                                                         |
|                                                                   | Large: 4,500 s.f.                                                                                                                                                                                                                                                                                   |
|                                                                   | Medium: 2,250 s.f.                                                                                                                                                                                                                                                                                  |
|                                                                   | Small: 1,125 s.f.                                                                                                                                                                                                                                                                                   |
| Maximum Garage Opening                                            | Garage openings on front façades shall not exceed the greater of nine (9) feet or forty (40) percent of the front façade, and in no case shall a garage opening on a front façade exceed 20 feet.                                                                                                   |

## b. Townhouse Subdivisions

Subdivisions consisting of horizontally attached dwellings on individual lots are not required to have side yards between such

dwelling where a party wall condition will exist. Horizontally attached dwellings located within a single lot shall be required to meet the applicable side yard requirements at the external lot boundaries of the subdivision and internal lot boundaries between such dwellings that are not attached to each other. No minimum lot size, width shall be required for individual lots underlying townhouse (horizontally attached) dwelling types. The applicable minimum lot area per dwelling shall apply to each lot.

C. Single-family, two-family, and multi-family dwellings in existence as of (date of enactment) shall not result in the creation of any additional dwelling unit of less than six hundred (600) square feet of floor area, exclusive of common hallways and storage in basement and attic; and Shall not result in any existing dwelling unit being reduced in size to less than one thousand (1,000) square feet of floor area, exclusive of common areas and storage in basement and attic.

~~(a) Minimum lot size:~~

- ~~1. Residential: Forty-five hundred (4,500) square feet, except as provided for lots of record in section 14-433 (lots of record and accessory structure setbacks for existing buildings) of this article.~~
- ~~2. Reserved.~~
- ~~3. Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres.~~
- ~~4. Intermediate care facility: One (1) acre.~~
- ~~5. School: Thirty thousand (30,000) square feet.~~
- ~~6. Places of assembly:~~

|        |                           |
|--------|---------------------------|
| Large  | <del>30,000 sq. ft.</del> |
| Medium | <del>15,000 sq. ft.</del> |
| Small  | <del>7,500 sq. ft.</del>  |

- ~~7. Municipal use: Forty-five hundred (4,500) square feet.~~
  - ~~8. Hospital: Two (2) acres.~~
  - ~~9. All other uses: Forty-five hundred (4,500) square feet.~~
  - ~~10. Lodging house: Four thousand five hundred (4,500) square feet.~~
- ~~(b)~~
- ~~1. Minimum area per dwelling unit: One thousand (1,000) square feet per dwelling unit; and in the case of building additions and new construction, one thousand two hundred (1,200) square feet for each dwelling unit after the first three (3) units. This requirement may be reduced by up to twenty (20) percent for a special needs independent living unit.~~
  - ~~2. Minimum rooming unit areas for lodging houses: Two hundred (200) square feet of combined rooming unit and common area for each rooming unit. Each individual rooming unit shall be a minimum of eighty (80) square feet.~~
  - ~~3. Minimum land area per lodging house rooming unit: Two hundred fifty (250) square feet.~~
  - ~~4. Minimum land area per intermediate care facility resident: Eight thousand (8,000) square feet for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.~~
- ~~(c) Minimum street frontage: Forty (40) feet.~~
- ~~(d) Minimum yard dimensions: (Yard dimensions include setbacks of structures from property lines and setbacks of structures from one another. No structure shall occupy the minimum yard of another structure.)~~
- ~~1. Front yard:~~  
  
~~Principal or accessory structures: Ten (10) feet.~~



~~A front yard need not exceed the average depth of front yards on either side of the lot. A lot of record existing as of June 5, 1957, and less than one hundred (100) feet deep need not be deeper than twenty (20) percent of the depth of the lot.~~

~~2. Rear yard:~~

- ~~a. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.~~
- ~~b. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.~~
- ~~c. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.~~

~~3. Side yard:~~

- ~~a. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet:~~

~~Height of Structure      Required Side Yard~~

~~1 story . . . . . 10 feet~~

~~2 stories . . . . . 10 feet~~

~~3 stories . . . . . 10 feet~~

~~4 stories . . . . . 12 feet~~

~~5 stories . . . . . 15 feet~~

~~The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall~~

~~the resulting side yards be less than ten (10) feet.~~

~~b. Detached accessory structures with ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.~~

~~c. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.~~

~~4. Side yard on side streets:~~

~~a. Principal or accessory structures: Ten (10) feet.~~

~~(c) Maximum lot coverage: Forty (40) percent of lot area for lots which contain twenty (20) or more dwelling units; fifty (50) percent for lots which contain fewer than twenty (20) dwelling units.~~

~~(f) Minimum lot width: Fifty (50) feet.~~

~~(g) Maximum structure height:~~

~~Principal and attached accessory structure: Forty five (45) feet.~~

~~Accessory detached structure: Eighteen (18) feet.~~

~~(h) Open space ratio:~~

~~1. Uses other than bed and breakfast. Twenty (20) percent for those lots which contain fewer than twenty (20) dwelling units; thirty (30) percent for those lots which contain twenty (20) or more dwelling units. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.~~

~~2. Bed and breakfasts. A bed and breakfast that is located on a lot that has at least twenty (20) percent open space on the date of filing of the application for Site Plan shall not reduce the open space on the lot below twenty (20) percent of the lot area. A bed and breakfast located on a lot that does not have at least twenty (20)~~

~~percent open space on the date of filing of the application for Site Plan review, and that is legally nonconforming as to the open space requirement of this section, shall not reduce the open space on the lot below the level in existence on the date of the application for Site Plan review. Open space areas shall not include parking areas or other impervious surface areas as defined in section 14-47.~~

~~(i) A below-grade dwelling unit shall be permitted only if the primary access for the dwelling unit is provided directly to the outside of the building.~~

~~(j) Minimum gross floor area for bed and breakfasts: Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.~~

~~(k) Maximum floor area for places of assembly on a collector or arterial road:~~

|                   |                          |
|-------------------|--------------------------|
| <del>Large</del>  | <del>Not limited</del>   |
| <del>Medium</del> | <del>4,500 sq. ft.</del> |
| <del>Small</del>  | <del>2,250 sq. ft.</del> |

~~(l) Maximum floor area for places of assembly not on a collector or arterial road:~~

|                   |                          |
|-------------------|--------------------------|
| <del>Large</del>  | <del>4,500 sq. ft.</del> |
| <del>Medium</del> | <del>2,250 sq. ft.</del> |
| <del>Small</del>  | <del>1,125 sq. ft.</del> |

~~(2) Small residential lot development: Residential uses on small, vacant lots located in the R-6 are subject to Site Plan review and may use the dimensional requirements below if all of the following conditions are met:~~

~~\_\_\_\_\_The lot is:~~

~~Vacant or is used exclusively for parking or contains structure not used for residential purposes as of January 1, 2005; and the lot existed as of January 1, 2005.~~



~~\_\_\_\_\_ (a) Minimum lot size: None~~

~~\_\_\_\_\_ (b) Maximum lot size: Ten thousand (10,000) square feet.~~

~~\_\_\_\_\_ (c) Yard dimensions:~~

~~\_\_\_\_\_ 1. Front yard:~~

~~\_\_\_\_\_ No more than ten (10) feet.~~

~~\_\_\_\_\_ 2. Rear yard:~~

~~None, except that rear yards between two (2) buildings on the same or different lots shall maintain a minimum ten (10) foot setback between buildings or the sum of the heights of the abutting buildings and proposed buildings divided by five (5), whichever is greater; and that either the rear yard or one of the side yards shall be at least fifteen (15) feet; provided, however, detached accessory structures with a ground floor area of one hundred (100) square feet or less need not have a setback more than five (5) feet from the property line. Notwithstanding the foregoing, no structure shall be closer than four (4) feet to side property line.~~

~~\_\_\_\_\_ 3. Side yard:~~

~~None, except that side yards between two (2) buildings on the same or different lots shall maintain a minimum ten (10) foot setback between buildings or the sum of the heights of the existing buildings and proposed buildings divided by five (5), whichever is greater and that either the rear yard or one of the side yards shall be at least fifteen (15) feet; Provided, however, detached accessory structures with a ground floor area of one hundred (100) square feet or less need not have a setback more than five (5) feet from the property line. Notwithstanding the foregoing, no structure shall be closer than four (4) feet to side property line. On a corner lot no side yard is required on that side of the lot which abuts any street. A principal structure on a corner lot shall not be more than ten (10) feet from the street.~~

- ~~(d) Minimum principal structure height: Two (2) stories of living space above the grade of the adjacent street frontage, except for porches, entryways, attached garages and accessory detached structures.~~
- ~~(e) Maximum principal structure height: Forty five (45) feet.~~
- ~~(f) Open space requirement: All lots used for residential purposes shall provide an attached exterior deck, porch, patio or balcony for each dwelling unit, except where a designated open space equal to ten (10) percent or more of the lot area is located on site and maintained as open space, then the number of exterior decks, porches, patios or balconies may be reduced by up to fifty (50) percent. The designated open space, if provided, shall have a minimum width and length of at least fifteen (15) feet, a slope of no greater than ten (10) percent and shall be used exclusively as recreational open space i.e. it shall not be used for vehicular circulation, parking, etc.. All required decks, porches, patios or balconies shall meet the requirements of the Planning and Development Design Manual.~~
- ~~(g) Minimum lot width: None.~~
- ~~(h) Minimum land area per dwelling: Seven hundred and twenty five (725) square feet.~~

**Sec. 14-140. Other requirements.**

(a) *Off-street parking:* Off-street parking is required as provided in division 20 (off-street parking) of this article, except that required parking for residential building additions shall be located on the same lot.

~~For small, vacant lots which meet, and are developed under, the dimensional standards of 14-139(2) above, the following off-street parking requirements shall apply:~~

- ~~1. One (1) parking space per dwelling unit is required and shall be located on the same lot; and~~
- ~~2. The technical and Design Standards for driveway design for one and two-family buildings (Section II, Traffic~~

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~~Design Standards and Guidelines) shall apply to projects with up to four units and with no more than four parking spaces;~~

(b) *Storage of vehicles:* Only one (1) unregistered motor vehicle may be stored outside on the premises for a period not exceeding thirty (30) days.

(c) *Shoreland and flood plain management regulations:* Any lot or portion of a lot located in a shoreland zone as identified on the city shoreland zoning map or in a flood hazard zone shall be subject to the requirements of division 26 and/or division 26.5.

~~(d) Small residential lot development shall conform to the Site Plan standards of §14-526.~~



**Amendments to Section 14-47. Definitions**

~~Lot: Except when reference is made herein to a lot of record, a lot is a single tract of land located within a single block which at the time of filing for a building permit or certificate of occupancy is designated by its owner or developer as a tract to be used, developed, or built upon as a unit under single ownership or control. A parcel or area of land that is designated as an individual unit for use, development or ownership that is either a) a lot of record, recorded in the Cumberland County Registry of Deeds; or b) a contiguous combination of such lots of record under common ownership; or c) a newly established parcel meeting all the dimensional requirements of the zone in which it is located.~~

**Amendments to Section 14-433. Lots of record and accessory structure setbacks for existing buildings**

**Sec. 14-433. Lots of record and accessory structure setbacks for existing buildings.**

1. Lots of Record.

Lots of record that meet the minimum standards provided below shall be considered buildable lots.

(a) ~~Notwithstanding any other language in this ordinance, Any lot~~Lots of record as of June 5, 1957, ~~may be considered a buildable lot in any residential zone provided the applicable yard dimensions can be met; and held under separate and distinct ownership from adjacent lots and provided that a minimum having a~~street frontage of forty (40) feet ~~can be met~~, or to which a means of access has been previously approved by the city council as provided elsewhere in this article; ~~r may be considered a buildable lot in any residential zone except as provided below for island residential zones, and provided such lots have with~~ a minimum lot size of five thousand (5,000) square feet, ~~except that a lot in the R-6 zone may have a minimum lot size of three thousand (3,000) square feet, or the applicable minimum lot size and frontage in that zone, whichever is less provided that the applicable yard dimensions can be met.~~

(b) A lot in the R-1, R-2, R-3, R-4, R-5, R-5A or R-6 zones that was described in a subdivision plat approved by the Planning Board after June 5, 1981, or a lot of record that conformed to the applicable lot size requirement, lot width and street frontage as of June 5, 1984, shall be considered a buildable lot, provided that the applicable yard dimensions can be met.

(c)  
(a) Any lot of record as of July 15, 1985, and held under separate and distinct ownership from adjacent lots and meeting the applicable street frontage requirements of that time may be considered a buildable lot in the IR-1 and IR-2 zones, provided that the applicable yard dimensions can be met and provided further that a lot in the IR-1 zone shall have a minimum area of ten thousand (10,000) square feet and a lot of the IR-2 zone shall have a minimum area of six thousand five hundred (6,500) square feet unless it is served by both public sewer and

public water, in which case it shall have a minimum area of five thousand (5,000) square feet.

~~(b)~~ —

(d) A lot in the IR-1, IR-2 and I-B zones that was described in a subdivision plat approved by the Planning Board after July 15, 1982, shall be considered a buildable lot, provided that the applicable yard dimensions can be met.

(e) Contiguous lots of record under common ownership shall be deemed to be separate lots, provided that they either meet the minimum lot area and minimum frontage of the zone in which they are located, or the minimum applicable standards of 14-433 (a-d).

~~(c)~~ —

2. Accessory Structures and Building Additions. Where such a lot has a principal structure which existed as of July 19, 1988, an accessory structure or building addition may be located within the following side and rear yards, provided that the normal applicable yard requirements cannot be met ~~provided, however, that less restrictive zoning requirements which meet the requirements contained within 14-139(b) for residential small lot development shall apply:~~

a. R-1, R-2:

Rear yard: Ten (10) feet.

Side yard: Five (5) feet.

b. R-3, R-4, R-5, R-5A, R-6:

Rear yard: Five (5) feet.

Side yard: Five (5) feet.

(3). Conversion of Accessory Structures to Dwelling Units: Any detached or accessory structure in the R-4 or R-6 zones, with a ground coverage exceeding two hundred fifty (250) square feet and which was in existence on January 1, 1940, may be converted to dwelling uses without meeting front, side or rear yard setbacks, provided there is no enlargement of any nonconforming portion of the existing building footprint and provided the conversion will conform to the minimum land area per dwelling unit.

~~Any lot of record as of July 15, 1985, and held under separate and distinct ownership from adjacent lots and meeting the applicable street frontage requirements of that time may be~~



*Date of Draft: March 6, 2015*

~~considered a buildable lot in the IR-1 and IR-2 zones, provided that the applicable yard dimensions can be met and provided further that a lot in the IR-1 zone shall have a minimum area of ten thousand (10,000) square feet and a lot of the IR-2 zone shall have a minimum area of six thousand five hundred (6,500) square feet unless it is served by both public sewer and public water, in which case it shall have a minimum area of five thousand (5,000) square feet.~~

~~(d) A lot in the IR-1, IR-2 and I-B zones that was described in a subdivision plat approved by the Planning Board after July 15, 1982, shall be considered a buildable lot, provided that the applicable yard dimensions can be met.~~

### **Amendments to Section 14-332, Parking**

#### **Sec. 14-332. Uses requiring off-street parking.**

Except as provided in Section 14-332.1, 14-332.2 (exceptions) and 14-345 (fee in-lieu of parking) of this division, for the uses listed below the following minimum off-street parking requirements shall be provided and maintained in the case of new construction, alterations which increase the number of units, and changes of use:

(a) *Residential structures:*

1. For new construction, two, (2) parking spaces for each dwelling unit, ~~plus one (1) additional parking space for every six (6) units or fraction thereof.~~
2. For alterations or changes of use in existing structures, which create new or additional dwelling units in such structures, and for accessory units pursuant to §§14-68, 78, 88, one (1) additional parking spaces for each such unit. Existing parking spaces shall not be used to meet the parking requirements of this paragraph, unless the existing parking spaces exceed one (1) space for each dwelling unit.
3. For residential development on the peninsula (southerly of I-295 and Tukey's Bridge) and R-6 and R-6A zones.
  - a. One (1) space per unit except that no parking shall be required for the first three (3) units in the R-6 Residential Zone;
  - b. The required parking for multi-unit residential buildings may be partially met through provision of shared-use vehicles, which are vehicles owned and maintained by the owner/manager of the building and available for use on a fee basis to the residents of the building. One shared use vehicle shall be deemed to satisfy eight (8) required car spaces, but in no case shall more than 50% of the parking requirement be satisfied by shared vehicle use.

- c. The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit, or housing which includes permanent restrictions on automobile usage, and which is permanently restricted from utilizing resident on-street parking stickers.



Date of Draft: January 15, 2015

Parking Amendment v 2

### Amendments to Section 14-332, Parking

#### **Sec. 14-332. Uses requiring off-street parking.**

Except as provided in Section 14-332.1, 14-332.2 (exceptions) and 14-345 (fee in-lieu of parking) of this division, for the uses listed below the following minimum off-street parking requirements shall be provided and maintained in the case of new construction, alterations which increase the number of units, and changes of use:

##### *(a) Residential structures:*

1. For new construction, two, (2) parking spaces for each dwelling unit, ~~plus one (1) additional parking space for every six (6) units or fraction thereof.~~
2. For alterations or changes of use in existing structures, which create new or additional dwelling units in such structures, and for accessory units pursuant to §§14-68,78,88, one (1) additional parking spaces for each such unit. Existing parking spaces shall not be used to meet the parking requirements of this paragraph, unless the existing parking spaces exceed one (1) space for each dwelling unit.
3. For residential development on the peninsula (southerly of I-295 and Tukey's Bridge) and R-6 and R-6A zones.

~~a.~~ a. One (1) space per unit;

†

- ~~bb.~~ bb. The required parking for multi-unit residential buildings may be partially met through provision of shared-use vehicles, which are vehicles owned and maintained by the owner/manager of the building and available for use on a fee basis to the residents of the building. One shared use vehicle shall be deemed to satisfy eight (8) required car spaces, but in no case shall more than 50% of the parking requirement be satisfied by shared vehicle use.

- ec. The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit, or housing which includes permanent restrictions on automobile usage, and which is permanently restricted from utilizing resident on-street parking stickers.

**Sec. 14-332.1. Zone specific off-street parking exceptions and modifications.**

The off-street parking requirements established for uses, established above in section 14-332 of this division, are hereby modified for the following zones according to the provisions described below.

- (a) *IR-3, Island Residential Zone, Off-street parking:* Off-street parking shall not be required irrespective of the requirements of division 20 (off-street parking) of this article.
- (b) *USM Overlay Zone, parking:* The parking requirements of section 14-332 (division 2) shall not apply to university buildings. Instead, the amount of parking required for any university building or building addition shall be determined by the planning board during site plan review, based on an analysis of campus-wide parking demand and supply, pursuant to a comprehensive university parking management plan, and treating all contiguous land (including land on opposite sides of the street) owned by the university as one lot. In determining the amount of parking required for any university building, the planning board may take into account such factors as:
  - 1. The availability of off-campus parking and shuttle transportation to and from such off-campus facilities.
  - 2. The ratio of commuter students to resident students.

3. The use of centrally located on-campus parking facilities so situated that students, faculty, staff and visitors arriving on campus can reasonably be expected to park in the central facilities and walk to their various on-campus destinations during the course of a school day.
  4. Shared use of a single parking facility by two or more buildings when the peak parking demand period for such buildings do not overlap.
  5. Development and implementation of a parking management plan which discourages on-street parking. On-street parking shall not be used to satisfy the university's parking demand.
  6. Development and implementation of programs designed to reduce the number of automobiles parking on campus, such as ride share programs and incentives for use of bicycles and public transportation.
- (c) *Recreation open space zone:* Off-street parking adequate to serve projected employee and visitor needs shall be provided. Parking needs projections provided by the applicant or the planning department should be considered in the review.
- (d) *Change of use in the B-2b zone:*
1. A change of use of 10,000 sq. ft. or less of floor area of a building or a portion of a building need not provide parking for non-residential uses, provided that if the number of existing parking spaces serving the site is less than the requirements of this division, that number of parking spaces may not be reduced lower than the required amount prior to the change of use except:
    - a. To the extent necessary to meet the requirements of the Americans with Disability Act; or
    - b. To the extent it is a requirement or a condition of site plan review; or
    - c. To the extent the change of use requires less parking than the previous use and the total number of parking spaces serving the site



exceeds the parking requirements of this division for all uses on the site including the change of use.

2. A newly constructed building, a building addition or a change of the use of a building exceeding 10,000 sq. ft. of floor area, shall provide the parking required by this division.
- (e) *B-3 Zone*: No off-street parking is required for changes of use.
  - (f) *I-R1, Island Business Zone*: Off-street parking shall be required at twenty-five (25%) percent of the required number of parking spaces for specified uses as provided in division 20 (off-street parking) of this article, except that residential uses shall meet the full parking requirement.
  - (g) *B-5 Zone*: No off-street parking shall be required.
  - (h) *B-6 Eastern Waterfront Mixed Use Zone*: Off-street parking for all projects regardless of size shall be governed by 14-332.2(c) of this article.
  - (i) *B-7, Mixed Development District Zone*: Off-street parking for all projects regardless of size, shall be governed by 14-332.2(c) of this article.
  - (j) *Waterfront Zone parking requirements; Eastern Waterfront Port Zone; Waterfront Central Zone; Waterfront Port Development Zone; Waterfront Special Use Zone*: Off-street parking is required at fifty (50%) percent of the required number of parking spaces for specified uses as otherwise provided in division 20 of this article.
  - (k) *R-6 Zone*: Where creation of a new driveway opening would result in the loss of on-street parking, no off-street parking is required for the first dwelling unit.

| R-6 Dimensional Requirements                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                               | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Proposed                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Minimum Lot Size                                                                              | Residential Uses: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Residential Uses: 2,000 sf, except that in R-6A the min. residential lot size is four (4) acres.                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                               | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres.                                                                                                                                                                                                                                                                                      | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres.                                                                                                                                                                                                                                      |
|                                                                                               | Intermediate care facility: One (1) acre.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Intermediate care facility: One (1) acre.                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                               | School: Thirty thousand (30,000) square feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | School: Thirty thousand (30,000) square feet.                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                                                               | Places of assembly: Large, 30,000 sf; Medium, 15,000 sf; Small, 7,500 sf.                                                                                                                                                                                                                                                                                                                                                                                                                                | Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                               | Municipal Use: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Municipal Use: 2,000 sf                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                               | Hospital: Two (2) acres                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Hospital: Two (2) acres                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                               | Lodging house: Four thousand five hundred (4,500) sf                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Lodging house: Four thousand five hundred 2,000 sf                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                               | All other uses: Forty-five hundred (4,500) square feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                  | All other uses: 2,000 sf                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Min. Lot Area/Dwelling Unit                                                                   | Minimum land area per dwelling unit: One thousand (1,000) square feet per dwelling unit; and in the case of building additions and new construction, one thousand two hundred (1,200) square feet for each dwelling unit after the first three (3) units. This requirement may be reduced by up to twenty (20) percent for a special needs independent living unit.                                                                                                                                      | 725 s.f.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Minimum Lot Area/Lodging House Rooming Unit                                                   | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Minimum land area per intermediate care facility resident                                     | Eight thousand (8,000) square feet for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.                                                                                                                                                                                                                                                                                                                                                    | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Minimum land area per permitted hostel guest when maximum permitted guests is greater than 10 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 250 s.f                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Street Frontage                                                                               | 40 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 20 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Minimum Front Yard Setback for Principal and Accessory Structures                             | Principal or accessory structurese: Ten (10) feet. A front yard need not exceed the average depth of front yards on either side of the lot. A lot of record existing as of June 5, 1957, and less than one hundred (100) feet deep need not be deeper than twenty (20) percent of the depth of the lot.                                                                                                                                                                                                  | 5 ft, or no more than average depths of adjacent front yards.                                                                                                                                                                                                                                                                                                                                                                                            |
| Minimum Rear Yard Setback for Principal and Accessory Structures                              | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                                                                                                                                                        | 10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                 |
|                                                                                               | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            | All setbacks for swimming pools shall be as provided for in section 14-432, Swimming pools, of this article.                                                                                                                                                                                                                                                                                                                                             |
| Minimum Side Yard Setback for Principal and Accessory Structures                              | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                                                                                                                                                        | 5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft. A permanent maintenance easement a minimum of 5 ft. in width shall be provided on the parcel adjacent to the lot line with the reduced side setback. Side yards in R-6A shall be 10 ft. for principal structures up to 45 ft. in height and 15 ft. for principal structures greater than 45 ft.in height. |
|                                                                                               | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet:                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | Height of Structure Required Side Yard                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | 1 story . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | 2 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | 3 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | 4 stories . . . . . 12 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | 5 stories . . . . . 15 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall the resulting side yards be less than ten (10) feet. |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | ii. Detached accessory structures with ground coverage of one hundred and forty-four(144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                               | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Side Yard on Side Street                                                                      | 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | None                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Structure Stepbacks                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. Does not apply to side yards on side streets.                                                                                                                                                                                                     |
| Maximum Lot Coverage                                                                          | Forty (40) percent of lot area for lots which contain twenty (20) or more dwelling units; fifty (50) percent for lots which contain fewer than twenty (20) dwelling units.                                                                                                                                                                                                                                                                                                                               | 60%                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Minimum Lot Width                                                                             | 50 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 20 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| R-6 Dimensional Requirements                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                   |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Maximum Height                                  | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Principal and attached accessory structure: 45 ft                                                                                                                                                 |
|                                                 | Accessory detached structure: Eighteen (18) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Detached accessory structure: 18 ft                                                                                                                                                               |
|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | In R-6A the maximum principal and attached accessory structure height shall be 65 ft.                                                                                                             |
| Landscaped Open Space                           | <i>Uses other than bed and breakfast.</i> Twenty (20) percent for those lots which contain fewer than twenty (20) dwelling units; thirty (30) percent for those lots which contain twenty (20) or more dwelling units. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                                                                                                                                                                                                                                                                            | 20%. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                          |
|                                                 | <i>Bed and breakfasts.</i> A bed and breakfast that is located on a lot that has at least twenty (20) percent open space on the date of filing of the application for site plan shall not reduce the open space on the lot below 20% of the lot area. A bed and breakfast located on a lot that does not have at least 20% open space on the date of filing of the application for site plan review, and that is legally nonconforming as to the open space requirement of this section, shall not reduce the open space on the lot below the level in existence on the date of the application for site plan review. Open space areas shall not include parking areas or other impervious surface areas as defined in section 14-47. |                                                                                                                                                                                                   |
| Minimum gross floor area for bed and breakfasts | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.                         |
| Maximum floor area for places of Assembly       | <i>On a collector or arterial road:</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <i>On a collector or arterial road:</i>                                                                                                                                                           |
|                                                 | Large: Not limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Large: Not limited                                                                                                                                                                                |
|                                                 | Medium: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Medium: 4,500 s.f.                                                                                                                                                                                |
|                                                 | Small: 2,250 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Small: 2,250 s.f.                                                                                                                                                                                 |
|                                                 | <i>Not on a collector or arterial road:</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <i>Not on a collector or arterial road:</i>                                                                                                                                                       |
|                                                 | Large: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Large: 4,500 s.f.                                                                                                                                                                                 |
|                                                 | Medium: 2,250 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Medium: 2,250 s.f.                                                                                                                                                                                |
|                                                 | Small: 1,125 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Small: 1,125 s.f.                                                                                                                                                                                 |
| Maximum Garage Opening                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Garage openings on front façades shall not exceed the greater of nine (9) feet or forty (40) percent of the front façade, and in no case shall a garage opening on a front façade exceed 20 feet. |
| Date of Draft: March 5, 2014                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                   |





**Memorandum**  
**Planning and Urban Development Department**  
**Planning Division**

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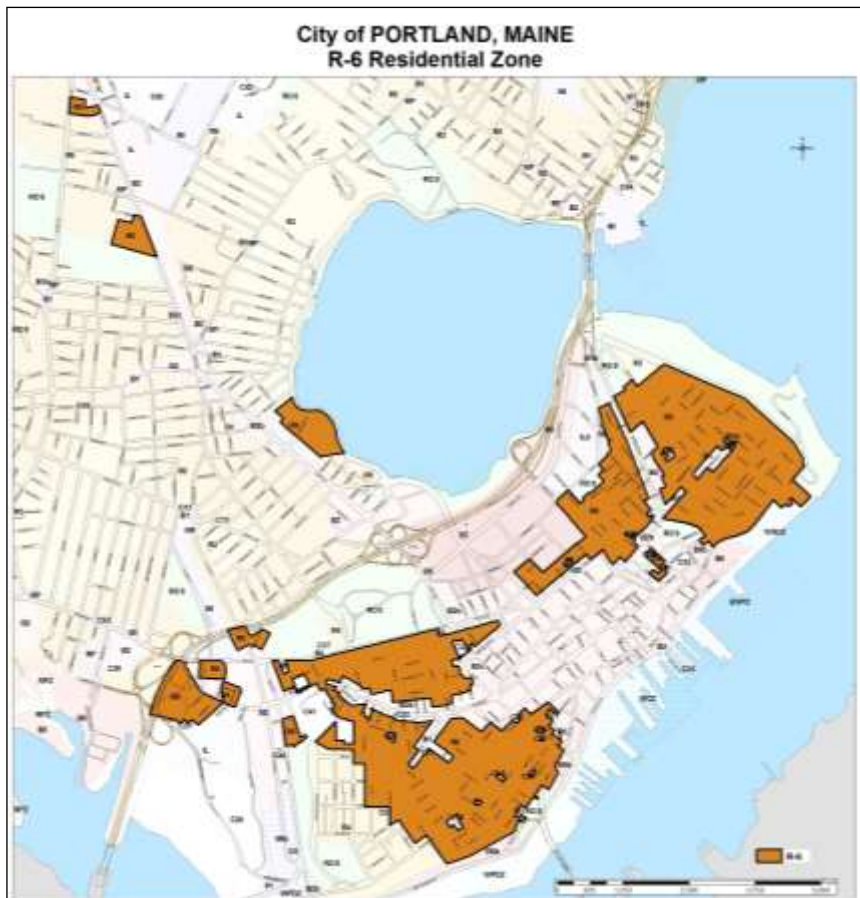
**To:** Chair O'Brien and Members of the Portland Planning Board  
**From:** Christine Grimando, Senior Planner  
**Date:** October 24, 2014  
**Re:** R-6 Text Amendments  
**Meeting Date:** October 28, 2014

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## I. Introduction

The Planning and Urban Development Department is proposing text amendments to the R-6 Residential Zone. These changes are primarily concerned with the dimensional requirements of the zone and parking standards. The provision for *small residential lot development*, enacted in 2005, is also proposed for elimination. An important aspect of the changes is to convert the dimensional requirements from a descriptive listing to a table format, shortening and simplifying the overall text of the ordinance. A summary of all proposed changes is included in V., below.

The objective of these changes is to allow for a pattern of development that provides for greater housing opportunities, enables infill development on small parcels, and to have standards in place that make it possible for new construction to be consistent with the historic pattern of development prevalent in the neighborhoods where R-6 is prevalent.



**Figure 1**

As the dominant on-peninsula residential zone, R-6 encompasses the majority of Munjoy Hill, Parkside, the West End, and portions of other neighborhoods. These neighborhoods, varied though they are, embody successful pre-war development patterns – patterns that are not mirrored in the current dimensional requirements of the R-6 zone. Though the pattern of the peninsula’s built environment is largely established, incremental changes to that pattern are ongoing, and the parameters of current zoning affect urban character today and into the future. It is hoped that these changes bring Portland’s zoning closer into alignment with desirable patterns of development than is currently the case, as well as offering greater flexibility to existing and future property owners. As an example of the disparity between development patterns and zoning requirements, the current minimum lot size of 4,500 square feet renders 71% of existing parcels non-conforming. Similarly, the current minimum front setback of ten feet does not reflect the predominant pattern of Portland’s residential neighborhoods, and if met or exceeded would produce a place of a significantly different urban character from the historic and much loved pattern there today.

On October 20<sup>th</sup>, City Council passed an amendment to the R-6 zone to incorporate zone R-6A. These changes are not yet incorporated into the first draft of the amendment before you, but will be integrated in future drafts. The absence of the R-6A changes does not substantively impact the draft you are reviewing for the October 29<sup>th</sup> workshop.

## **II. Purpose Statement for the R-6 and Land Use Policies**

The purpose of the R-6 residential zone is: (a) To set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households; and to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses, and (b) In cases of qualifying small, vacant, underutilized lots located in the urban residential and business zone, to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

This amendment will produce R-6 standards of greater consistency with the R-6 purpose statement than the current regulations.

## **III. Comprehensive Plan Policies**

Numerous recommendations in Housing: Sustaining Portland’s Future, support these text changes. Policy 1 indicates zoning should encourage all types of high quality and compatible housing to enhance neighborhoods, encourages high density, small lot infill, and allowing for a range of housing types. Policy 3 (Maintain and enhance the livability of Portland’s neighborhoods as the city grows and evolves through careful land use regulation, design and public participation that respects neighborhood integrity) recommends updating codes to encourage new residential development that: Offer diverse and quality living options; Encourages traditional neighborhood elements, Promotes a walkable city; Are Compatible with Portland’s existing neighborhoods. It also recommends ensuring the integrity and economic value of Portland’s neighborhoods, working to find productive uses for vacant and underutilized lots, and increasing density where appropriate to achieve neighborhood diversity.

## **IV. City Council Goals.**

These amendments are consistent with the City Council Common Goals and Objectives for 2014, which calls for zoning ordinance to allow for greater housing opportunities. A specific housing objective states: *Complete draft rewrites of the R-6, R-7 and B-2 portions of the zoning ordinance to allow for greater housing opportunities and present to Planning Board and Housing and Community Development Committee for review and*

recommendations to City Council.

## V. Proposed Text Amendments

Table 1 includes all proposed dimensional changes, with brief discussion of other proposed text amendments to follow.

**Table 1**

| <b>R-6 Existing and Proposed</b>                   |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                     |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Dimensional Requirements</b>                    | <b>Existing</b>                                                                                                                                                                                                                                                                                                                                                            | <b>Proposed</b>                                                                                                                                                                                                     |
| <b>Minimum Lot Size</b>                            | Residential Uses: 4,500 sf                                                                                                                                                                                                                                                                                                                                                 | Residential Uses: 2,000 sf                                                                                                                                                                                          |
|                                                    | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres.                                                                                                                                                        | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres. |
|                                                    | Intermediate care facility: One (1) acre.                                                                                                                                                                                                                                                                                                                                  | Intermediate care facility: One (1) acre.                                                                                                                                                                           |
|                                                    | School: Thirty thousand (30,000) square feet.                                                                                                                                                                                                                                                                                                                              | School: Thirty thousand (30,000) square feet.                                                                                                                                                                       |
|                                                    | Places of assembly: Large, 30,000 sf; Medium, 15,000 sf; Small, 7,500 sf.                                                                                                                                                                                                                                                                                                  | Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.                                                                                                                                           |
|                                                    | Municipal Use: 4,500 sf                                                                                                                                                                                                                                                                                                                                                    | Municipal Use: 2,000 sf                                                                                                                                                                                             |
|                                                    | Hospital: Two (2) acres                                                                                                                                                                                                                                                                                                                                                    | Hospital: Two (2) acres                                                                                                                                                                                             |
|                                                    | Lodging house: Four thousand five hundred (4,500) square feet.                                                                                                                                                                                                                                                                                                             | Lodging house: Two thousand five hundred (2,500) s.f.                                                                                                                                                               |
|                                                    | All other uses: Forty-five hundred (4,500) square feet.                                                                                                                                                                                                                                                                                                                    | All other uses: Two thousand five hundred (2,000) s.f.                                                                                                                                                              |
| <b>Min. Lot Area/Dwelling Unit</b>                 | <i>Minimum land area per dwelling unit:</i> One thousand (1,000) square feet per dwelling unit; and in the case of building additions and new construction, one thousand two hundred (1,200) square feet for each dwelling unit after the first three (3) units. This requirement may be reduced by up to twenty (20) percent for a special needs independent living unit. | 725 s.f.                                                                                                                                                                                                            |
| <b>Minimum Lot Area/Lodging House Rooming Unit</b> | 250 s.f                                                                                                                                                                                                                                                                                                                                                                    | 250 s.f (Combine Lodging House Rooming Unit and Intermediate Care Facility Resident requirement)                                                                                                                    |



|                                                                          |                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                               |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Minimum land area per intermediate care facility resident</b>         | Eight thousand (8,000) square feet for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.                                                                                                                                                  | see above                                                                                                                                                                     |
| <b>Street Frontage</b>                                                   | 40 feet                                                                                                                                                                                                                                                                                                | 20 feet                                                                                                                                                                       |
| <b>Minimum Front Yard Setback for Principal and Accessory Structures</b> | Principal or accessory structures: Ten (10) feet. A front yard need not exceed the average depth of front yards on either side of the lot. A lot of record existing as of June 5, 1957, and less than one hundred (100) feet deep need not be deeper than twenty (20) percent of the depth of the lot. | 5 feet, or no more than average depths of adjacent front yards.                                                                                                               |
| <b>Minimum Rear Yard Setback for Principal and Accessory Structures</b>  | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                      | 10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                      |
|                                                                          | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                       | Setbacks for swimming pools shall be as provided for in section 14 432 (swimming pools) of this article                                                                       |
|                                                                          | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                          |                                                                                                                                                                               |
| <b>Minimum Side Yard Setback for Principal and Accessory Structures</b>  | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                      | 5 feet, except that lots under common ownership may have a minimum of 0 feet on one side yard structures, provided a cumulative of 10 feet of side yard setbacks is provided. |
|                                                                          | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                       | ii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                  |
|                                                                          | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                          |                                                                                                                                                                               |
|                                                                          | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet:                                                                                                                                                                                        |                                                                                                                                                                               |
|                                                                          | <i>Height of Structure Required Side Yard</i>                                                                                                                                                                                                                                                          |                                                                                                                                                                               |
|                                                                          | 1 story . . . . . 10 feet                                                                                                                                                                                                                                                                              |                                                                                                                                                                               |
|                                                                          | 2 stories . . . . . 10 feet                                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|                                                                          | 3 stories . . . . . 10 feet                                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|                                                                          | 4 stories . . . . . 12 feet                                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|                                                                          | 5 stories . . . . . 15 feet                                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|                                                                          | The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate                                |                                                                                                                                                                               |

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                             |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall the resulting side yards be less than ten (10) feet.                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                             |
|                                 | ii. Detached accessory structures with ground coverage of one hundred and forty-four(144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
|                                 | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
| <b>Side Yard on Side Street</b> | 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 0 feet                                                                                                                                                                                                                                                      |
| <b>Structure Stepbacks</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. <i>Does not apply to side yards on side streets.</i> |
| <b>Maximum Lot Coverage</b>     | Forty (40) percent of lot area for lots which contain twenty (20) or more dwelling units; fifty (50) percent for lots which contain fewer than twenty (20) dwelling units.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 60%                                                                                                                                                                                                                                                         |
| <b>Minimum Lot Width</b>        | 50 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 20 feet                                                                                                                                                                                                                                                     |
| <b>Maximum Height</b>           | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                           |
|                                 | Accessory detached structure: Eighteen (18) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Detached accessory structure: Eighteen (18) feet.                                                                                                                                                                                                           |
| <b>Landscaped Open Space</b>    | <i>Uses other than bed and breakfast.</i> Twenty (20) percent for those lots which contain fewer than twenty (20) dwelling units; thirty (30) percent for those lots which contain twenty (20) or more dwelling units. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                                                                                                                                                                                                 | 20%                                                                                                                                                                                                                                                         |
|                                 | <i>Bed and breakfasts.</i> A bed and breakfast that is located on a lot that has at least twenty (20) percent open space on the date of filing of the application for site plan shall not reduce the open space on the lot below twenty (20) percent of the lot area. A bed and breakfast located on a lot that does not have at least twenty (20) percent open space on the date of filing of the application for site plan review, and that is legally nonconforming as to the open space requirement of this section, shall not reduce the open space on the lot below the level in existence on the date of the application for site plan review. Open |                                                                                                                                                                                                                                                             |

|                                                        |                                                                                                                                                                           |                                                                                                                                                                           |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                        | space areas shall not include parking areas or other impervious surface areas as defined in section 14-47.                                                                |                                                                                                                                                                           |
| <b>Minimum gross floor area for bed and breakfasts</b> | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room. | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room. |
| <b>Maximum floor area for places of Assembly</b>       | <i>On a collector or arterial road:</i>                                                                                                                                   | <i>On a collector or arterial road:</i>                                                                                                                                   |
|                                                        | Large: Not limited                                                                                                                                                        | Large: Not limited                                                                                                                                                        |
|                                                        | Medium: 4,500 sf                                                                                                                                                          | Medium: 4,500 sf                                                                                                                                                          |
|                                                        | Small: 2,250 sf                                                                                                                                                           | Small: 2,250 sf                                                                                                                                                           |
|                                                        | <i>Not on a collector or arterial road:</i>                                                                                                                               | <i>Not on a collector or arterial road:</i>                                                                                                                               |
|                                                        | Large: 4,500 sf                                                                                                                                                           | Large: 4,500 sf                                                                                                                                                           |
|                                                        | Medium: 2,250 sf                                                                                                                                                          | Medium: 2,250 sf                                                                                                                                                          |
|                                                        | Small: 1,125 sf                                                                                                                                                           | Small: 1,125 sf                                                                                                                                                           |
| <b>Maximum Garage Opening</b>                          |                                                                                                                                                                           | Garage openings on front façade shall not exceed the greater of nine (9) feet or forty (40) percent of the front façade.                                                  |

The changes are meant to simplify the ordinance, provide opportunities for additional housing construction, and allow for greater flexibility on lots. To that end the density standard, currently a variable 1,000 sf per dwelling unit for the first three units, and 1,200 sf per dwelling unit thereafter (36 units per acre) is being proposed to be changed to 725 sf per dwelling unit (60 units per acre). Minimum lot size is proposed to change from 4,500 sf to 2,000 sf, better matching the dense, small lot fabric of residential neighborhoods on the peninsula. Setbacks are reduced to also better match traditional building patterns, reducing the front setback from 10 feet to 5 feet. Side and rear setbacks are similarly reduced. The changes to lot coverage and setback standards have implications for existing as well as future homeowners and property developers, allowing small additions, decks, or accessory structures to be built where they currently are not allowed, allowing greater flexibility for existing properties, and also allowing for the possibility of existing neighborhood patterns to be replicated.

Other significant changes include:

- A provision to allow townhouse style, horizontally attached dwelling units to occur through the elimination of the side setback (Sec. 14-139.b).



- The Small Residential Lot Development (current Sec. 14-139.2) is proposed to be eliminated. This standard is in place to allow for small, non-conforming lots to be developed, as the current minimum lot size renders so many small lots unbuildable. It is the goal of these changes to have a lot size sufficiently small as to eliminate the need for this provision.
- A maximum portion of the front façade has been set to 9 feet or 40 percent, so as not to have residential facades be disproportionately dominated by vehicle storage.
- Staff is proposing that the on-peninsula residential parking requirement be eliminated for the first three dwelling units. A duplex would have no parking requirement and a six unit building would be required to provide three spaces, for example. This change will better enable small lot development, allowing 1-4 unit structures such as the traditional triple decker on small lots (a well-distributed housing type in the R-6 neighborhoods), and greater viability for small scale, non-professional homebuilders.

## **VI. Public Process**

Over the course of several months, staff met with each impacted neighborhood organization to discuss the proposed changes, on the following dates:

- June 11. West End Neighborhood Association
- June 16. Western Promenade Neighborhood Association
- July 7. St. John Valley Neighborhood Association
- July 14. Libbytown Neighborhood Association
- July 16. Parkside Neighborhood Association
- August 5. Bayside Neighborhood Association
- August 11. Munjoy Hill Neighborhood Association
- August 19. East Bayside Neighborhood Association

Though some of these standards have changed since their initial conception, the below summary of changes that were being considered was presented at each meeting (Table 2). The same table was distributed at each meeting so that every neighborhood organization had an opportunity to respond to a common proposal, with the caveat that some of the dimensions and details of the proposal were likely to alter. Planning staff also met with the Southern Maine Landlord Association, and numerous individuals who requested meetings on the topic.

**Table 2**

| Potential R-6 Amendments to Dimensional Requirements |                                                                 |                                                                |
|------------------------------------------------------|-----------------------------------------------------------------|----------------------------------------------------------------|
| <i>Residential Dimensional Requirements</i>          | <i>Existing</i>                                                 | <i>Proposed</i>                                                |
| Lot Size                                             | 4,500 sf                                                        | 2,500 sf                                                       |
| Min. Lot Area/Dwelling Unit                          | 1,000-1,200 sf                                                  | 725 sf                                                         |
| Lot Area/Lodging House Rooming Unit                  | 250 s.f                                                         | 250 s.f                                                        |
| Street Frontage                                      | 40 feet                                                         | 30 feet                                                        |
| Front Yard Setback                                   | 10 feet, or no more than average depths of adjacent front yards | 5 feet, or no more than average depths of adjacent front yards |
| Rear Yard Setback                                    | 20 feet                                                         | 10 feet                                                        |
| Side Yard Setback                                    | 10-15 feet, variable by height                                  | 5 feet                                                         |
| Side Yard on Side Street                             | 10 feet                                                         | 0 feet                                                         |
| Maximum Lot Coverage                                 | 40-50%, variable by # of dwelling units/lot                     | 60%                                                            |
| Minimum Lot Width                                    | 40 feet                                                         | 30 feet                                                        |
| Maximum Height                                       | 45 feet                                                         | 45 feet                                                        |
| Landscaped Open Space                                | 20-30%, variable by # of dwelling units/lot                     | 20%                                                            |
| Parking                                              | 1 space/unit                                                    | 1 space/unit, except none required for first 3 units           |

At these meetings, staff made a brief presentation on the reasons for rezoning, how the changes related to existing neighborhood contexts, and implications for future development. A sample of one of the packets distributed for the East Bayside Neighborhood Association meeting is included as Attachment 4. The packet included examples of nonconforming parcels, with sketches demonstrating the results of existing and proposed setbacks (see example in Figure 2) to illustrate the limitations in incongruity of existing dimensional requirements.



**Figure 2**

The feedback we received was lively and varied, and much of it was supportive. The overall goals of zoning standards that better align with historic and desired patterns of development, the need to allow for greater housing production, and greater flexibility for property owners on small lots were received well. Feedback on the details of the proposal was far from uniform or entirely positive, though, and there were several recurrent themes that emerged:

- *That five foot minimum side setbacks combined with a 45 foot height limit will create light and air impacts for adjacent properties.* In response, the text amendments were changed to include stepbacks of an additional five feet beyond rear and side yard requirements for portions of building above 35 feet.
- *That allowing higher densities in residential zones will hasten a loss of larger housing units and families that occupy them, including the conversion of single family homes and multi-bedroom apartments to 1-bedrooms and efficiencies.* There is an existing zoning provision that speaks to this concern, placing size limits on the conversion of existing buildings into additional dwelling units. Sec. 14-136.2 requires that the creation of new multifamily dwellings originating from the alteration of an existing residential structure not result in the creation of any new dwelling unit of less than 600 square feet of floor area, and shall not result in any existing dwelling unit being reduced in size to less than one thousand (1,000) square feet of floor area. This does not prohibit division of existing units, but it does aid in the retention of a varied housing stock.
- *That the proposed parking exemption for the first three units will have negative impacts on the livability of the impacted neighborhoods.* This has been by far the most contentious aspect of the proposed changes. It should be noted there has been some genuine support for this proposal, as well as some qualified support, but also, and in greater numbers, opposition. A number of the people we've met with were skeptical but constructively engaged with the topic, offering possible alternatives such as allowing this exemption for small developments/small parcels only, or requiring that one parking space be mandatory



and the next three exempted to insure that a driveway, and other informal uses of that space for off-street parking, were made possible. Staff does not believe this to be a drastic proposal, and it offers flexibility and the potential for reduced costs for small lot housing production. Any property developer feeling the need for more parking spaces would still have the option of providing them – this is not a prohibition on providing parking for the first three spaces. Nevertheless it is a topic of great import for the community member we've met with, and deserves careful consideration.

## **VII. Next Steps**

- Staff to revise R-6 amendments according to Planning Board comments.
- Schedule a date for a follow-up workshop.

## **VIII. Attachments**

1. Proposed Text Amendments to Portland Land Use Code, Div. 7, R-6 Residential Zone
  2. Proposed Text Amendments to Portland Land Use Code, Sections 14-332, 14-333, and 14-433.
  3. Table of Existing and Proposed Dimensional requirements
  4. EBNO Meeting Packet
- 
5. Public Comment  
PC1: Todd Alexander 7/10/2014  
PC2: Ann Pringle 8/19/2014  
PC3: Carolyn Young 8/21/2014  
PC4: Jean Russo 10/10/2014  
PC5: Ron Gan 10/20/2014  
PC6: Donald Peterson 10/21/2014



**Memorandum**  
**Planning and Urban Development Department**  
**Planning Division**

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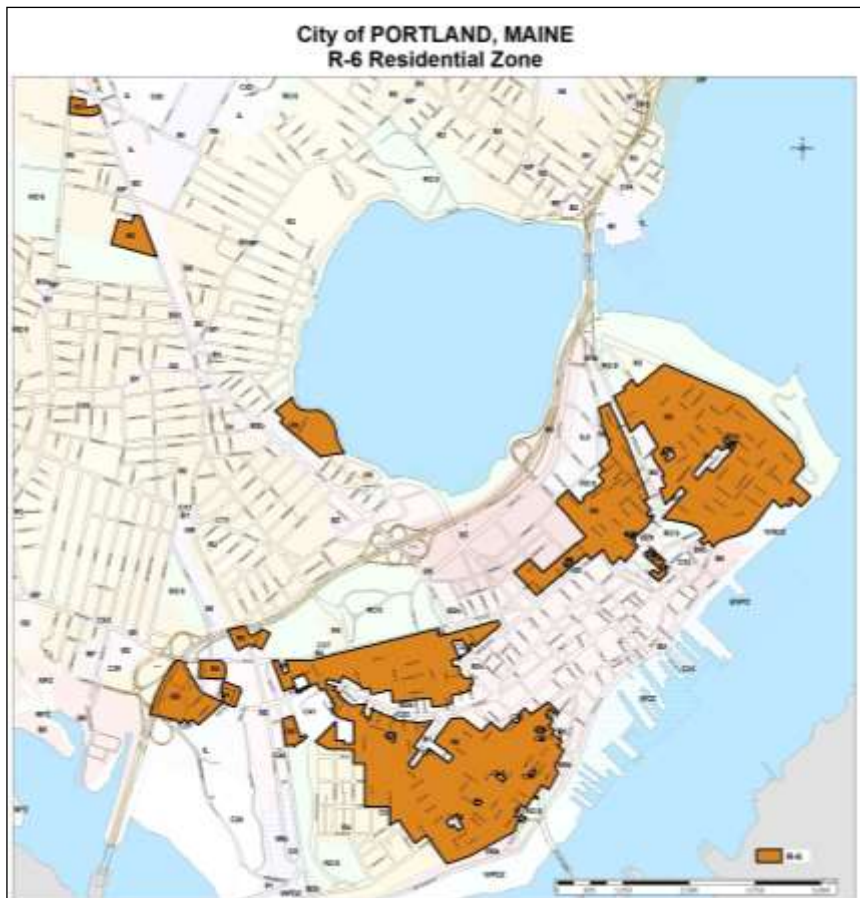
**To:** Chair O'Brien and Members of the Portland Planning Board  
**From:** Christine Grimando, Senior Planner  
**Date:** November 21, 2014  
**Re:** R-6 Text Amendments  
**Meeting Date:** November 25, 2014

---

## I. Introduction

The Planning and Urban Development Department is proposing text amendments to the R-6 Residential Zone. These changes are primarily concerned with the dimensional requirements of the zone and parking standards. The provision for *small residential lot development*, enacted in 2005, is also proposed for elimination. An important aspect of the changes is to convert the dimensional requirements from a descriptive listing to a table format, shortening and simplifying the overall text of the ordinance. A summary of all proposed changes is included in V., below.

The objective of these changes is to allow for a pattern of development that provides for greater housing opportunities, enables infill development on small parcels, and to have standards in place that make it possible for new construction to be consistent with the historic pattern of development prevalent in the neighborhoods where R-6 is prevalent.



**Figure 1**

In Spring of 2014 the Planning Department proposed an extent of East Bayside be rezoned from R-6 to R-7, in response to repeated feedback that R-6 was not conducive to most new construction proposals. Staff at the time felt that rather than keep responding to R-7 rezoning requests, that R-7 could be more widely implemented in certain areas to preempt some applications for zone changes. Staff also discussed the fact that they were also looking into changes to the R-6 zone to make it a more viable zone to work within. After hearing much neighborhood concern about a widely expanded R-7, the Board endorsed a more circumscribed area of R-7. Feedback at that same meeting urged amending the R-6 before applying the R-7 with a broad brush. That feedback also led to the changes currently being reviewed. The R-6 zone as proposed allows greater flexibility and higher density than the existing zoning, but is still substantially more restrictive than the R-7 zone in terms of frontage, density, lot coverage (0 frontage requirement, 435 square feet of land area/dwelling unit, and 100% in the R-7 zone). These revisions to the R-6 zone are the results of that R-7 discussion.

As the dominant on-peninsula residential zone, R-6 encompasses the majority of Munjoy Hill, Parkside, the West End, and portions of other neighborhoods. These neighborhoods, varied though they are, embody successful pre-war development patterns – patterns that are not mirrored in the current dimensional requirements of the R-6 zone. Though the pattern of the peninsula's built environment is largely established, incremental changes to that pattern are ongoing, and the parameters of current zoning affect urban character today and into the future. It is hoped that these changes bring Portland's zoning closer into alignment with desirable patterns of development than is currently the case, as well as offering greater flexibility to existing and future property owners. As an example of the disparity between development patterns and zoning requirements, the current minimum lot size of 4,500 square feet renders 71% of existing parcels non-conforming. Similarly, the current minimum front setback of ten feet does not reflect the predominant pattern of Portland's residential neighborhoods, and if met or exceeded would produce a place of a significantly different urban character from the historic and much loved pattern there today. A minimum lot size of 2,000 square feet results in 86% of existing R-6 lots being conforming in the category of minimum lot size.

## **II. Purpose Statement for the R-6 and Land Use Policies**

The purpose of the R-6 residential zone is: (a) To set aside areas on the peninsula for housing characterized primarily by multifamily dwellings at a high density providing a wide range of housing for differing types of households; and to conserve the existing housing stock and residential character of neighborhoods by controlling the scale and external impacts of professional offices and other nonresidential uses, and (b) In cases of qualifying small, vacant, underutilized lots located in the urban residential and business zone, to encourage new housing development consistent with the compact lot development pattern typically found on the peninsula.

This amendment will produce R-6 standards of greater consistency with the R-6 purpose statement than the current regulations.

## **III. Comprehensive Plan Policies**

Numerous recommendations in Housing: Sustaining Portland's Future, support these text changes. Policy 1 indicates zoning should encourage all types of high quality and compatible housing to enhance neighborhoods, encourages high density, small lot infill, and allowing for a range of housing types. Policy 3 (Maintain and enhance the livability of Portland's neighborhoods as the city grows and evolves through careful land use regulation, design and public participation that respects neighborhood integrity) recommends updating codes to encourage new residential development that: Offer diverse and quality living options; Encourages traditional neighborhood elements, Promotes a walkable city; Are Compatible with Portland's existing neighborhoods. It also recommends ensuring the integrity and economic value of Portland's neighborhoods, working to find productive uses for vacant and underutilized lots, and increasing density where appropriate to achieve



neighborhood diversity.

#### IV. City Council Goals.

These amendments are consistent with the City Council Common Goals and Objectives for 2014, which calls for zoning ordinance to allow for greater housing opportunities. A specific housing objective states: *Complete draft rewrites of the R-6, R-7 and B-2 portions of the zoning ordinance to allow for greater housing opportunities and present to Planning Board and Housing and Community Development Committee for review and recommendations to City Council.*

#### V. Proposed Text Amendments

Table 1 includes all proposed dimensional changes, with brief discussion of other proposed text amendments to follow.

**Table 1**

| <b>R-6 Existing and Proposed</b>       |                                                                                                                                                                                                                     |                                                                                                                                                                                                                     |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Dimensional Requirements</i></b> | <b><i>Existing</i></b>                                                                                                                                                                                              | <b><i>Proposed</i></b>                                                                                                                                                                                              |
| <b>Minimum Lot Size</b>                | Residential Uses: 4,500 sf                                                                                                                                                                                          | Residential Uses: 2,000 sf                                                                                                                                                                                          |
|                                        | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres. | Long-term and extended care facilities: Ten thousand (10,000) square feet for the first nine (9) residents plus seven hundred fifty (750) square feet for each additional resident, up to a total of two (2) acres. |
|                                        | Intermediate care facility: One (1) acre.                                                                                                                                                                           | Intermediate care facility: One (1) acre.                                                                                                                                                                           |
|                                        | School: Thirty thousand (30,000) square feet.                                                                                                                                                                       | School: Thirty thousand (30,000) square feet.                                                                                                                                                                       |
|                                        | Places of assembly: Large, 30,000 sf; Medium, 15,000 sf; Small, 7,500 sf.                                                                                                                                           | Places of assembly: Large, 15,000 sf; Medium, 10,000 sf; Small, 5,000 sf.                                                                                                                                           |
|                                        | Municipal Use: 4,500 sf                                                                                                                                                                                             | Municipal Use: 2,000 sf                                                                                                                                                                                             |
|                                        | Hospital: Two (2) acres                                                                                                                                                                                             | Hospital: Two (2) acres                                                                                                                                                                                             |
|                                        | Lodging house: Four thousand five hundred (4,500) square feet.                                                                                                                                                      | Lodging house: Two thousand five hundred (2,500) s.f.                                                                                                                                                               |
|                                        | All other uses: Forty-five hundred (4,500) square feet.                                                                                                                                                             | All other uses: Two thousand five hundred (2,000) s.f.                                                                                                                                                              |

|                                                                          |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Min. Lot Area/Dwelling Unit</b>                                       | <i>Minimum land area per dwelling unit:</i> One thousand (1,000) square feet per dwelling unit; and in the case of building additions and new construction, one thousand two hundred (1,200) square feet for each dwelling unit after the first three (3) units. This requirement may be reduced by up to twenty (20) percent for a special needs independent living unit. | 725 s.f.                                                                                                                                                                      |
| <b>Minimum Lot Area/Lodging House Rooming Unit</b>                       | 250 s.f                                                                                                                                                                                                                                                                                                                                                                    | 250 s.f (Combine Lodging House Rooming Unit and Intermediate Care Facility Resident requirement)                                                                              |
| <b>Minimum land area per intermediate care facility resident</b>         | Eight thousand (8,000) square feet for the first thirty-five (35) residents, plus three hundred fifty (350) square feet for each additional resident.                                                                                                                                                                                                                      | see above                                                                                                                                                                     |
| <b>Street Frontage</b>                                                   | 40 feet                                                                                                                                                                                                                                                                                                                                                                    | 20 feet                                                                                                                                                                       |
| <b>Minimum Front Yard Setback for Principal and Accessory Structures</b> | Principal or accessory structures: Ten (10) feet. A front yard need not exceed the average depth of front yards on either side of the lot. A lot of record existing as of June 5, 1957, and less than one hundred (100) feet deep need not be deeper than twenty (20) percent of the depth of the lot.                                                                     | 5 feet, or no more than average depths of adjacent front yards.                                                                                                               |
| <b>Minimum Rear Yard Setback for Principal and Accessory Structures</b>  | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                          | 10 feet, except that accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                      |
|                                                                          | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                           | Setbacks for swimming pools shall be as provided for in section 14 432 (swimming pools) of this article                                                                       |
|                                                                          | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                              |                                                                                                                                                                               |
| <b>Minimum Side Yard Setback for Principal and Accessory Structures</b>  | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet: Twenty (20) feet.                                                                                                                                                                                                                                          | 5 feet, except that lots under common ownership may have a minimum of 0 feet on one side yard structures, provided a cumulative of 10 feet of side yard setbacks is provided. |
|                                                                          | ii. Detached accessory structures with a ground coverage of one hundred and forty-four (144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                           | ii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                  |
|                                                                          | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                              |                                                                                                                                                                               |
|                                                                          | i. Principal and attached accessory structures with ground coverage greater than one hundred (100) square feet:                                                                                                                                                                                                                                                            |                                                                                                                                                                               |
|                                                                          | <i>Height of Structure Required Side Yard</i>                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                               |

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                             |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | 1 story . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                             |
|                                 | 2 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
|                                 | 3 stories . . . . . 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
|                                 | 4 stories . . . . . 12 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
|                                 | 5 stories . . . . . 15 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                             |
|                                 | The width of one (1) side yard may be reduced one (1) foot for every foot that the other side yard is correspondingly increased, but no side yard shall be less than ten (10) feet. In the case of a lot of record existing as of June 5, 1957, and held under separate and distinct ownership from adjacent lots, the required side yard may be reduced in order to provide a buildable width of up to twenty-four (24) feet, but in no case shall the resulting side yards be less than ten (10) feet. |                                                                                                                                                                                                                                                             |
|                                 | ii. Detached accessory structures with ground coverage of one hundred and forty-four(144) square feet or less: Five (5) feet.                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                             |
|                                 | iii. Setbacks for swimming pools shall be as provided for in section 14-432 (swimming pools) of this article.                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                             |
| <b>Side Yard on Side Street</b> | 10 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0 feet                                                                                                                                                                                                                                                      |
| <b>Structure Stepbacks</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Portions of a structure above 35 ft shall be no closer than 10 ft from the side property line and no closer than 15 feet from the rear property line when such property line abuts a residential zone. <i>Does not apply to side yards on side streets.</i> |
| <b>Maximum Lot Coverage</b>     | Forty (40) percent of lot area for lots which contain twenty (20) or more dwelling units; fifty (50) percent for lots which contain fewer than twenty (20) dwelling units.                                                                                                                                                                                                                                                                                                                               | 60%                                                                                                                                                                                                                                                         |
| <b>Minimum Lot Width</b>        | 50 feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 20 feet                                                                                                                                                                                                                                                     |
| <b>Maximum Height</b>           | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                        | Principal and attached accessory structure: Forty-five (45) feet.                                                                                                                                                                                           |
|                                 | Accessory detached structure: Eighteen (18) feet.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Detached accessory structure: Eighteen (18) feet.                                                                                                                                                                                                           |
| <b>Landscaped Open Space</b>    | <i>Uses other than bed and breakfast.</i> Twenty (20) percent for those lots which contain fewer than twenty (20) dwelling units; thirty (30) percent for those lots which contain twenty (20) or more dwelling units. This area shall not include parking areas or other impervious surfaces as defined in section 14-47.                                                                                                                                                                               | 20%                                                                                                                                                                                                                                                         |



|                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                           |
|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                        | <i>Bed and breakfasts.</i> A bed and breakfast that is located on a lot that has at least twenty (20) percent open space on the date of filing of the application for site plan shall not reduce the open space on the lot below twenty (20) percent of the lot area. A bed and breakfast located on a lot that does not have at least twenty (20) percent open space on the date of filing of the application for site plan review, and that is legally nonconforming as to the open space requirement of this section, shall not reduce the open space on the lot below the level in existence on the date of the application for site plan review. Open space areas shall not include parking areas or other impervious surface areas as defined in section 14-47. |                                                                                                                                                                           |
| <b>Minimum gross floor area for bed and breakfasts</b> | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Two thousand (2,000) square feet of gross floor area for the first three (3) guest rooms and five hundred (500) square feet of floor area for each additional guest room. |
| <b>Maximum floor area for places of Assembly</b>       | <i>On a collector or arterial road:</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <i>On a collector or arterial road:</i>                                                                                                                                   |
|                                                        | Large: Not limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Large: Not limited                                                                                                                                                        |
|                                                        | Medium: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Medium: 4,500 sf                                                                                                                                                          |
|                                                        | Small: 2,250 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Small: 2,250 sf                                                                                                                                                           |
|                                                        | <i>Not on a collector or arterial road:</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <i>Not on a collector or arterial road:</i>                                                                                                                               |
|                                                        | Large: 4,500 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Large: 4,500 sf                                                                                                                                                           |
|                                                        | Medium: 2,250 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Medium: 2,250 sf                                                                                                                                                          |
|                                                        | Small: 1,125 sf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Small: 1,125 sf                                                                                                                                                           |
| <b>Maximum Garage Opening</b>                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Garage openings on front façade shall not exceed the greater of nine (9) feet or forty (40) percent of the front façade.                                                  |

The changes are meant to simplify the ordinance, provide opportunities for additional housing construction, and allow for greater flexibility on lots. To that end the density standard, currently a variable 1,000 sf per dwelling unit for the first three units, and 1,200 sf per dwelling unit thereafter (36 units per acre) is being proposed to be changed to 725 sf per dwelling unit (60 units per acre). Table 2 illustrates the implications of the proposed change to the density standard on three lot sizes. Minimum lot size is proposed to change from 4,500 sf to 2,000 sf, better matching the dense, small lot fabric of residential neighborhoods on the peninsula. Setbacks are reduced to also better match traditional building patterns, reducing the front setback from 10 feet to 5 feet. Side and rear setbacks are similarly reduced. The changes to lot

| <b>Table 2</b> | <b>Current R-6 Density<br/>(1000-1200 sf/du)</b> | <b>Proposed R-6<br/>Density (725 sf/du)</b> |
|----------------|--------------------------------------------------|---------------------------------------------|
| 2000 sf lot    | 2 units                                          | 2 units                                     |
| 3000 sf lot    | 3 units                                          | 4 units                                     |
| 4500 sf lot    | 4 units                                          | 6 units                                     |

coverage and setback standards have implications for existing as well as future homeowners and property developers, allowing small additions, decks, or accessory structures to be built where they currently are not allowed, allowing greater flexibility for existing properties, and also allowing for the possibility of existing neighborhood patterns to be replicated.

Other significant changes include:

- A provision to allow townhouse style, horizontally attached dwelling units to occur through the elimination of the side setback (Sec. 14-139.b).
- The Small Residential Lot Development (current Sec. 14-139.2) is proposed to be eliminated. This standard is in place to allow for small, non-conforming lots to be developed, as the current minimum lot size renders so many small lots unbuildable. It is the goal of these changes to have a lot size sufficiently small as to eliminate the need for this provision.
- A maximum portion of the front façade has been set to 9 feet or 40 percent, so as not to have residential facades be disproportionately dominated by vehicle storage.
- Staff is proposing that the on-peninsula residential parking requirement be eliminated for the first three dwelling units. A duplex would have no parking requirement and a six unit building would be required to provide three spaces, for example. This change will better enable small lot development, allowing 1-4 unit structures such as the traditional triple decker on small lots (a well-distributed housing type in the R-6 neighborhoods), and greater viability for small scale, non-professional homebuilders.

There have been several minor changes since the October workshop:

- Recently enacted R-6A changes have been incorporated into the current draft amendment.
- The October draft amendment included variable side yard setbacks. These have been removed for a constant 5 foot side yard setback.
- There is a current provision in the R-6 use standards that requires existing residential structures to maintain a minimum size of 1,000 square feet of floor area when creating new units and also that a new unit in the structure not be less than 600 square feet of floor area. This has been moved from the use standards, Sec. 14-136, to the dimensional standards, 14-139, and has been substantively amended in two ways – 1) it currently applies only to multi-family residential, and is being proposed to also apply to single- and two-family residential, and 2) The applicability date of structures in existence as of 1987 (when the provision was first implemented) is being proposed to be updated to date of enactment of these changes.
- The Townhouse/horizontally attached dwelling unit language has been clarified. The intent is for this form of construction to be able to occur, which requires superseding side yard setbacks, and for them to be able to occur for individually owned units. The standard applies to subdivisions, which would begin under common ownership, and then be sold to individuals after approval.

## **VI. Public Process**

Over the course of several months, staff met with each impacted neighborhood organization to discuss the proposed changes, on the following dates:

- June 11. West End Neighborhood Association
- June 16. Western Promenade Neighborhood Association
- July 7. St. John Valley Neighborhood Association
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- August 11. Munjoy Hill Neighborhood Association
- August 19. East Bayside Neighborhood Association

Though some of these standards have changed since their initial conception, the below summary of changes that were being considered was presented at each meeting (Table 3). The same table was distributed at each meeting so that every neighborhood organization had an opportunity to respond to a common proposal, with the caveat that some of the dimensions and details of the proposal were likely to alter. Planning staff also met with the Southern Maine Landlord Association, and numerous individuals who requested meetings on the topic.

**Table 3**

| Potential R-6 Amendments to Dimensional Requirements |                                                                 |                                                                |
|------------------------------------------------------|-----------------------------------------------------------------|----------------------------------------------------------------|
| <i>Residential Dimensional Requirements</i>          | <i>Existing</i>                                                 | <i>Proposed</i>                                                |
| Lot Size                                             | 4,500 sf                                                        | 2,500 sf                                                       |
| Min. Lot Area/Dwelling Unit                          | 1,000-1,200 sf                                                  | 725 sf                                                         |
| Lot Area/Lodging House Rooming Unit                  | 250 s.f                                                         | 250 s.f                                                        |
| Street Frontage                                      | 40 feet                                                         | 30 feet                                                        |
| Front Yard Setback                                   | 10 feet, or no more than average depths of adjacent front yards | 5 feet, or no more than average depths of adjacent front yards |
| Rear Yard Setback                                    | 20 feet                                                         | 10 feet                                                        |
| Side Yard Setback                                    | 10-15 feet, variable by height                                  | 5 feet                                                         |
| Side Yard on Side Street                             | 10 feet                                                         | 0 feet                                                         |
| Maximum Lot Coverage                                 | 40-50%, variable by # of dwelling units/lot                     | 60%                                                            |
| Minimum Lot Width                                    | 40 feet                                                         | 30 feet                                                        |
| Maximum Height                                       | 45 feet                                                         | 45 feet                                                        |
| Landscaped Open Space                                | 20-30%, variable by # of dwelling units/lot                     | 20%                                                            |
| Parking                                              | 1 space/unit                                                    | 1 space/unit, except none required for first 3 units           |

At these meetings, staff made a brief presentation on the reasons for rezoning, how the changes related to existing neighborhood contexts, and implications for future development. A sample of one of the packets distributed for the East Bayside Neighborhood Association meeting was included at the October workshop. The packet included examples of nonconforming parcels, with sketches demonstrating the results of existing and proposed setbacks (see example in Figure 2) to illustrate the limitations in incongruity of existing dimensional requirements.





**Figure 2**

The feedback we received was lively and varied, and much of it was supportive. The overall goals of zoning standards that better align with historic and desired patterns of development, the need to allow for greater housing production, and greater flexibility for property owners on small lots were received well. Feedback on the details of the proposal was far from uniform or entirely positive, though, and there were several recurrent themes that emerged:

- *That five foot minimum side setbacks combined with a 45 foot height limit will create light and air impacts for adjacent properties.* In response, the text amendments were changed to include stepbacks of an additional five feet beyond rear and side yard requirements for portions of building above 35 feet.
- *That allowing higher densities in residential zones will hasten a loss of larger housing units and families that occupy them, including the conversion of single family homes and multi-bedroom apartments to 1-bedrooms and efficiencies.* There is an existing zoning provision that speaks to this concern, placing size limits on the conversion of existing buildings into additional dwelling units. Sec. 14-136.2 requires that the creation of new multifamily dwellings originating from the alteration of an existing residential structure not result in the creation of any new dwelling unit of less than 600 square feet of floor area, and shall not result in any existing dwelling unit being reduced in size to less than one thousand (1,000) square feet of floor area. This does not prohibit division of existing units, but it does aid in the retention of a varied housing stock.
- *That the proposed parking exemption for the first three units will have negative impacts on the livability of the impacted neighborhoods.* This has been by far the most contentious aspect of the proposed changes. It should be noted there has been some genuine support for this proposal, as well as some qualified support, but also, and in greater numbers, opposition. A number of the people we've met with were skeptical but constructively engaged with the topic, offering possible alternatives such as allowing this exemption for small developments/small parcels only, or requiring that one parking space be mandatory and the next three exempted to insure that a driveway, and other informal uses of that space for off-street parking, were made possible (this last would also allow for the possibility of more than one car parking in

tandem in a driveway – City regulations do not give credit to tandem parking spaces, but in practice driveways often hold multiple cars). Staff does not believe this to be a drastic proposal, and it offers flexibility and the potential for reduced costs for small lot housing production. Any property developer feeling the need for more parking spaces would still have the option of providing them – this is not a prohibition on providing parking for the first three spaces. Nevertheless it is a topic of great import for the community member we've met with, and deserves careful consideration.

Additional feedback has been received since the October workshop, and written comment is attached. Some issues/questions raised in the last month:

- Parking standards remain a concern.
- *What is the relationship of these changes to affordable housing?* These text amendments don't make any specific affordability proposals. By allowing for more housing to be constructed, both in overall allowed density, and in allowing for small lots to be built upon, the overall supply, and diversity of the housing supply will be added to.
- *Have these changes been brought forward at the request of developers?* These amendments are not at the request of a private developer, and will benefit individual property owners, and small, non-professional property developers as much as developers of larger scale projects.
- *How these changes will benefit, or not benefit a recent application for Sumner Court?* These amendments are not being influenced by that application, or future proposals for that property (substantive discussion of a specific application should be discussed at an advertised meeting for that application). Generally, the elimination of the Small Residential Lot provision adds greater predictability to development going forward. But introducing smaller minimum lot sizes and other reduced dimensional standards zone-wide, the need for the Small Residential Lot standard is eliminated and with it some very relaxed standards, such as no minimum lot size, and critically, no minimum street frontage requirement.
- Concern with the impact on neighborhood character of garage doors as part of a front façade. Staff's concern with this is why a maximum percentage of the front façade dedicated to garage doors is proposed. Without this standard, garage doors could dominate first floor frontages. Simultaneously, allowing some garage presence seems reasonable, and not detrimental if not the dominant street-level use.

## **VII. Non-conforming lot mergers**

Staff indicated changes to these standards would be brought forward in November. They are not being brought forward just yet, though we are actively engaged in drafting alternatives to the current standards. These standards affect lots beyond the R-6 zone, and are complex enough to be considered as their own, freestanding amendment. The R-6 text amendments also do not require changes to the non-conforming lot merger provisions to be functional, positive changes to the current, ill-sized dimensional standards. Planning staff will present these changes in the near future as amendments brought forward in conjunction with the R-6 zone, or as a freestanding amendment, according to Board feedback and direction.

## **VIII. Next Steps**

- Staff to revise R-6 amendments according to Planning Board comments.
- Schedule a date for a follow-up workshop or public hearing, as needed.

**IX.** At the November 25<sup>th</sup> meeting there'll be a selection of accompanying visuals presented.

## **X. Attachments**

1. Proposed Text Amendments to Portland Land Use Code, Div. 7, R-6 Residential Zone
2. Proposed Text Amendments to Portland Land Use Code, Sections 14-332, and 14-433.

### 3. Table of Existing and Proposed Dimensional requirements

#### Public Comment

PC1, B. Vestal  
PC2, A. Pringle  
PC3, J. McManamy  
PC4, Jack/Platt  
PC5, PHA  
PC6, K. Snyder  
PC7, R. Yarnold  
PC8, L. Davey  
PC9, L. Parsons  
PC10, JD Cowie  
PC11, Z. Barowitz  
PC12, B. Burwell  
PC13, Z. Barowitz  
PC14, JD. Cowie  
PC14, G. Kuhlthau





**Memorandum**  
**Planning and Urban Development Department**  
**Planning Division**

---

**To:** Chair O'Brien and Members of the Portland Planning Board  
**From:** Christine Grimando, Senior Planner  
**Date:** January 16, 2015  
**Re:** R-6 Text Amendments  
**Meeting Date:** January 20, 2015

---

## **I. Introduction**

The Planning and Urban Development Department is proposing text amendments to the R-6 Residential Zone. These changes are primarily concerned with the dimensional requirements of the zone and parking standards. The provision for *small residential lot development*, enacted in 2005, is proposed for elimination. Changes are also proposed to clarify standards for lots of record. Finally, an important aspect of the changes is to convert the dimensional requirements from a descriptive listing to a table format, shortening and simplifying the overall text of the ordinance. The Planning Board has held two previous workshops on this topic, on October 28<sup>th</sup> and November 25<sup>th</sup>. Both memos and their attachments are included as Attachment 4 & 5, for reference, as well as a complete draft of the proposed changes in Attachment 1. The bulk of this memo focuses on areas of change since the November workshop.

## **II. Comprehensive Plan Policies**

Numerous recommendations in Housing: Sustaining Portland's Future, support these text changes. Policy 1 indicates zoning should encourage all types of high quality and compatible housing to enhance neighborhoods, encourages high density, small lot infill, and allowing for a range of housing types. Policy 3 (Maintain and enhance the livability of Portland's neighborhoods as the city grows and evolves through careful land use regulation, design and public participation that respects neighborhood integrity) recommends updating codes to encourage new residential development that: Offer diverse and quality living options; Encourages traditional neighborhood elements, Promotes a walkable city; Are Compatible with Portland's existing neighborhoods. It also recommends ensuring the integrity and economic value of Portland's neighborhoods, working to find productive uses for vacant and underutilized lots, and increasing density where appropriate to achieve neighborhood diversity.

## **III. Changes to the Text Amendments since November**

- a. Cumulative Side Setbacks.

Five foot side setbacks are proposed for the R-6 zone. The dimensional standards proposed are made with the needs and viability of small lots in mind. Comments were made at previous meetings, by the public and by the Board, regarding the need for flexibility if small lots were to accommodate both a building and a driveway. Existing residential patterns in the R-6 zone show a preponderance of houses hugging one property line, and a driveway along the



Figure 1

other (Figure 1, a sketch to illustrate existing and proposed setbacks, shows this common existing non-conforming condition of a lot on Spring Street). To make this configuration a possibility in the future, the amendment now includes the following side setback requirement: *5 ft, except that a side yard in the R-6 zone may be reduced to zero, provided that the cumulative side yard setbacks are not less than 10 ft. A permanent maintenance easement a minimum of 5 ft. in width shall be provided on the parcel adjacent to the lot line with the reduced side setback.*

b. Lodging House Minimum Lot Size

Currently the minimum lot size for a Lodging House is 4,500 square feet, the same minimum lot size as permitted for residential uses. When the initial draft amendment for a reduction of residential lot sizes was put forward, this number was made correspondingly smaller to maintain consistency between the Lodging House and the Residential use standard. In the previous month, the reduction in Lodging House lot size has been brought to staff's attention as a source of concern in several neighborhoods, and the standard has been adjusted back to the current 4,500 square feet.

c. Parking Standards

Planning Board and staff has received a great deal of public input and concern (in addition to some support) in regard to the proposed changes to the residential parking standards, which would exempt the first three residential units from providing parking. This is not a proposal for a prohibition on providing off-street parking, and we expect that a majority of proposals for new residential development will continue to incorporate off-street parking where feasible. The proposal is made in the hope it grants some flexibility for small lots that might otherwise be challenged to make lot dimensions work for a new structure and a new parking spaces, both. In light of the recent feedback received, an alternative proposal for amended parking standards is included (Attachment 2). Instead of the exemption from the first three spaces, the alternate standard states that *Where creation of a new driveway opening would result in the loss of on-street parking, no off-street parking is required for the first dwelling unit.*

Currently, a single dwelling unit in the R-6 zone is required to provide one parking space. New curb cuts can impact one, and sometimes more, on-street space (depending on the

location of the curb cut in relation to the spacing of existing on-street parking spaces). This alternative parking language is an exemption for the first required space where it would require a new driveway, and would not create a net gain in new parking. It is not a prohibition on new driveways or off-street parking, and grants some flexibility for small lots and new single family homes should they wish to take advantage of this exemption, with no net loss of parking.

In addition to this alternate parking amendment, Planning staff is proposing a change to the City Technical Manual, discussed in **III**, below. The two provisions in combination offer substantial flexibility in meeting required parking amounts. This will hopefully quell some of the public's concerns that a full exemption for the first three required parking spaces will dramatically and negatively impact on-street parking supply on the peninsula.

These two parking provisions – exemption from the first unit where a new driveway opening is required, and the exemption of the first three spaces - are for discussion at the January 20<sup>th</sup> workshop. If one is preferable to the Board, that version would be posted with rest of the R-6 amendments for the subsequent meeting.

d. Lot Mergers/Lots of Record

Changes to the definition of Lot, as well as to 14-433, *Lots of Record and accessory structure setbacks for existing buildings* are attached. Organizational, structural changes to the section are included, in addition to substantive changes to the section. These changes maintain minimum standards for existing non-conforming lots, both for contiguous lots under common ownership and individual lots, while granting them relief from meeting all current dimensional standards.

Under current zoning, contiguous lots of record under common ownership are interpreted as a single tract of land. By changing the dimensional standards to include smaller lot sizes and reduced setbacks, many of these previously unbuildable small lots will return to the pool of buildable property. To account for the inability of many existing lots to meet all dimensional standards - a lot that contains an existing building that does not meet existing setbacks, for instance, would not qualify as meeting all dimensional requirements, and would still merge with an adjacent lot under common ownership – such contiguous lots are only required to meet minimum lot size and frontage requirements to maintain their separate, buildable status. The changes to 14-433 states that *Contiguous lots of record under common ownership shall be deemed to be separate lots, provided that they either meet the minimum lot area and minimum frontage of the zone in which they are located, or the minimum applicable standards of 14-433 (a-d)*. In the R-6 this would mean contiguous lots under common ownership would need to be a minimum of 2,000 square feet in lot size, and have a minimum street frontage of 20 feet. Maintaining a basic standard of a small minimum lot size and minimum street frontage allows for small, nonconforming lots of record to function as buildable lots, without disqualifying them for the other possible dimensional non-conformities that may exist, such as existing buildings at lot lines.

#### IV. Technical Standards

In addition to this alternative, we are proposing an amendment to the City's Technical Manual for the addition of a Tandem Parking standard as a legitimate means to meet parking requirements. Tandem



parking is the placement of two or more vehicles in a row directly behind one another. Off-street parking often occurs in this way, with two or more parking spaces parked in tandem in a driveway. Recognizing tandem parking as a way to satisfy, in part or in whole, a residential parking requirement would grant additional parking flexibility, free up valuable land area, and potentially reduce construction costs. Many cities allow some measure of tandem parking to meet residential requirements, often with limits and conditions in regard to total number, dimensions, and qualifying zones. A sampling of places with tandem parking provisions in their codes includes: Berkeley, Boston, Burlington, Hoboken, Mankato, Miami, Nantucket, Phoenix, Providence, Salt Lake City, among others.

An amendment to the Technical Manual requires a dedicated public hearing by the Planning Board, distinct from the R-6 amendments. As this is a new topic, and an outgrowth of the R-6 amendment process, staff will bring a Technical Manual forward at the next available agenda to allow for up to three tandem parking spaces in a residential driveway, accompanied by minimum dimensional requirements. This will be a practical, valuable change, as well as one that respects existing development patterns and the constraints of small, urban lots.

## V. Other Issues

### a. Life Safety Codes

At the previous workshop it was asked if these reduced setbacks are consistent with Life Safety requirements. Zoning and building codes are distinct standards new development has to satisfy, and among possible others, depending on the location and extent of the change. Specifically, the question arose whether it was possible to have residential construction as close as the amendment would allow, and by extension whether a possible contradiction in requirements was being established. The applicable building codes allow for very close, as well as joined, residential construction. As buildings get closer together, the construction standards change in response to that proximity. A sample of standards from what is a large and complex set of building codes is below:

| Maximum Area of Exterior Wall Openings Based on Fire Separation Distance and Degree of Opening Protection (Sample) |                              |                             |
|--------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------|
| Exterior Wall Distance                                                                                             | Degree of Protection         | Allowable Area for Openings |
| 0-3 ft                                                                                                             | Unprotected, Non-Sprinklered | None                        |
|                                                                                                                    | Unprotected, Sprinklered     | None                        |
|                                                                                                                    | Protected                    | None                        |
| 5-10 ft                                                                                                            | Unprotected, Non-Sprinklered | 10%                         |
|                                                                                                                    | Unprotected, Sprinklered     | 25%                         |
|                                                                                                                    | Protected                    | 25%                         |
| 15-20 ft                                                                                                           | Unprotected, Non-Sprinklered | 25%                         |
|                                                                                                                    | Unprotected, Sprinklered     | 75%                         |
|                                                                                                                    | Protected                    | 75%                         |
| 25-30 ft                                                                                                           | Unprotected, Non-Sprinklered | 70%                         |
|                                                                                                                    | Unprotected, Sprinklered     | No Limit                    |
|                                                                                                                    | Protected                    | No Limit                    |
| Source: 2009 International Building Code                                                                           |                              |                             |

Construction materials, sprinkling requirements, and allowable openings (windows and doors) on exterior walls, alter according to distance between buildings.

### b. Affordable Housing.

The question of the relationship of the proposed zoning changes to affordable housing has been asked at recent workshops. To clarify this point, as it may come up at future meetings on the R-6 amendments, these text amendments don't include affordability requirements, or requirements that any housing be kept at specified affordability levels in perpetuity. The City recently had a housing study completed

(<http://www.portlandmaine.gov/AgendaCenter/ViewFile/Item/1369?fileID=5581>), evaluating a range of tools and strategies to consider towards fostering greater housing affordability. Changing the requirements of the R-6 zone is one tool among many, and these changes do encourage housing affordability in allowing greater numbers of housing units to be created than is currently permitted, and by proposing to reduce parking requirements which impact affordability in both lowering total construction costs and in allowing more land to be dedicated to housing. By lowering the minimum lot size the possibility for small increments of development increases, and with it the potential for owner-occupied duplexes and triplexes. These changes support a diversity of housing choices, and with them the potential to add to the housing supply in a context that is consistent with the existing neighborhood patterns that would be impossible to replicate under the current zoning standards.

c. Parking Impacts

There is no comprehensive city-wide or peninsula-wide parking assessment of total usage of on-street spaces, or total parking need. In addition to supporting reducing parking requirements as one tool to assist in creating more affordable housing, the housing study recently completed by the Greater Portland Council of Governments also cites United States census data that shows that the percentage of households on-peninsula with 0-1 vehicles (77%) is far greater than the national average of 44%. Further insight into current trends can be found in several recent assessments for specific development proposals which have assessed the average need of the peninsula to be .48 spaces per apartment. Attachment 6 is an excerpt of traffic and parking analysis conducted by Gorrill-Palmer Consulting Engineers for a recently approved Avesta Housing project on Washington Avenue. It cites five other parking assessments done for the City. A similar question was raised for the Bayside Anchor project in East Bayside during its review in the summer of 2014, and similar conclusions were reached. Though parking space demand will vary across households, this assessment has been affirmed, and peer reviewed, in several recent studies that have accompanied development proposals to the Planning Board.

Support for reduced parking requirements extends to housing affordability considerations, but also to the topics of walkable communities, transit, sustainability and urban design. Below is a cursory sample listing of the many publications on this issue, from a variety of sources and disciplines, each emphasizing the value of reducing minimum parking requirements.

- Developing Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices. Wilbur Smith Associates, et al.  
[http://www.mtc.ca.gov/planning/smart\\_growth/parking/parking\\_study/April07/bestpractice\\_042307.pdf](http://www.mtc.ca.gov/planning/smart_growth/parking/parking_study/April07/bestpractice_042307.pdf)
- Parking Management Best Practices. Todd Litman (Book)
- Parking Requirement Impacts on Housing Affordability. Todd Litman, Victoria Transport Policy Institute. <http://www.vtpi.org/park-hou.pdf>

- Parking Spaces/Community Places: Finding the Balance through Smart Growth Solutions. US. Environmental Protection Agency.  
<http://www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf>
- Smart Growth Alternatives to Minimum Parking Requirements. Christopher V. Forinash, Adam Millard-Ball, Charlotte Dougherty and Jeffrey Tumlin (Book)
- Walkable City. Jeff Speck (Book)

d. Visuals of Proposed Changes

Tuesday's workshop will include a slideshow of the following visuals as they pertain to the R-6 zone: vacant lots, vacant lots 2,000 sf+, total non-conforming lots (according to minimum lot size) under current zoning and proposed, a density map, and analysis of the zoning changes as they relate to a section of Parkside.

## **VI. Next Steps**

The January 20<sup>th</sup> workshop will be the third on the R-6 and related changes. We hope the Board feels this has been sufficient time dedicated to this topic, and that a public hearing can be scheduled on the proposed amendments.

## **VII. Attachments**

1. Proposed Text Amendments to Portland Land Use Code, Div. 7, R-6 Residential Zone, 14-47, 14-332, 14-433.
2. Alternate Parking Text Amendment
3. Table of Existing and Proposed Dimensional requirements
4. October 28<sup>th</sup> Planning Board Memo
5. November 25<sup>th</sup> Planning Board Memo
6. Gorrill-Palmer Parking Analysis (excerpt from prior application)
7. Public Comment
  - PC1
  - PC2



Gorrill-Palmer Consulting Engineers, Inc.

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Mr. Robert Metcalf  
March 26, 2014  
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on the safety of this intersection due to its low trip generation and the majority of the traffic will park off site.

### Parking Assessment

The City ordinance suggests one parking space per housing unit which would result in the Applicant needing to provide a total of 18 spaces. Providing more parking than needed results in loss of open space and increases stormwater impacts, and underutilization of valuable urban land. At the same time, providing too little parking would have adverse impacts on residents and the surrounding neighborhood. The applicant's goal through the parking demand analysis process is to find the appropriate ratio of parking spaces. Our office has data suggesting actual parking demand will be well below one space per unit for affordable housing. To estimate the parking demand for the proposed project, Gorrill-Palmer Consulting Engineers, Inc. reviewed our files for relevant parking studies we have completed and determined that two were relevant to this project and are summarized below:

- Island View Apartments in Portland: This inventory was performed on July 12, 2004 from 6:00 to 9:00 PM. Island View Apartments is a 70-unit apartment building on the corner of Walnut and North Streets in Portland. It contains a total of 84 parking spaces, 29 of which are designated visitor parking only, and 2 of which are handicap. In the peak half-hour period, a maximum of 49 parking spaces were occupied. This translates to a demand of 0.70 parking spaces per dwelling unit.
- As part of studies for similar projects in the past, our office examined the parking occupancy of apartment buildings in downtown Portland with dedicated parking lots, either behind or within the building as part of another application. Our office completed parking occupancy counts from 10-11 PM (within the peak period, based on ITE and ULI data) at 53 Danforth Street, 645 Congress Street, and Walker Terrace (at the corner of Congress and Walker Street) on Tuesday, October 26, 2010. See summary below.
- In addition, we referenced the parking supply for Franklin Towers and Oak Street Lofts. Franklin Towers has 200 units, and based upon aerial data, a parking supply of 56 spaces. Oak Street Lofts has 37 units, and 16 parking spaces, although it should be noted that half of these spaces (eight) are for motorcycles. For the purposes of this letter, it is assumed that peak demand at both of these facilities is at 100 percent occupancy.

Based on the occupancy counts, the following parking demand was determined:

|                   |                                 |   |                  |
|-------------------|---------------------------------|---|------------------|
| 53 Danforth:      | 43 units, 29 spaces occupied    | = | 0.67 spaces/unit |
| 645 Congress:     | 56 units, 28 spaces occupied    | = | 0.50 spaces/unit |
| Walker Terrace:   | 40 units, 20 spaces occupied    | = | 0.50 spaces/unit |
| Oak Street Lofts: | 37 units, 16 spaces occupied*   | = | 0.43 spaces/unit |
| Franklin Towers:  | 200 units, 58 spaces occupied** | = | 0.29 spaces/unit |
| AVERAGE:          |                                 |   | 0.48spaces/unit  |

\*Assumes 100% occupancy at Oak Street.

Gorrill-Palmer Consulting Engineers, Inc.

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Mr. Robert Metcalf  
March 26, 2014  
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**\*\* Assumes 58 spaces based upon aerial imagery, and 100% occupancy at Franklin Towers.**

This information indicates an average need for 0.48 spaces per apartment within the Portland Peninsula.

Based on the level of demand at the above referenced studies, it is the opinion of Gorrill Palmer that appropriate parking demand for the proposed 134 Washington Avenue Efficiencies is 0.70 spaces per unit, translating to a demand for 13 spaces. Of these 13 spaces, 2 would be provided on site and 11 off site through the City's in lieu fee process.

Our office completed an on street parking assessment within a 360 foot radius of the project on Monday March 24, 2014 at 11:30 PM. This radius is within a 2 minute walk to the site. This information showed there are 73 spaces available and 24 were occupied at that time, presumably by residents.

Closing

Please contact this office with any questions.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L Gorrill, PE, PTOE  
Principal



# Maine Voices: Zoning for Portland's older, urban neighborhoods should reflect reality

 [pressherald.com/2015/01/15/maine-voices-zoning-for-portlands-older-urban-neighborhoods-should-reflect-reality/](https://www.pressherald.com/2015/01/15/maine-voices-zoning-for-portlands-older-urban-neighborhoods-should-reflect-reality/)

By Kevin Donoghue

When I was a community planning and development student at the Muskie School of Public Service, among the more instructive assignments was for the class “Elements of Town Design,” taught by Theo Holtwijk. He asked students to select a neighborhood we loved and assess its compliance with zoning.

Then living in the West End, I chose to assess Andrews Square, at Pine and West streets, in the R6 Urban Residential Zone – the same zoning that regulates most neighborhoods in both the West End and East End of Portland.

## about the author

**Kevin Donoghue** represents District 1 on the Portland City Council and heads the council’s Housing and Community Development Committee. A Munjoy Hill resident, he can be contacted at: [\[email protected\]](#)

What I had found was no surprise to Holtwijk, but for me it served as nothing short of a revelation. Andrews Square, like nearly all of the great neighborhoods chosen by the students, was illegal. The buildings had too many units with too few parking spaces on lots that were far too small. Surprisingly, few of the buildings were too tall. Indeed, most were far short of the current limits.

Somehow, the zoning for our most beloved neighborhoods had evolved into a prescription for a future with taller buildings on larger lots with fewer, bigger units and more parking spaces, the construction costs and purchase prices of which ensured that little would be built – until now.

During the eight years that I have represented the East End on the Portland City Council, I have seen a sharp rise in housing costs and the arrival of a population willing to pay nearly any price to live in taller buildings on larger lots with fewer, bigger units with more parking spaces – a demand that developers are glad to fulfill, not least because it is what the zoning prescribes.

Meanwhile, those who would build middle-class homes reflective of the ones many of us live in must petition for variances known as contract zones, a risk that few will take.

What this zoning has yielded is not only exclusive but also alien to neighborhood context, as it has prevented many homeowners from making basic updates to nonconforming buildings. Indeed, all three members of the City Council residing in the R6 Urban Residential Zone live in buildings that would be illegal to construct today.

The three-unit building where my family lives is on a lot that is both too small and too narrow, as well as having too many units for its size. Complete with an illegal driveway that offers tandem parking, my building is also typical of Munjoy Hill.

It is difficult to understand what city planners had once found so objectionable about our homes. If we all love our neighborhoods, both their design and diversity, we really ought to legalize them.

On Tuesday, at [its next meeting](#), the Portland Planning Board will continue to review the R6 Urban Residential Zone, as requested by me and the other members of the City Council's Housing and Community Development Committee.

The board will also consider amendments that contain descriptions of the traditional urban development patterns actually found in our neighborhoods.

This means, among other things, lowering minimums for lot sizes and frontage requirements to reflect what's found on the ground.

It also means relaxing density limits to allow the most typical of traditional urban housing types: triple-deckers with driveways for three cars, rather than with surface parking lots for as many cars as would now be mandated by the zoning.

As I listened to public comment in October, at the last Planning Board meeting on this topic, I heard many of my neighbors express both an affinity for where they live as well as some alarm at recent trends in neighborhood development. On these matters, we are in complete agreement.

I also heard helpful criticism aimed at decoding and revealing our neighborhoods' essential DNA, including the intricate patterns between building height and side setbacks needed for driveways.

Nevertheless, misunderstanding persists about whether legalizing the neighborhoods we all love threatens our neighborhoods with perdition. Instead, I believe it may well promise their salvation.

— *Special to the Press Herald*

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[Send questions/comments to the editors](#).





# Attachment XXX

## Map of Vacant R-6 Land Vic. of Sumner Court and Cumberland Ave.



1. 13-K-60  
CUMBERLAND AVE 47-49  
2515 SF
2. 13-K-49  
SUMNER COURT  
8122 SF
3. 13-K-71  
CUMBERLAND AVE R 53-55  
4357 SF

Total area: 14, 991 SF

**From:** Todd Alexander <toddmalexander@gmail.com>  
**To:** <aqj@portlandmaine.gov>, <cdg@portlandmaine.gov>, Catherine Alexander <calexander@unum.com>, <marshalldistrict2@gmail.com>, <damarshall@portlandmaine.gov>, <mfpb@portlandmaine.gov>, <jhinck@portlandmaine.gov>, <kjdonoghue@portlandmaine.gov>  
**Date:** 7/10/2014 8:22 AM  
**Subject:** Proposed Changes to R6 Zone

Hi Alex:

I am writing this email to provide public input on the proposed changes to the R6 zone. By way of background, my wife, Catherine, and I live at 3 Carroll Street -- which is located within the R6 Zone. We have lived in this neighborhood for the past 15+ years -- previously owning a home on Pine Street, also within the R6 Zone. My wife is a real estate attorney.

My background is in urban planning, real estate development (affordable housing) and real estate finance. We have three young children who attend Reiche.

We are strong supporters of the proposed changes to the R6 zone. In particular, we are extremely pleased to see the proposed amendments to the dimensional requirements. The current dimensional requirements for the R6 zone are not consistent with the city's comprehensive plan and current housing policies. Most importantly, existing requirements severely restrict the ability of property owners to develop or redevelop their properties in a manner that would otherwise be completely inline with the historical development patterns in the East and West End neighborhoods.

This results in numerous vacant and underutilized lots that negatively impact the entire neighborhood by reducing property values, limiting housing choices and suppressing municipal property tax revenue. If anything, we support even less restrictive dimensional requirements--for example, reducing the density allowance to 1 unit for every 435 square feet, similar to the neighborhood business zones and R7 overlay zone.

I would add that, in conversation with our neighbors and friends who would be directly impacted, there is generally consistent support for the proposed changes. Collectively, we can connect the dots between more flexible zoning and the positive results it will bring -- cleaning up run-down properties, more families moving into the neighborhood, and greater property tax revenue to support our students and teachers at Reiche, to name just a few.

The West End neighborhood, in my opinion, has benefited greatly from the City and Planning Board's progressive policies towards responsible development on the peninsula and I think the proposed R6 zone changes are another step in the right direction.

Best,  
 Todd

--

Todd M. Alexander  
 207 749-7257

Jeff and Alex,

Thank for meeting with WPNA Board and Visioning Committee members on June 16 to discuss the impetus for and proposed text changes to the R-6. I understand that you have also reached out to other peninsula neighborhood associations and we all appreciate the early introduction to this important initiative.

As we understand it, the effort comes at the direction of the HCDC to encourage more housing creation by removing zoning impediments, while being sympathetic to the context in which new housing would be created. Objectives are:

- ~Assure a range of housing options
- ~Add housing units
- ~Promote "affordable housing"
- ~Reflect the existing development pattern in neighborhoods

On its face, each of these are worthy objectives, but zoning changes must be approached carefully to assure that the objectives are, indeed, met and that unintended consequences are avoided.

Some of our comments were:

- ~The proposed street line changes appear to make sense to conform to the existing development pattern and do not affect other neighbors.
- ~Side and rear setback changes and lot coverage may make sense in certain situations, but not others, as they may negatively affect immediate abutters.
- ~Reduction in the required lot size/unit, with some controls over individual unit size, will create more units but could potentially spur conversion of more affordable single family homes to multi-unit structures.
- ~In the quest for "affordable housing", how does the City define this term? What mechanisms are contemplated to assure sustainable affordable housing, as zoning changes do not control the marketplace? In particular, an unintended consequence might be the conversion of modest single family homes to multi-units, a windfall for the seller and developer, but probably providing affordable housing to perhaps only the first unit occupant and removing relatively affordable single family homes from the housing stock.
- ~The proposed reduced parking requirement was of great concern in an already tight parking situation on many blocks.
- ~In the case of vacant lots under the new rules, a large new building with significant lot coverage might not be consistent with the prevailing development pattern.
- ~Once the zoning is changed, it affects existing owners who can't get relief from the unintended impacts of the changes.

Upon reflection, here are some incremental actions that may make sense, in response to the issues raised above:

- ~Focus first on the vacant "stranded lots", development of which is constrained by existing zoning. How many such lots are there? How many housing units might be created under the proposed density changes? Do and evaluate some visual impact examples for individual lots, shown in the existing development context.

~Explore ways to reduce development cost on the peninsula. As you have heard me comment at numerous meetings, the development cost of "affordable housing" is outrageous. How does it compare to the cost of private development by Crandall Toothaker, for example?

~Study the market for very small units. How deep, sustainable is that market? What housing stock might be lost to the conversion to smaller units? How does that affect the mix and integrity of existing neighborhoods?

~Study the peninsula housing pattern in, say, the '40s or '50s, when Portland's population was much larger. How many people lived on the peninsula? Household sizes? In what housing configurations? Single family homes, multi-bedroom apartments, etc? What has changed? For example, the large-scale conversion in Parkside in the 1970s of large single family units (homes and apartments) to one bedroom units made the neighborhood more transitory and severely affected the parking problem.

Thank you for considering our input.

Please let me know the current timeline for this issue to move forward, so that we will be ready to participate in meetings.

Thanks - and let me know if you have any questions or comments

Anne Pringle, President  
Western Promenade Neighborhood Association



November 19, 2014

Chair O'Brien and members of the Portland Planning Board:

I am writing to ask you to broaden awareness of and participation in the substantial changes proposed for the R6 zone. As a resident of Munjoy Hill, I can see that the amendments will have a substantial negative impact on my quality of life, and I believe my concerns would be shared by many if they were aware of the work underway. Casual conversations around town convince me they are not.

*My first request is that you mail postcards to property owners and renters in the affected neighborhoods, directing them to the well-organized resource on the city's website and informing them of upcoming events.*

With respect to the proposals, I am concerned about the elimination of the offstreet parking requirement for the first three units. Before we had any parking requirements at all, Parkside was the focus of a frenzy of investment in income properties, and the congestion resulting from that era remains today: the interest among Portland residents in being car-free has not removed enough cars from Parkside streets to make the neighborhood's parking adequate. Much of the property is absentee landlord-owned. Were these changes to go through, I am certain the same would happen on Munjoy Hill. I would be able to add two units to the building I own and live in, and all the tenants' cars would be on the street. Increased real estate values would put great pressure on landowners to build to the maximum number of units.

*We need a specific parking strategy for the Portland peninsula, but this is not it. My second request is that you remove this proposal from the table this activity and develop a parking strategy with input from residents.*

My second concern is for the escalation of property values on the peninsula, which this proposal will accelerate. There is growing anxiety about the next revaluation, and consequent impact on taxes. A sudden increase in property taxes is likely to drive many middle income residents out of my neighborhood, to accelerate the chopping up of existing buildings into smaller units, and to eventually lead to another collapse in real estate prices. Already there are unsold condos on the Hill, and developers are buying and renovating properties in order to flip them. We have seen this before, in the early 90s, and don't want to go down that road again.

*My third request is that you communicate in a transparent way with the citizens of Portland about the state of the city and the type of social fabric your housing policy is designed to bring about (is it true that half the rental units in the city are subsidized? Is it true also that families with children leave the peninsula and the city seeking a better balanced social environment for their children's schools once the children reach school age?) Nowhere is it clearly stated.*

*I believe that most of the residents of the R6 zone support shelter for all who need it, but believe that driving this development agenda will simply price more middle class families out of the market. It is time to create cluster developments with neighborhood services in off-peninsula neighborhoods where land prices are more reasonable and construction costs lower. I think this rises to the level of a revision of the comprehensive plan, and so my fourth request is that you initiate that process.*

Finally, I want to request that the city rebalance its efforts to reduce the time spent on enabling development. The city's only visible economic development strategy seems to be a maximum buildout of its real estate. This summer, nearly every street on the peninsula was opened for utility work, and closed up again without the installation of fiber optic cable or conduits for fiber optic cable. Meanwhile, South Portland has partnered with [gwi.net](http://gwi.net) to install state of the art infrastructure for business and entrepreneurs. The internet service on the peninsula is poor, partly because our antiquated phone lines cannot carry a high quality signal, and Portland is at

risk of losing its highly valued entrepreneurial culture as a result. We have sadly neglected important business as a city, whether it is fire safety or infrastructure to support business. The pendulum has swung too far.

Thank you for taking the time to read this.

Sincerely,

Jean (Nini) McManamy  
10 Willis Street, Portland

11/19/14

Barbara Barhydt, Development Review Manager  
Alex Jaegerman, Director  
Christine Grimando, Senior Planner  
Planning Division  
389 Congress Street 4th Floor  
Portland, ME 04101

Dear Barbara,

My husband and I own and reside in property on Munjoy Hill. We are not able to attend the workshop meeting on 11/25 to discuss the proposed changes to the R-6 Zoning Ordinance but want to weigh in on this important issue.

We understand that the city's mission for changing the R-6 ordinance is to provide for greater housing opportunities, to enable infill development on small parcels and to have standards in place for new construction to be consistent with the historic pattern of development in the R-6 zone.

While we support parts of that overall mission, we feel that some of the reduced requirements in the current proposal go too far and will create unintended consequences that will negatively change the landscape and overall character of the neighborhoods in the R-6 zone.

For example, at the first meeting we attended several months ago regarding the R-6 changes, the initial proposal reduced the minimum lot size from 4,500 to 2,500 sq. ft. and reduced the minimum street frontage and lot width requirements from 40' to 30'. In the latest proposal, these requirements have been even further reduced, which we are very concerned about. The current proposal reduces the minimum lot size from 4,500 to 2,000 sq. ft. and reduces the minimum street frontage and lot width requirements from 40' to 20'.

If these current requirements pass and parcels with only 20' of street frontage qualify as buildable lots--with the new 5' setbacks on either side--they would allow for 10' wide buildings as high as 45' to be erected. These structures would resemble the "tube" housing that is prevalent in Hanoi, Vietnam—the only place in the world where these structures currently exist. Below are examples of what these buildings look like:



These structures are clearly not the type of housing that is intended for the Portland peninsula, do not support the Comprehensive Plan and are completely out of character with our current neighborhoods. Yet they would be possible given the requirements in the current proposal.

Too, given the huge increase in land values, property owners and developers would be encouraged to divide and sell off any portions of their lots that would qualify as buildable lots under the new provisions. Thus, not only would some of the existing R-6 vacant lots qualify for development, but much of the land currently used as side yards and off street parking areas would be lost to the type of increased housing density mentioned above. The charm and character of our current neighborhoods would be lost forever and more cars would end up on the streets, making our parking issues far worse.

We are further concerned that the parking requirements have been reduced from 1 space per unit to 0 spaces for the first three units. The Portland public transportation system has a very long way to go before it will truly be practical for residents not to own cars. In the interim, the City is responsible for creating realistic zoning laws that recognize this fact. Pouring more cars on the streets with no plan for how to properly manage them is simply not good public policy.

We agree that the Small Residential Lot Provision should be eliminated from the R-6 Zoning Ordinance since the new minimum lot size will be smaller and will allow for many vacant lots to be developed, where appropriate. If the Small Lot Provision is not eliminated, it should be amended to include a minimum street frontage provision so that lots with inadequate access will not qualify for development.

While we support responsible development when and where it's appropriate, we do not support changing zoning laws simply so that developers can squeeze more market rate housing units into every square inch of land on the peninsula. This will do nothing to preserve the character of our neighborhoods or to solve the affordable housing crisis. It will only support the developers and those who can afford luxury housing. Given the continued rise in land and property values, it is no longer feasible for developers to build



affordable housing units in most areas on the peninsula, especially the already densely populated areas like Munjoy Hill and the West End. There is an explosion of new high end housing units currently under construction on Munjoy Hill. Some are selling for prices as high as a million dollars per unit. If the goal is to add more affordable housing units in Portland, the City needs to look at neighborhoods where land is more available and affordable rather than changing the zoning in the most densely populated neighborhoods in the state to squeeze in more high end housing units. Affordable housing opportunities are more realistic in areas off the peninsula with lower land values.

In summary, we feel that more public discussion is necessary before a proposal is presented to the City Council for approval. We attended a meeting on 11/16 at the MHNO office and heard from the nearly 36 people in attendance that there is a high lack of public awareness surrounding this issue. Despite the fact that members of the Planning Staff have met with some of the neighborhood organizations, many residents are not aware that changes to the R-6 zoning ordinance have been proposed and are being discussed. The city must cast a much wider net to include their voices in this discussion before any changes are made.

Sincerely,

Pam Jack & Devon Platte  
26 North Street



## COMMISSIONERS

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 Faith McLean, Commissioner  
 Thomas Valleau, Commissioner

**Mark B. Adelson**  
 Executive Director

14 Baxter Boulevard  
 Portland, Maine 04101  
 Office: 207-773-4753  
 Fax: 207-761-5886  
[www.porthouse.org](http://www.porthouse.org)

November 10, 2014

To the Portland Planning Board and Portland City Council:

The Portland Housing Authority (PHA) would like to express its strong support for the proposed revisions to Portland's R6 zoning code. We assist over 3,000 households with housing in the City of Portland through our Public Housing and Section 8 Housing Choice Voucher programs. The current zoning code is a major obstacle in building new rental housing on the Portland peninsula, and poses three important challenges to our mission and programs:

- Very few market rate apartments have been built on the Portland peninsula in the past 30 years, in spite of rising demand. This has created extremely tight conditions in the rental market, with single-digit vacancy rates. This makes it harder for us to locate housing for families eager to utilize our Housing Choice Vouchers, the bulk of which are paid to private-sector landlords.
- The imbalance of rental supply and demand has also increased the city's market rents. This drives more households to seek assistance from our programs (over 4,500 applicants are currently on our waiting list) while forcing us to spend more money on each of the 1,800 Section 8 Housing Choice Vouchers we administer.
- Our long-term goal is to redevelop our Public Housing neighborhoods like Kennedy Park in such a way that these sites can house more families, employ better urban design, and create wider variety of affordable housing opportunities. However, the restrictions of the current zoning code effectively prohibit affordable housing unless significant subsidy can be obtained. State and Federal assisted financing for development and additional rental subsidies are extremely limited and competitive. Along with current density restrictions, setback and parking requirements prohibit building new housing that mimics the design and architectural vernacular of Portland's older neighborhoods.

The proposed revisions would, in the short term, enable the PHA and others to develop new affordable housing that serves more households, is more energy-efficient, promotes upward mobility for our residents, and is better-integrated with surrounding neighborhoods. And, in the longer term, a revised R6 zone would stimulate the construction of new middle-class housing which in-turn would help to ameliorate the city's housing shortage and associated rent inflation.

One question we have is in regard to two of our largest Public Housing properties in the R6. Together, Harbor Terrace in the West End and Franklin Towers in Bayside contain 320 apartments for seniors and disabled individuals. These buildings are over 40 years old and will be ready for redevelopment in the not-to-distant future. Even if the proposed amendments are approved, they would still violate the new R6 zone's height requirements. Whether they deserve an entirely new zoning designation or an exception in the R6 language, we would appreciate a discussion with City planners and possibly a proactive solution.

Yours sincerely,



Mark B. Adelson, Executive Director

cc: Jeff Levine, City of Portland Planning Division Director

Hi Alex, Christine, and Jeff,

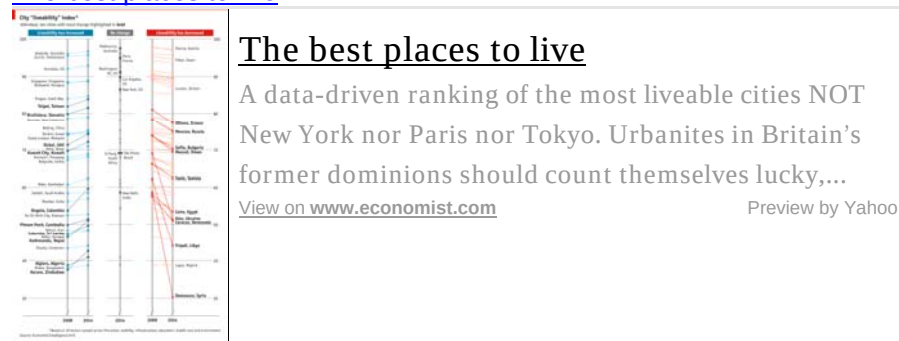
Based on the outcome of the proposed R-6 amendment changes that you proposed to the East Bay Side Neighborhood Meeting held on Tuesday, August 19, 2014 at the Mayo Streets Art building, conservatively 80% of the East Bay Residents that attended were really opposed to the R-6 recommended parking changes of NOT requiring off street parking for multi-units of three (3) or less. One (1) off street parking slot per unit should ALWAYS be required. I am pretty sure the majority of East Bay Side neighbors agrees with this statement to keep further congestion on our neighborhood streets.

Additionally, I am concerned about the accuracy and the bench marking information gathering that you seem to justify these proposed R-6 dimensional requirement changes. You seem to use a specific consultant that feeds you information and you appear to be using only Portland, Oregon as a bench marking model. Yet, you can not seem to provide any specific detail on the statistics (example: averages, min/max, etc.) that drive your dimensional requirements existing and proposals dimensional numbers. In fact, when we asked you about Front Yard Setback, you basically said you don't have any averages, well if that is the case, how could you make a proposed front yard setback dimension requirement? This also applies to the other proposed dimensional requirements as well.

I am not sure if you realize this but the reputable magazine called the Economist which has just put out the most livable cities in the world to live in and the United States has NOT one city included in the top ten. In fact, several Australian and Canadian cities are in the top ten.

The below link provides the Economist's 2014 latest livable city list which could also possibly be used in benchmarking for cities' models and parameters rather than just Portland, Oregon.

#### [The best places to live](#)



The reason why I live in Portland, ME is because it acted like a city represented in the Economist as a most livable city since I have been to most of the world's best livable cities. However, it appears that the current Portland city council, planning dept, and the planning board members are slowly killing the essence of what makes Portland, ME one of the few cities in the United States that is "livable" to appease the developers without the consideration of the local tax paying residents in mind.

Regards,  
K Snyder  
Concerned Munjoy Hill Resident



>>> "RITA YARNOLD" <cbayrea1@maine.rr.com> Tuesday, October 28, 2014 12:08 PM >>>  
Dear Barbara,

I have a showing appointment that conflicts with the Planning Department workshop this afternoon at 4:30.

As a local real estate professional, I agree with Ron Gan's October 22, 2014 letter, that was addressed to you.

Best regards,

Rita Yarnold  
Bay Realty/President  
559 Congress Street  
Portland, Me. 04101

11-18-14

Ms. Grimando -

I was unable to make the meeting Sunday at the Munjoy Hill Neighborhood Organization, but wanted to express great concern for many of these proposed changes. The drastic reductions in lot size and setbacks, increasing density and requiring no parking for first 3 units, would change the landscape here on Munjoy Hill - affect light, increase crowding, and damage instead of enhance quality of life.

I am very much in favor of urban development, but even with the existing R-6 regulations, it is pretty easy to watch development go up that completely changes the landscape of streets and blocks.

I am also concerned that the next public meeting is Tuesday, November 25, during the week of Thanksgiving holiday, when many interested citizens will be away or with family.

I would very much like to be added to any e-mail list you have re the progress and process of proposed revisions to R-6.

Thanks very much.

Lynn Davey

9 Ponce St

Portland

207-773-6356

Hi, Christine:

Thanks for talking with me just now. Below is the notice that went around from WENA and that prompted my call.

If there is any mechanism for continuing to take public comment on this matter, I'd like it known that I am concerned about the 5 foot minimum on the sides of lots. For closely abutting properties this poses potential fire risks as well as maintenance difficulties (should workers need to have access to either structure). The current 10 foot setback seems much more reasonable and workable on both these issues. So I hope the City will leave well enough alone here.

If you have any questions, don't hesitate to be in touch; I'll keep following this process, too.

Thanks again and have a good weekend,

Liz Parsons

44 Winter Street

Ms Grimando, my wife Annie and I live on 32 North St on the corner of Sumner Court. If you can do so please send me a copy of the R6 Text Amendments the Planning Board will be considering on November 25. We, and several of our neighbors, are concerned that any proposed amendments would permit a multi-unit building to be built at the end of Sumner Court and that would allow Sumner Court to be used as the sole vehicle access to and from such a building.

Thank you,

JD Cowie

321-8615



Looks great! Perfect balance of needs and historic character.  
Kudos!  
Zack Barowitz

## Re Proposed R-6 Zoning Changes and Resident Feedback

Dear Planning Board member,

I first heard of proposed changes to the R-6 zone from a neighbor only recently, and learned some of the details at a November 16 gathering at the Munjoy Hill Neighborhood Organization building. Attendees included individuals from the West End and Bayside as well as Munjoy Hill residents. We met to begin understanding the objectives and parameters of the proposed changes.

I left with several impressions:

- v Some residents are very knowledgeable, articulate and committed to their neighborhoods. They are also open-minded. Decisions on zoning changes would benefit from their insights.
- v Each R-6 neighborhood has its own character, opportunities and challenges. The proposed changes would affect various R-6 neighborhoods differently. For example, zoning changes which significantly reduce off-street parking requirements would be problematic on Munjoy Hill where shortages of on-street parking space is already acute. However, on-street parking is not a problem in some other areas. A broad brush approach to all R-6 zones would not be most effective.
- v Many attendees expressed support for more affordable housing. Unfortunately, long-term homeowners and tenants on Munjoy Hill are leaving due to the effects of rapid increases in property values, taxes, and rents. The proposed R-6 changes would accelerate these trends as properties with unbuilt yards or smaller buildings would increase financial incentives for tear-downs and rebuilds with larger structures. Some attractive nineteenth century housing would surely be lost.

As a property owner in Cumberland I recently received a survey asking for my opinions on possible zoning changes there. The survey was both detailed (which zones in town, if any, should be considered for reductions in minimum lot sizes) as well as open-ended (what did I like and dislike about living in Cumberland). The survey made resident opinions part of the planning process, and I suspect that the town obtained valuable input.

I request that the Planning Board take actions to educate residents in R-6 neighborhoods about the objectives and options of zoning changes, and gather substantive input from those residents before proceeding with unvetted, broad brush changes.

Thank you.

Brian Burwell

Hi All,

I'd like to add a couple of things to discussion about changes to the R6 zoning.

- The current zoning laws are both archaic and impractical. They specify a much lower density than exists currently and does not reflect current standards. Indeed nearly every house--upwards of 95%--in the affected areas (West End, East End, Parkside, SJV, Libbytown, etc.) is non-conforming to the current codes. That means that all the great houses in Portland could not be built today because the lot size is not big enough, they are not set back far enough, they are too close to the side neighbors, etc.
- As stated in the minutes, the changes are intended to ease restrictions on creating higher density; what that means is that it would be easier to add an in-law unit or an above the garage unit to one's home. By adding more units housing will become more affordable according to the laws of supply and demand.
- Apart from providing more housing, higher density will encourage more businesses (such as neighborhood groceries). It will also allow for infill of disused vacant lots.
- The changes will allow Portland to continue to be Portland; it will not allow for tall, out of character buildings in historic neighborhoods but rather encourage more of what Portlanders value in terms of greater walkability, cultural interaction, and quality of life.

I would be happy to discuss this matter further with anyone who would like to.

Thank you,  
Zack

11-21-14

Dear Mr Jaegerman:

At the end of that mtg I asked a question I was promised an answer to, but I have not got it. The question was:  
Could Frontage on Sumner Court (such as on Mr Gan's vacant lot there) be used to satisfy the proposed revised R6 street frontage requirement?

Please answer me or have someone in you group do so.

While I'm at it I also want the Board and its Staff to know that my wife Annie Cowie and I agree with and support everything Pamela Jack and Devon Platt said in their letter to Ms Barhydt.

JD Cowie  
32 North St  
321-8615



**Christine Grimando - Fwd: Re: My Question**

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**From:** Alex Jaegerman  
**To:** Christine Grimando  
**Date:** 3/5/2015 6:00 PM  
**Subject:** Fwd: Re: My Question

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Christine: Please include this email correspondence with the R-6 Public Comment.

>>> On 2/15/2015 at 12:00 AM, in message <C0026AD0-82A3-464B-AAC4-6ADB20A854BA@gmail.com>, Douglas <jimdoog@gmail.com> wrote:

Thank you, Mr Jaegerman, and thanks also to Ms Grimando and Ms Machado for your answer to my long-standing question.

I do have a question about your answer to it:

About the "driveway" you referred to: Must the owner of property (or of property to be developed) own all or part of its driveway?

Your answer suggests that although Sumner Court cannot be used to satisfy the R6 street frontage requirement, Sumner Court *might* be used for access to new building construction on Sumner Court, both during construction and after it, (presumably essentially *forever* after it).

I don't know if you or any of your staff, or any member of the Planning Board, has seen and walked down Sumner Court. If you do, you'll quickly notice that the house on 28 North Street is the southeasterly boundary of the 12-foot-wide bumpy dirt lane called Sumner Court. You'll have to evaluate whether heavy excavation and building construction equipment and vehicles can travel down Sumner Court without hitting or rattling that house and its foundation? Thus before your department and the Board *even contemplate* allowing Sumner Court to function as the "driveway" for a new apartment building on it, you and they *must* inspect and thoroughly evaluate it.

Again, thank you for answering "my question." I look forward to your response to my question and comment above.

JD Cowie  
32 North St  
321-8615

On Feb 13, 2015, at 4:49 PM, Alex Jaegerman <[AQJ@portlandmaine.gov](mailto:AQJ@portlandmaine.gov)> wrote:

Douglas:

I have discussed your question internally and offer the following findings.

According to Bill Clark, in the Department of Public Services, Sumner Court is not an accepted City Street, so for that reason it would not qualify for required street frontage. Under Section 14-403, lots may be developed on unaccepted streets under certain conditions, however that provision also specifies a minimum street width of 35 feet, so Sumner Court would not qualify.

If the land along Sumner Court also had street frontage on another city street, for example Cumberland Avenue, it is possible that such a lot, or combination of lots if combined for this purpose, could satisfy the zoning street frontage requirement on that street. If this were the case, it would not require that the street frontage be used for access purposes. Under this scenario, if street frontage requirements were met on Cumberland, and, hypothetically, access were to be provided on Sumner Court, then the adequacy of that access would be determined in the process of subdivision and/or site plan review. Driveway access specifications are found in the Technical Manual.

The Technical Manual requires the following for driveways, under §1.7, Driveway Design: for residential development with 9 spaces or less the minimum driveway width of 10 feet and a maximum width of 20 feet, measured at the property line. For multi-family residential (or Commercial or Industrial) development with 10 spaces or more, the minimum width is 12 feet. Two way drives have a minimum width of 20 feet, though the preferred is 24 feet.

So, the short answer to your question is no, Sumner Court would not meet the zoning street frontage requirement. The long answer is that there might be a circumstance in which the land on Sumner Court could be developed, depending on the lot configuration, street frontage, and driveway requirements.

I hope this is responsive to your inquiry. Please don't hesitate to respond with any questions or further inquiry.

Alex.

Alexander Jaegerman, FAICP  
Planning Division Director  
389 Congress Street, Suite 400  
Portland, ME 04101

Phone: (207)874-8724 >>> On 2/10/2015 at 3:32 PM, in message <[E583AFF2-429B-4EFC-8C16-C9DC37200579@gmail.com](mailto:E583AFF2-429B-4EFC-8C16-C9DC37200579@gmail.com)>, Douglas <[jimdoog@gmail.com](mailto:jimdoog@gmail.com)> wrote:

Mr Jaegerman, assuming Sumner Court terminates at or near the southerly boundary of Mr Gan's property, I think it probably has enough frontage on it, be that 20 feet or 40. My question is, and has been: Does Sumner Court - it being a 12-foot-wide dirt lane, it *not* being an *actual* city street - *qualify* as a "street" for the purpose of meeting the city's R6 street frontage code?

JD Cowie

On Feb 10, 2015, at 12:49 PM, Alex Jaegerman <[AQJ@portlandmaine.gov](mailto:AQJ@portlandmaine.gov)> wrote:

Hello Douglas:  
My apologies for not replying sooner.

Christine Grimando and I are sitting down with Ann Machado tomorrow to look at Mr. Gan's Sumner Place property to see how the R-6 changes might affect this site.

I will get back to you again by the end of this week.

Alex.

Alexander Jaegerman, FAICP  
Planning Division Director  
389 Congress Street, Suite 400  
Portland, ME 04101

Phone: (207)874-8724>>> On 1/24/2015 at 1:00 PM, in message  
<[71B54CAC-E5D0-4C09-B20A-B01525948B39@gmail.com](mailto:71B54CAC-E5D0-4C09-B20A-B01525948B39@gmail.com)>, Douglas  
<[jimdoog@gmail.com](mailto:jimdoog@gmail.com)> wrote:

Mr Jaegerman:

You may recall it has been months since I asked the Planning Board whether frontage on Sumner Court - which I think is not a city street - can be used to satisfy the frontage requirements in the City's building codes.

I have asked the question at two and possibly three board meetings, and in more than one email to you, but I've yet to get an answer.

Perhaps you can appreciate how I feel about this.

Let me know if your department is unable to answer that question, and who you suggest I should contact about it. If you are able to answer it, let me know when I will get it.

JD Cowie  
32 North St  
321-8615

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

## Christine Grimando - Fwd: Re: Alex Jaegerman Interpretation of Possible Sumner Court Development

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**From:** Alex Jaegerman  
**To:** Christine Grimando  
**Date:** 3/5/2015 6:03 PM  
**Subject:** Fwd: Re: Alex Jaegerman Interpretation of Possible Sumner Court Development

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Christine: Please include this email correspondence in the R-6 Public Comment attachment.

>>> On 2/26/2015 at 11:30 AM, in message <477BA1E2-7CBB-4683-A023-6EDDBAEC9531@gmail.com>, Pamela Jack <pamjack1@gmail.com> wrote:

Hi Alex,

I understand there's another public hearing on March 10th to discuss the R-6 changes.

I'm following up on Kevin Donoghue's email below to find out what steps are being taken by your office to ensure that the qualifying frontage must be used as the primary access point for any new development in the R-6 zone? Any text changes to support this effort should naturally be made prior to the next meeting.

I'd appreciate a response at your earliest opportunity.

Kind regards.

Pam Jack  
26 North Street

Sent from my iPad

On Feb 15, 2015, at 8:06 PM, Kevin Donoghue <[kidonoghue@portlandmaine.gov](mailto:kidonoghue@portlandmaine.gov)> wrote:

Thanks for writing,  
I think we need Alex to clarify whether indeed Sumner could be used for access and how we might ensure that the qualifying frontage be the primary entry.

Thank you,

On Feb 15, 2015 7:09 PM, "Pamela Jack" <[pamjack1@gmail.com](mailto:pamjack1@gmail.com)> wrote:

Hi Kevin:

My neighbor, Doug Cowie, recently asked Alex Jaegerman if Sumner Court would meet the requirements for street frontage in the revised R-6 zoning language. Below is Alex's response, which exposes an obvious loophole in the



R-6 language that developers will undoubtedly try to exploit wherever possible. It's a prime example of the unintended consequences of some of the R-6 changes.

As you know, Ron Gan owns several lots on Sumner Court, as well as an abutting lot at 47 Cumberland Avenue. As Jaegerman points out, given that Sumner Court is an unaccepted City street, it does not meet the street frontage requirements, nor do the lots with frontage on Sumner Court qualify for development under Section 14-403, since Sumner Court is only 12' wide. It is clear that the ordinance is written to prevent development on a street as narrow as Sumner Court.

Gan's Cumberland Avenue lot has less than 33' of street frontage, which does not meet the current 40' minimum street frontage requirement. However, it will more than meet the proposed new 20' requirement. I was shocked to learn it is the City's position that if Gan simply merges his Sumner and Cumberland lots, his Cumberland Avenue frontage can be used to satisfy the street frontage requirement **without having to actually use it for access purposes**. Jaegerman goes on to say that Sumner Court could still be used for access under this scenario as a driveway, rendering the street frontage requirement--designed to prevent just such development--meaningless in this case.

How is this possible? Although this interpretation may satisfy the letter of the law as currently written—more by omission than intent—it clearly does not satisfy the spirit or the true intention of the rules in the ordinance. Over the 10 years that Devon and I have owned our building on North Street, Gan has relentlessly tried to pursue the development of his lots on Sumner Court by any means possible. In the interest of public safety, our group of Sumner Court neighbors has spoken against Gan's attempts at a Zoning Appeal, a Practical Difficulty Variance, and, most recently, an attempt at a Zoning Text Amendment. Since the rules in the R-6 ordinance have never allowed development of Mr. Gan's lots, he has made numerous attempts to change those rules, all of which were denied by City officials. The governing officials from Planning and Zoning have agreed over the past decade that Sumner Court is not an appropriate location for development given its unique and limited access.

The idea that the Sumner Court lots might now be developed based solely on the fact that a tiny portion of the abutting land not even used for access happens to touch a City street is an absurd and unacceptable technicality. It is important to point out that Gan does not wish to pursue access to any development on his Sumner Court lots via his 47 Cumberland Avenue property, since that would require the demolition of the single family home on that lot, and thus would significantly add to the cost of the project. Therefore, Gan has continued to insist on using Sumner Court as the access point.

My understanding is that the proposed R-6 zoning changes are designed to allow development on certain small lots that may otherwise be appropriate for development, but haven't met the rules in the ordinance mainly due to their small size. The Sumner Court lots have not and still do not meet this criteria, due to their limited access, and are still not appropriate for development despite any changes in the R-6 zoning language.

According to Jaegerman, development using Sumner Court as the access could be possible unless this loophole in the ordinance is closed. What can be done? Shouldn't language be added requiring that the **minimum street frontage for any development must also be used as the access point**? Isn't that the intention of the current ordinance language? Is there some other way to fix this weakness in the ordinance that would continue to protect the Sumner Court lots from being developed, since there is so much evidence they shouldn't be? Based on Jaegerman's interpretation, unless language is either added or modified now and before the R-6 changes are finalized, City officials and neighbors may be powerless to prevent development on Sumner Court.

We would appreciate your guidance and assistance with this matter, and look forward to hearing back from you at your earliest convenience.

Respectfully,

Pamela Jack & Devon Platte

**From:** "Alex Jaegerman"  
<[AQJ@portlandmaine.gov](mailto:AQJ@portlandmaine.gov)>  
**Date:** February 13, 2015 at 4:49:50 PM EST  
**To:** "Douglas" <[jimdoog@gmail.com](mailto:jimdoog@gmail.com)>  
**Cc:** "Ann Machado"  
<[AMACHADO@portlandmaine.gov](mailto:AMACHADO@portlandmaine.gov)>, "Christine Grimando" <[CDG@portlandmaine.gov](mailto:CDG@portlandmaine.gov)>, "Jeff Levine" <[JLEVINE@portlandmaine.gov](mailto:JLEVINE@portlandmaine.gov)>  
**Subject:** Re: My Question

Douglas:  
I have discussed your question internally and offer the following findings.

According to Bill Clark, in the Department of Public Services, Sumner Court is not an accepted City Street, so for that reason it would not qualify for required street frontage. Under Section 14-403,

lots may be developed on unaccepted streets under certain conditions, however that provision also specifies a minimum street width of 35 feet, so Sumner Court would not qualify.

If the land along Sumner Court also had street frontage on another city street, for example Cumberland Avenue, it is possible that such a lot, or combination of lots if combined for this purpose, could satisfy the zoning street frontage requirement on that street. If this were the case, it would not require that the street frontage be used for access purposes. Under this scenario, if street frontage requirements were met on Cumberland, and, hypothetically, access were to be provided on Sumner Court, then the adequacy of that access would be determined in the process of subdivision and/or site plan review. Driveway access specifications are found in the Technical Manual.

The Technical Manual requires the following for driveways, under §1.7, Driveway Design: for residential development with 9 spaces or less the minimum driveway width of 10 feet and a maximum width of 20 feet, measured at the property line. For multi-family residential (or Commercial or Industrial) development with 10 spaces or more, the minimum width is 12 feet. Two way drives have a minimum width of 20 feet, though the preferred is 24 feet.

So, the short answer to your question is no, Sumner Court would not meet the zoning street frontage requirement. The long answer is that there might be a circumstance in which the land on Sumner Court could be developed, depending on the lot configuration, street frontage, and driveway requirements.

I hope this is responsive to your inquiry. Please don't hesitate to respond with any questions or further inquiry.

Alex.

Alexander Jaegerman, FAICP  
 Planning Division Director  
 389 Congress Street, Suite 400  
 Portland, ME 04101

Phone: [\(207\)874-8724](tel:2078748724)>>> On 2/10/2015 at 3:32 PM, in message <[E583AFF2-429B-4EFC-8C16-C9DC37200579@gmail.com](mailto:E583AFF2-429B-4EFC-8C16-C9DC37200579@gmail.com)>, Douglas <[jimdoog@gmail.com](mailto:jimdoog@gmail.com)> wrote:

Mr Jaegerman, assuming Sumner Court terminates at or near the southerly boundary of Mr Gan's property, I think it probably has enough frontage on it, be that 20 feet or 40. My question is, and has been: Does Sumner Court - it being a 12-foot-wide dirt lane, it *not* being an *actual* city street - *qualify* as a "street" for the purpose of meeting the city's R6 street frontage code?

JD Cowie

On Feb 10, 2015, at 12:49 PM, Alex Jaegerman <[AQJ@portlandmaine.gov](mailto:AQJ@portlandmaine.gov)> wrote:

Hello Douglas:  
 My apologies for not replying sooner.

Christine Grimando and I are sitting down with Ann Machado tomorrow to look at Mr. Gan's Sumner Place property to see how the R-6 changes might affect this site.

I will get back to you again by the end of this week.

Alex.

Alexander Jaegerman, FAICP  
 Planning Division Director  
 389 Congress Street, Suite 400  
 Portland, ME 04101



Phone: [\(207\)874-8724](tel:(207)874-8724)>>> On 1/24/2015 at 1:00 PM, in message <[71B54CAC-E5D0-4C09-B20A-B01525948B39@gmail.com](mailto:71B54CAC-E5D0-4C09-B20A-B01525948B39@gmail.com)>, Douglas <[jimdoog@gmail.com](mailto:jimdoog@gmail.com)> wrote:

Mr Jaegerman:  
You may recall it has been months since I asked the Planning Board whether frontage on Sumner Court - which I think is not a city street - can be used to satisfy the frontage requirements in the City's building codes.  
I have asked the question at two and possibly three board meetings, and in more than one email to you, but I've yet to get an answer. Perhaps you can appreciate how I feel about this.  
Let me know if your department is unable to answer that question, and who you suggest I should contact about it. If you are able to answer it, let me know when I will get it.

JD Cowie  
32 North St  
321-8615

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

and/or the media if  
requested.

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## **WESTERN PROMENADE NEIGHBORHOOD ASSOCIATION**

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March 9, 2015

Portland Planning Board  
389 Congress Street  
Portland, ME 04101

Re: Proposed Changes to the R-6

Dear Planning Board Members:

I am writing as the President of the Western Promenade Neighborhood Association to provide comments regarding the proposed changes to the R-6 zones in the City.

First, we appreciate and agree with the basic approach of better conforming zoning to the existing development pattern and to allow existing structures more flexibility in meeting the needs of owners. That said, “the devil is in the details” and we have the following comments:

**1) Unintended Consequences** We are very concerned that the proposed significant increase in density will result in the development of even more housing that is unaffordable to the vast majority of Portland residents. In particular, we continue to be concerned about the potential for the smaller, affordable single-family houses to be cut up to small condos for couples. C

**2) Focus First** As suggested in a prior email comment, perhaps the focus should first be on “stranded lots”, development of which is constrained by existing zoning. Apply the proposed new zoning regime to these lots and see what kind/cost of housing is proposed before making a wholesale change in the entire R-6.

**3) Development and Development Criteria** It is evident that the reduction or functional elimination of many of the R-6 zone limitations is a significant benefit to the development community. The City and its citizens should get something in exchange for the reduction in the limits:

- *Higher Building and Energy Efficiency Requirements* – As a *quid pro quo* for the elimination of many limits on building and/or renovation, the City should adopt its own building code for the R-6 which would, for example, require any new construction and/or major renovations to be done to a LEED standard or the highest energy efficiency standards that can reasonably be met.
- *Provision for Plantings and Planting Requirements* – Trees, shrubs and plantings are visually appealing, but also reflect and absorb heat. An accessible example is the difference between parking one’s car on a hot day on a shopping center parking lot, versus a city street with trees and plantings. Studies have been conducted showing a “heat trap” effect in cities without plantings. With the

changes in reduced set-backs, etc., the amount of trees and plantings might be minimal, if left to a developer. The City should mandate a provision for trees and plantings as part of the R-6 revisions.

**4) Impacts.** The R-6 proposals simply lower the restrictions on building. As described above, the City and its citizens should not, as an unintended result, lose what is now an appealing city-scape. Even renovations and conversions have an impact. Additional meters, wiring and non-owner occupations will change the current “feel” of Portland, and likely not in a positive way.

Allowing garage openings of any size in the front façade of new townhouses will bring a undesirable suburban design element to the peninsula and does not in any way reflect the current development pattern of garages or off street parking spots to the side or rear of properties. NO garage opening should be allowed in front facades, period.

The City should consider expanding the Historic District areas to allow oversight on new construction. For example, aesthetically, when previously one started up Congress into Munjoy Hill, the sense was that one was entering a neighborhood. Just the few higher elevation structures recently constructed on Congress Street have changed how that is experienced. Because of the impact of those few buildings, it feels now that one remains in an extension of an urban core area.

Lastly, we add an important general comment. The sentiment expressed by the staff and Planning Board seems to imply that new building in the R-6 will necessarily result in more affordable housing. That idea is misplaced. The most expensive and desirable land, of which there is a scarcity, is on the peninsula. If a developer is going to incur the expense of acquiring such land and building on it, it is not going to be for the purposes of creating affordable housing. It will be to capture the explosive market demand both in the sale and rental market. As Economics 101 seems to indicate that increased density will allow a property owner to set a higher asking price, which would then be spread over the increased number of units. Depending on the market premium the added density provides, it seems unlikely that workforce housing will be produced.

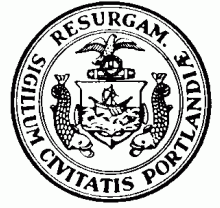
The Western Promenade Neighborhood Association appreciates the early outreach to neighborhoods and encourages the Board to give very careful consideration to the many concerns being expressed by residents.

Very truly yours,

Anne B. Pringle  
President



# PLANNING BOARD REPORT PORTLAND, MAINE



Portland Technology Park  
Vicinity of 300 Rand Road

Amendment to an Approved Subdivision Plat to add utility easements  
Project ID 2015-031

City of Portland Economic Development Department, Applicant

|                                                                                                 |                                                                            |
|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Submitted to:<br>Portland Planning Board:<br>Public Hearing Date: March 10 <sup>th</sup> , 2015 | Prepared by:<br>Jean Fraser, Planner<br>Date: March 6 <sup>th</sup> , 2015 |
|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|

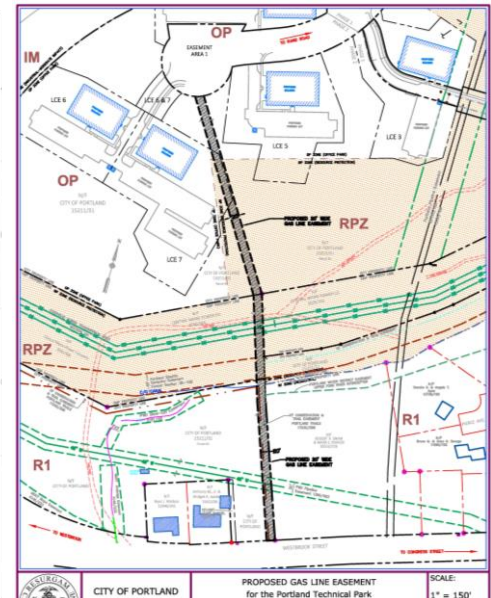
## I. INTRODUCTION

The City of Portland Economic Development Department has requested Planning Board approval to amend the recorded Subdivision Plat for the Portland Technology Park (PTP) which was approved in January 2012 (2012 approval letter include at [Attachment 1](#)). The amendment documents new utility easements for the provision of natural gas to the technology park from Westbrook Street, through the RPZ (Resource Protection Zone) portion of the site, and into the Office Park near the southwest end of the access drive.

The utility easement is 20 feet wide and the installation of the gas line will require the clearance of any trees within the easement. Tree clearance was a key element in the 2012 PTP review and this report considers that issue in particular.



Above; Tree Preservation Plan as basis for 2012 review



Submitted plan of the new gas easement area  
(see also Attachment X)

The proposed amendment is being brought to the Planning Board as a Level III review as an amended Subdivision Plat because the City's ordinance, under Subdivision 14-496 (c), specifically requires an alteration to an approved recording plat to be submitted to the Planning Board where an alteration will "...affect any street, alley, utility easement or drainage easement". It is being brought direct to a hearing in view of the minor nature of the amendment .

The proposed combined easement length is approximately 1100 feet, of which 160 feet are within the Office Park area; 350 feet are within the RPZ part of the PTP development; and 590 feet are outside of the PTP area.

A notice of this hearing was sent to 71 property owners within 500 feet and interested citizens, and appeared in the March 2<sup>nd</sup> and March 3<sup>rd</sup>, 2015 editions of the *Portland Press-Herald*. A Neighborhood Meeting is not required for this project. At the time of preparing this report the Planning Division has not received any public comments.

## II. PROJECT DATA

Existing Zoning: O-P and RPZ  
Existing Use: Largely wooded or open land  
Proposed Use: 20 foot wide easement for the installation of gas lines

## III. BACKGROUND

The City of Portland Economic Development Department received Planning Board approval to the 26.2 acre Office Park Planned Unit Development (OPPUD) in January 2012 and since then have constructed the first phase of the access road and marketed the seven (7) building sites, with one now under contract. The Park is intended to be a regional destination for emerging high technology businesses including but not limited to biotechnology and information technology companies.

The project includes the retention of almost 14 acres of woodland that is within the Resource Protection Zone (RPZ) part of the PTP but additional and adjacent to the Office Park area. The wooded area within the RPZ is subject to a Conservation Easement which has been released to Portland Trails.

The Subdivision Plat associated with the 2012 approval is attached as Plan P1 and this is the Plat being amended.

## IV. PROPOSALS

The applicant has drafted an amended Subdivision Plat (Plan P2) to show the exact location of the proposed 510 feet of easement within the PTP project area. The Department of Public Services (both engineering and surveying) has been involved with the development of the proposed easement. As background, the applicant has described the proposal in detail in a cover letter (Attachment A) and detailed plan (above and Attachment D). The gas line will be installed by Unutil who require the 20 foot wide easement area to be cleared of trees and brush.

## V. STAFF REVIEW

Part of the review of the PTP in 2012 was the documentation of the trees to be preserved and the associated condition of approval (see Attachment 1 – the 2012 Approval letter):

Subdivision Condition #7:

*The clearing limits shall be restricted to Limited Common Element (LEC) areas, Easement Area 1 associated with the site roadway; Easement Area 2 associated with access to the trail head parking, and Easement Area 3 associated with the trail head parking; and*

In the light of this condition, staff raised a concern regarding the tree clearance associated with the easement. The applicant has addressed this issue as follows:

- The City Arborist, Jeff Tarling, was involved in the selection of the route in order to ensure that it did not impact the important stands of trees. Mr Tarling has made the following recommendation and this has been included as a suggested condition of approval:  
*I am supportive of the project given the limited other options to gain access to the site.  
The impact to the forest should be minimal in the RPZ zone. I would recommend that the right of way be over-seeded with the appropriate restoration seed mix.*
- The portion of the PTP site that is in RPZ Zone is under land Bank Commission jurisdiction. The applicant obtained the Land Bank approval on Nov 6, 2014 and this approval is attached at Attachment B.
- The proposed gas line and associated land disturbance also requires MDEP approval; the applicant has obtained this approval and it is attached as Attachment C.

The subdivision ordinance (under 14-496(c)) includes a requirement for DPS and the Fire Department to approve the alteration, and these approvals are attached at Attachments 3 and 4.

Staff understand that Portland Trails have been advised of the easement and that where the new gas line easement crosses other easements the necessary revised easements are being arranged. Staff consider that given the need to provide a gas service to the PTP, the proposed route has been selected with care to minimize impacts, and all relevant approvals have been received. The easement language is to be approved by the City Council on March 16, 2015, and then the Planning Board will be requested to sign the amended plat.

Therefore staff recommend that the Planning Board amend the previous condition (restricting the clearance of trees) and the associated general note # 10 on the plat, to except the area of the easement. The draft amended Subdivision Plat in Plan P2 has already incorporated this amendment and will be finalized if the Board agrees with the proposed amendment to the condition.

The revised condition is recommended to read:

*The clearing limits shall be restricted to Limited Common Element (LEC) areas, Easement Area 1 associated with the site roadway; Easement Area 2 associated with access to the trail head parking, ~~and~~ Easement Area 3 associated with the trail head parking; and the 20 ft wide easement area for the gas line (to easement area 1 near LCEs 5 & 7.*

## **VI. PUBLIC COMMENTS**

The Planning Division has not received any public comments as of the completion of this Report.

## **VII. MOTION FOR THE BOARD TO CONSIDER**

On the basis of application, plans, reports and other information submitted by the applicant and on the basis of the findings and recommendations contained in the Planning Board Report for project #2015-031 (Portland Technology Park, 300 Rand Road), as relevant to standards for Subdivision Plat amendments, and other regulations and the testimony presented at the Planning Board hearing as follows:

The Planning Board finds that the proposed Amendment to the Approved Subdivision Plat, which adds a new utility easement for a natural gas line to the approved 2012 PTP Subdivision Plat, **is / is not** in conformance with the subdivision standards of the City's Land Use Ordinance, subject to the following conditions:

- i. That the Subdivision Plat shall be finalized to the satisfaction of the Planning Authority, Department of Public Services and Corporation Counsel and include all surveying details and the amended condition(s) and note; and
- ii. That all required approvals to the proposed utility easement shall be obtained before the amended Subdivision Plat is presented for Planning Board signature; and
- iii. That the previous condition and note restricting the tree clearance be amended to add the following as an exception: "the 20 ft wide easement area for the gas line (to easement area 1 near LCEs 5 & 7)"; and
- iv. That after the gas line has been installed, the easement area shall be over-seeded with the appropriate restoration seed mix (this condition does not need to be listed on the amended Subdivision Plat).

## **ATTACHMENTS**

### **Report attachments**

1. Approval letter from January 2012
2. City Aborist Jeff Tarling 1.22.2015
3. DPS David Margolis-Pineo 1.7.2015
4. Fire Department Keith Gautreau 3.2.2015

### **Public comments**

(none received at time Report was prepared)

### **Applicant's Submittal**

- A. Cover letter and Application (Level III) for Amended Subdivision Plat
- B. Land Bank Commission approval
- C. MDEP approval
- D. Gas Line Route

### **Plans**

- P 1** Original 2012 Recorded Subdivision Plat
- P 2** Amended Subdivision Plat

# CITY OF PORTLAND, MAINE

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## PLANNING BOARD

Carol Morrisette, Chair  
 Stuart G. O'Brien, Vice Chair  
 Joe Lewis  
 Lee Lowry, III  
 Michael J. Patterson  
 David Silk  
 Bill Hall

February 3<sup>rd</sup>, 2012

Gregory Mitchell  
 City of Portland Economic Development Dept.  
 City of Portland  
 389 Congress Street  
 Portland, Maine 04101

David Senus, PE  
 Project Manager  
 Woodard & Curran  
 41 Hutchins Drive  
 Portland Maine 04102

**Project Name:** Portland Technology Park  
**Project ID:** 10-99700005  
**Project Address:** 300 Rand Road (aka 1581 Westbrook Street)  
**CBL:** 249 A001 & A002; 250 A001; 251 A005& A009; 255 A002  
**Applicant:** City of Portland Economic Development Department  
**Planner:** Jean Fraser

Dear Mr Mitchell and Mr Senus:

On January 24<sup>th</sup>, 2012 the Portland Planning Board considered and approved a Level III Final Site Plan and Subdivision proposal to construct an Office Park Planned Unit Development comprising 7 units, with a total of 122,000 sq ft, on a 26.2 acre parcel at 300 Rand Road. The proposal includes the provision of a 1400 linear foot long roadway and the creation of a separate but associated Conservation Easement on the abutting 13.8 acre woodlands. The Planning Board reviewed the proposal for conformance with the standards of the Traffic Movement Permit, Subdivision Ordinance and Site Plan Ordinance.

The building architecture, site landscaping, site pedestrian circulation, bicycle parking, lamp specifications and signage within the limited common element areas of each unit will be subject to review and approval by the Planning Board for conformance with the Portland Technology Park Design Guidelines and City of Portland Code of Ordinances, Chapter 14 Land Use, Article v. Site Plan.

The Planning Board approved the application with the following motions, waivers and conditions as presented below.

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in Planning Board Report # 04 -12 for the Portland Technology Park, Rand Road relevant to the Site Plan and Subdivision reviews and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds the following:

### **SIDEWALK WAIVER**

The Planning Board voted 5-1 (Lowry recused; Lewis opposed) that the following criteria do apply, and therefore waives the requirement for a sidewalk along the frontage of the Portland Technology Park site with Rand Road, subject to the provision of the internal sidewalk and crosswalk to the opposite side of Rand Road being constructed as part of phase 1 of the development:

- C) A safe alternative-walking route is reasonably available, for example, by way of a sidewalk on the other side of the street.
- F) Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping or topography that are deemed to be of a greater public value.



## **TRAFFIC MOVEMENT PERMIT**

The Planning Board voted 6-0 (Lowry recused) that the plan is in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits.

### **SUBDIVISION:**

The Planning Board voted 6-0 (Lowry recused) that the plan is in conformance with the subdivision standards of the Land Use Code, subject to the following eleven (11) conditions of approval:

- i. That the Subdivision Plat shall be finalized to the satisfaction of the Planning Authority and Corporation Counsel and include revisions to the phasing references, easements (including that to Portland Trails), the Condominium Association documents and relevant conditions; and
- ii. That the Condominium Association documents, including references to the Stormwater Management Inspection and maintenance requirements, shall be finalized to the satisfaction of the Corporation Counsel prior to the recording of the Subdivision Plat; and
- iii. That the applicant shall submit for review and approval by Corporation Counsel, and show on the Subdivision Plat, all final documents containing easements and encumbrances as represented in the application and on the plans; and
- iv. This approval entitles the applicant and future developers of the office park units to develop the maximum number and size of parking spaces as shown on the Subdivision Plat and Overall Site Plan subject to providing confirmation of the need for these spaces and space dimensions (via a parking analysis) at the time that the unit is under site plan review; and
- v. That the condominium association shall develop and manage a Transportation Demand Management (TDM) plan acceptable to the Planning Authority, reviewed as part of the initial and subsequent site plan approvals for each building unit within the limited common element areas; and
- vi. That the development of limited common element areas is subject to review and approval by the City of Portland Planning Authority for conformance with the Portland Technology Park Design Guidelines and City of Portland Code of Ordinances, Chapter 14 Land Use, Article v. Site Plan for building architecture, site landscaping, site pedestrian circulation, bicycle parking, lamp specifications and signage and any changes or alterations to approved traffic, parking, access, utility, exterior lighting, tree preservation and stormwater features; and
- vii. The clearing limits shall be restricted to Limited Common Element (LEC) areas, Easement Area 1 associated with the site roadway; Easement Area 2 associated with access to the trail head parking, and Easement Area 3 associated with the trail head parking; and
- viii. That the applicant and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post-Construction Storm Water Management, which specifies the annual inspections and reporting requirements. The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment & erosion control plan based on City standards and state guidelines; and
- ix. That the applicant shall submit large scale Tree Preservation Plan and Forest Management Plan within three months of this approval. The Forest Management Plan would contain existing conditions and management recommendations that the condominium owners and easement holders would follow in sustainable forestry management with goals of protecting habitat, forest health and recreation; and
- x. That the proposed Limited Common Elements, shown as "LCE" on the plan, be marked with permanent markers such as FENO markers in the field prior to any work on the site to ensure that the limits of clearance and tree preservation areas are clear on the site; and
- xi. That the RPZ Zone line, trailhead parking area, significant tree areas and particular tree saves (as identified on the Tree Preservation Plan) be marked or located in the field prior to any site work.

## SITE PLAN REVIEW

The Planning Board voted 5-1 (Lowry recused; Lewis opposed) that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following four (4) conditions of approval:

- i. That the applicant receives and submits all required State and Federal permits prior to the issuance of a building permit; and
- ii. That the applicant shall submit revised plans/documents that address the 1.19.2012 comments from Tom Errico, Traffic Engineering Reviewer, regarding the four items under “ Additional Comments” for review and approval by the Planning Authority prior to the issuance of a building permit; and
- iii. That when individual units are proposed for site plan review the applicants should submit detailed specifications for snow storage management/protection of gravel wetlands, exterior lamp fixtures (including wall mounted), and consider the opportunity for trail links with the wider trail network on the RPZ open space part of the site; and
- iv. That the site plans for individual units shall be brought before the Planning Board for review and approval, and the Board reserves the right to review individual units under the standards of the site plan ordinance.

## STANDARD CONDITIONS OF APPROVAL

Please note the following standard conditions of approval and requirements for all approved site plans:

1. **Develop Site According to Plan:** The site shall be developed and maintained as depicted on the subdivision plat and site plan and in the written submission of the applicant. Modification of any approved site plan or alteration of a parcel which was the subject of site plan approval after May 20, 1974, shall require the prior approval of a revised site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code. Modification of an approved subdivision plan requires the prior review and approval of an amended subdivision plan by the Planning Board or Planning Authority.
2. **Separate Building Permits Are Required:** This approval does not constitute approval of any associated building or road plans, which must be reviewed and approved by the City of Portland's Inspection Division.
3. **Recording of Waivers:** Pursuant to 30-A MRSA section 4406(B)(1), any waiver must be specified on the subdivision plan or outlined in a notice. The plan or notice must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval.
4. **Mylar Recording Plat:** The final revised and approved subdivision recording plat must be signed by the Planning Board prior to recording in the Cumberland County Registry of Deeds. A mylar copy and 5 paper copies of the recorded plat (with dates and details of the recording) must be submitted to the Planning Division prior to the release of any associated building permit.
5. **Final Plan Meeting Conditions of Approval:** Seven (7) final sets of plans must be submitted to and approved by the Planning Division prior to the release of a building permit, street opening permit or certificate of occupancy for site plans. If you need to make any modifications to the approved plans, you must submit a revised site plan/subdivision application for prior review and approval by the Planning Authority or Planning Board.
6. **Expiration of Approvals:** The site plan approval will be deemed to have expired unless work has commenced within one (1) year of the approval. Requests to extend approvals must be received before the one (1) year expiration date. The subdivision approval is valid for three (3) years.
7. **Inspection Fee:** An Inspection Fee of \$300 is required for the site inspections conducted by the Planning Division, unless waived by the City Manager.
8. **Preconstruction Meeting:** Prior to construction, a pre-construction meeting shall be held at the project site. This meeting will be held with the contractor, Development Review Coordinator, Public Service's

representative and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved plans. The site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.

9. **Department of Public Services Permits:** If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
10. **As-Built Final Plans:** Final sets of as-built plans shall be submitted digitally to the Planning Division, on a CD or DVD, in AutoCAD format (\*.dwg), release AutoCAD 2005 or greater.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Jean Fraser at (207) 874- 8728.

Sincerely,

Carol Morrisette, Chair  
Portland Planning Board

**Attachments:**

1. 1.19.2012 Tom Errico, Traffic Engineering Reviewer comments
2. Planning Board Report #04-12

**Electronic Distribution:**

Gregory A Mitchell, Acting Director of Planning and Urban Development  
Alexander Jaegerman, Planning Division Director  
Barbara Barhydt, Development Review Services Manager  
Jean Fraser, Planner  
Philip DiPierro, Development Review Coordinator  
Marge Schmuckal, Zoning Administrator  
Tammy Munson, Inspections Division Director  
Danielle West-Chuhta, Associate Corporation Counsel  
Gayle Guertin, Inspections Division  
Lannie Dobson, Inspections Division  
Michael Bobinsky, Public Services Director  
**Hard Copy:** Project File

Kathi Earley, Public Services  
Bill Clark, Public Services  
David Margolis-Pineo, Deputy City Engineer  
Greg Vining, Public Services  
John Low, Public Services  
Jane Ward, Public Services  
Chris Pirone, Fire Department  
Jeff Tarling, City Arborist  
Tom Errico, TY Lin  
Nelle Hanig, Economic Development Department  
Assessor's Office  
Approval Letter File

**Attachment 1**

**From:** Tom Errico <thomas.errico@tylin.com>  
**To:** Jean Fraser <JF@portlandmaine.gov>  
**CC:** Katherine Earley <KAS@portlandmaine.gov>, David Margolis-Pineo <DMP@portlandmaine.gov>, Jeff Tarling <JST@portlandmaine.gov>  
**Date:** 1/19/2012 6:22 PM  
**Subject:** Portland Technology Park

Jean - I have reviewed the Site Plan Application dated December 31, 2011 prepared by Woodard & Curran and offer final comments.

\* The project meets requirements for a Traffic Movement Permit (TMP). The Applicant has submitted a TMP Application and I have determined that it is complete. Accordingly, a Traffic Movement Permit Scoping meeting has been scheduled for November 29th at 3:00pm in the Planning Conference Room. I would note that specific traffic study comments will be issued upon completion of the traffic study following the Scoping Meeting.

Status: A traffic impact study has been submitted by the applicant and I find the methods and conclusions to be acceptable. In general, I agree with the conclusion that a traffic signal is not warranted at the site drive and the proposed improvements provide reasonable accommodations for site traffic.

**January 19, 2012 Status: No comment necessary.**

\* The applicant should provide information supporting a waiver for the provision of a sidewalk on Rand Road along their property frontage. Related to this issue will be the appropriate provision of how pedestrians will safely walk between the site and the sidewalk on the north side of Rand Road.

Status: The applicant has provided supporting information for a sidewalk waiver. I do not support item 1, that there is no reasonable expectation for pedestrian usage coming from, going to and traversing the site. I do support criteria 3 as noted in their letter. Jeff Tarling should provide expertise on whether criteria 6 is satisfied.

**January 19, 2012 Status: It is my understanding that this issue has been resolved and a sidewalk waiver is supported by DPS.**

\* The applicant should provide information that supports the parking supply provided. Upon receipt of this information I will render a decision on issuing a waiver from the City's Technical Standards for parking stall size.

Status: I would suggest that additional supporting technical information be provided that supports the parking supply being proposed. One possible approach, if supporting documentation is not available, would be to design and permit the project for the assumed full parking supply as requested by the applicant. Only parking spaces that meet zoning requirements will be displayed on the plans for construction. Future expansion parking areas will be illustrated and can be constructed if tenant characteristics required the additional parking spaces.

**January 19, 2012 Status: I support the condition of approval drafted by the Planning Department noting an upset limited on parking supply with final totals to be determined during site plan review.**

\* The applicant should provide information justifying the traffic circle on the project driveway. It does not seem to serve any traffic control purpose and requires addition pavement area that seems to run counter to project sustainability goals. If it is to remain, adjustments to the design may be required.

Status: The applicant has appropriately responded to this comment and I have no further comment.

**January 19, 2012 Status: No comment necessary.**

\* The driveway approach to Rand Road indicates two approach lanes. I would note that the design criteria (storage length) for these lanes will be a function of analyses performed in conjunction with the traffic impact study, which has yet to be provided.

Status: The traffic study indicates the 95th% storage of the egress lane to be 80 feet and the left-turn ingress lane to be 70 feet. The proposed design provides in excess of the noted requirement and therefore I find the design to be acceptable.

**January 19, 2012 Status: No comment necessary.**



\* I have an expectation that large tractor trailers will make occasional deliveries to individual building sites. The applicant should provide information on where these deliveries will occur and their ability to maneuver on-site without leaving the pavement.

Status: The applicant has provided turning template graphics that display adequate space for maneuvering and therefore I have no further comment.

**January 19, 2012 Status: No comment necessary.**

\* The parking aisle near Building 6 and the motorcycle parking spaces is only 20 feet wide and does not meet City Technical Standards.

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

**January 19, 2012 Status: No comment necessary.**

\* The Layout plans illustrate "block" style crosswalks, but the details provide information for parallel line crosswalks. The detail should be revised.

**January 19, 2012 Status: The detail has been added and I have no further comment.**

\* The location of the crosswalk nearest Rand Road concerns me. I need to evaluate this further before providing some guidance to the applicant.

**January 19, 2012 Status: The revised crosswalk location is acceptable and I have no further comment.**

\* Further details on the layout of the trailhead parking lot should be provided. Specifically, what is the intended parking layout for an area that is proposed to be 58 feet wide by 60 feet long.

**January 19, 2012 Status: The plans clearly note the parking lot details and I find them to be acceptable. I have no further comment.**

\* Coordination with the Maine Turnpike Authority is still outstanding and will need to be conducted. I will contact them as it relates to any potential traffic impact fee contribution.

**January 19, 2012 Status: No action by the Maine Turnpike Authority is required for this project.**

\* The Design Guidelines document suggests providing parking spaces that are 8'-2" x 18' in size and therefore do not meet City standards. I would suggest that the project incorporate a combination of standard (9'x18') and compact (7.5'x15') sized parking spaces that will minimize pavement area and avoid the requirement of a technical waiver.

**January 19, 2012 Status: I support the condition of approval drafted by the Planning Department that the reduced size parking stall will be permitted, but a final decision will be determined during site plan review when specific tenant needs are known.**

\* The provision of the a sidewalk on one side of the site driveway is based upon the assumption that it is private and does not need to following City standards for providing sidewalks on all property frontages, unless waiver criteria can be met. Corporation council should confirm that in fact the City ownership of the road does not require the City's sidewalk provision standards to be applied.

**January 19, 2012 Status: It is my understanding that this issue has been addressed by Corporation Council.**

## **\*\*Additional Comments\*\***

\* **Through pavement arrows are not required on Rand Road and should be deleted.**

\* **The applicant should confirm that adequate illumination will be provided at the proposed crosswalk on Rand Road.**

\* **Signage at nose of island on Rand Road should be provided.**

\* **A lane assignment sign for proposed left-turn lane on Rand Road shall be installed.**

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE, Senior Associate  
Traffic Engineering Director  
T.Y. Lin International  
12 Northbrook Drive  
Falmouth, ME 04105  
207.347.4354 direct  
207.400.0719 mobile  
207.781.4753 fax  
thomas.errico@tylin.com<mailto:thomas.errico@tylin.com>

**From:** Jeff Tarling  
**To:** Barbara Barhydt; David Margolis-Pineo; Jean Fraser  
**Date:** 1/22/2015 8:30 AM  
**Subject:** Re: Proposed Gas Easement Route for the Portland Technology Park

Hi David -

I am supportive of the project given the limited other options to gain access to the site.

The impact to the forest should be minimal in the RPZ zone. I would recommend that the right of way be over-seeded with the appropriate restoration seed mix.

See: <http://www.newp.com/catalogue-seeds.html#erosionMoist>

Jeff

>>> David Margolis-Pineo 1/21/2015 3:08 PM >>>

Please see attached.

Please be aware that Jeff Tarling has walked this site several times and is fully aware and I believe supportive of this proposal.

**From:** David Margolis-Pineo  
**To:** Barbara Barhydt; DSensus@woodardcurran.com; Jean Fraser; Jeff Tarling  
**Date:** 1/7/2015 8:13 AM  
**Subject:** Re: draft approval letter for marine ramp at GDI (2014-204)

No comments on my end Jean. Thanks

>>> Jean Fraser 1/6/2015 4:43 PM >>>  
Hi

This is fairly minor, but please see the attached draft- just checking that we are all set re this. Pl let me know if you think it needs some revisions.

Thanks  
Jean



**From:** Keith Gautreau  
**To:** Jean Fraser  
**CC:** Craig Messinger; David Petrucci  
**Date:** 3/2/2015 8:52 AM  
**Subject:** Re: Amend to PTP Subdiv Plat re gas line easement 2015-031

Hi Jean,

Fire approves. Let me know if you need anything else.

Keith

Keith Gautreau, Acting Asst. Chief  
Fire Prevention  
Portland Fire Department  
380 Congress Street  
Portland, ME 04101  
(207)874-8400  
kng@portlandmaine.gov

Portland, Maine



Yes. Life's good here.

Economic Development Department  
Gregory A. Mitchell, Director

February 26, 2015

Jean Fraser  
Planning and Urban Development Department  
389 Congress Street  
Portland, ME 04101

**RE: Requested Amendment to Subdivision Plan for Portland Technology Park**

Dear Jean,

The Economic Development Department is submitting an amendment to the Subdivision Plan for the Portland Technology Park because additional easements are needed in order to bring natural gas to the Park. It is vital that this energy resource be available to future occupants; Unit 1 is already under contract. The route for the natural gas line will extend from the main on Westbrook Street into the Technology Park, and connect to the existing line that was installed under the completed Phase 1 section of the Park road.

The easements would be 20' wide, cleared of trees and brush, per Unitil requirement. Four easements to Unitil are necessary for the installation and maintenance of the gas line. Two are on City-owned property: i) Westbrook Street to the Central Maine Power (CMP) right-of-way, and ii) North side of the CMP right-of-way into the Technology Park. The latter easement is entirely on Portland Technology Park property, a portion of which is in Resource Protection Zone (RPZ) and under Land Bank Commission jurisdiction. Staff secured unanimous Commission approval at its November 6, 2014 meeting, including the removal of vegetation to a width of 20', along with the Commission's recommendation to the City Council for approval. The City Council will vote on these easements to Unitil at its March 16<sup>th</sup> meeting. Council approval is anticipated.

As for the other two easements, CMP has approved an easement to Unitil across its property and the Portland Water District (PWD) has approved an easement modification for the gas line to cross an easement that PWD already had from the City on City-owned property.

The gas route has also required a permit from the Maine Department of Environmental Protection (MDEP) which was partially dependent on a sign-off from the Army Corps of Engineers (ACOE). Both have been granted.

The Economic Development Department appreciates the Planning Board's consideration of this requested amendment to the Portland Technology Park subdivision plan.

Sincerely,



Greg Mitchell

Attachments:

- Gas Line Route
- Land Bank Commission Approval/Recommendation
- Permit Approval from MDEP



## **Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine**

Planning and Urban Development Department  
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

### **Level III: Site Plan Development includes:**

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

Performance Guarantee Packet: <http://www.portlandmaine.gov/DocumentCenter/View/3413>

Stormwater Maintenance Packet:

**Planning Division**  
Fourth Floor, City Hall  
389 Congress Street  
(207) 874-8719

**Office Hours**  
Monday thru Friday  
8:00 a.m. – 4:30 p.m.



**PROJECT NAME:** Portland Technology Park

**PROPOSED DEVELOPMENT ADDRESS:**

300 Rand Road

**PROJECT DESCRIPTION:**

The City is seeking an amendment to the subdivision plan due to additional easements needed to accommodate a natural gas line from the main on Westbrook Street to the Portland Technology Park. Natural gas service is a crucial energy resource for the Park, to be made available to companies that become occupants, including Patrons Oxford which has a contract for Unit 1. The new easements include two from the City to Unitil and one from CMP to Unitil, all three for installation (and maintenance) of a natural gas line. The new gas line will connect to the existing line installed under the completed Phase 1 section of the Park road.

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**CHART/BLOCK/LOT:** 249 A001 & A002; 250 A001; 251 A005& A009; 255 A002

**PRELIMINARY PLAN**

\_\_\_\_ (date)

**FINAL PLAN**

1/24/12

\_\_\_\_ (date)

**CONTACT INFORMATION:**

|                                                                                                                                                                                                                                                              |                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant -- must be owner, Lessee or Buyer</b><br><br>Name: City of Portland, Economic Development Department<br><br>Business Name, if applicable:<br><br>Address: 389 Congress St<br><br>City/State : Portland, ME                      Zip Code: 04101 | <b>Applicant Contact Information</b><br><br>Work # 756-8019<br><br>Home#<br><br>Cell #                      Fax#<br><br>e-mail: nrh@portlandmaine.gov |
| <b>Owner -- (if different from Applicant)</b><br><br>Name:<br><br>Address:<br><br>City/State :                      Zip Code:                                                                                                                                | <b>Owner Contact Information</b><br><br>Work #<br><br>Home#<br><br>Cell #                      Fax#<br><br>e-mail:                                    |
| <b>Agent/ Representative</b><br><br>Name:<br><br>Address:<br><br>City/State :                      Zip Code:                                                                                                                                                 | <b>Agent/Representative Contact information</b><br><br>Work #<br><br>Cell #<br><br>e-mail:                                                            |
| <b>Billing Information</b><br><br>Name:<br><br>Address:                                                                                                                                                                                                      | <b>Billing Information</b><br><br>Work #                                                                                                              |

|              |           |         |      |
|--------------|-----------|---------|------|
| City/State : | Zip Code: | Cell #  | Fax# |
|              |           | e-mail: |      |

|                                                                                                                                                       |                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineer</b><br><br>Name:<br><br>Address:<br><br>City/State :                      Zip Code:                                                       | <b>Engineer Contact Information</b><br><br>Work #<br><br>Cell #                      Fax#<br><br>e-mail:                                                              |
| <b>Surveyor</b><br><br>Name: Camille Alden, City Public Services<br>Scot McDonald, SGC<br>Address:<br><br>City/State :                      Zip Code: | <b>Surveyor Contact Information</b><br><br>Work # 874-8839 (Camille); Scot (347-8100)<br><br>Cell #                      Fax#<br><br>e-mail: calden@portlandmaine.gov |
| <b>Architect</b><br><br>Name:<br><br>Address:<br><br>City/State :                      Zip Code:                                                      | <b>Architect Contact Information</b><br><br>Work #<br><br>Cell #                      Fax#<br><br>e-mail:                                                             |
| <b>Attorney</b><br><br>Name: Michael Goldman, Associate Corp Counsel<br><br>Address:<br><br>City/State :                      Zip Code:               | <b>Attorney Contact Information</b><br><br>Work # 874-8428<br><br>Cell #                      Fax#<br><br>e-mail: mig@portlandmaine.gov                               |

**APPLICATION FEES:**

**Check all reviews that apply. (Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Level III Development (check applicable reviews)</b><br>___ Less than 50,000 sq. ft. (\$500.00)<br>___ 50,000 - 100,000 sq. ft. (\$1,000)<br>___ 100,000 – 200,000 sq. ft. (\$2,000)<br>___ 200,000 – 300,000 sq. ft. (\$3,000)<br>___ over 300,00 sq. ft. (\$5,000)<br>___ Parking lots over 100 spaces (\$1,000)<br>___ After-the-fact Review (\$1,000.00 plus applicable application fee)<br><br><b>Plan Amendments (check applicable reviews)</b><br>___ Planning Staff Review (\$250)<br>___X___ Planning Board Review (\$500) No fee for City project<br><br><b>The City invoices separately for the following:</b> <ul style="list-style-type: none"> <li>• Notices (\$.75 each)</li> <li>• Legal Ad (% of total Ad)</li> <li>• Planning Review (\$40.00 hour)</li> <li>• Legal Review (\$75.00 hour)</li> </ul> <b>Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.</b> | <b>Other Reviews (check applicable reviews)</b><br><br>___ Traffic Movement (\$1,000)<br>___ Stormwater Quality (\$250)<br>___ Subdivisions (\$500 + \$25/lot)<br>___ # of Lots ___ x \$25/lot = ___<br>___ Site Location (\$3,000, except for residential projects which shall be \$200/lot)<br>___ # of Lots ___ x \$200/lot = ___<br>___ Other _____<br>___ Change of Use<br>___ Flood Plain<br>___ Shoreland<br>___ Design Review<br>___ Housing Replacement<br>___ Historic Preservation |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Performance Guarantees are required prior to the release of Building Permits per Portland's Site Plan Ordinance. Please refer to the Performance Guarantee Packet for information:  
<http://www.portlandmaine.gov/DocumentCenter/View/3413>

**APPLICATION SUBMISSION:**

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at  
<http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:

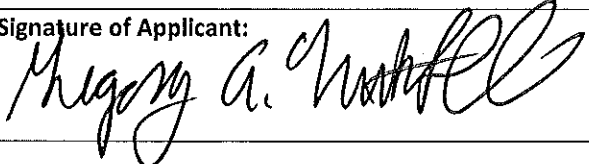
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
  - a. Application form that is completed and signed.
  - b. Cover letter stating the nature of the project.
  - c. All Written Submittals (Sec. 14-525 2. (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

**APPLICANT SIGNATURE:**

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level II Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

|                                                                                                                |                  |
|----------------------------------------------------------------------------------------------------------------|------------------|
| Signature of Applicant:<br> | Date:<br>2/26/15 |
|----------------------------------------------------------------------------------------------------------------|------------------|



## PROJECT DATA

The following information is required where applicable, in order to complete the application.

|                                                                                                                                                                                                                          |                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>Total Area of Site</b>                                                                                                                                                                                                | sq. ft.              |
| <b>Proposed Total Disturbed Area of the Site</b>                                                                                                                                                                         | 21,654 sq. ft.       |
| If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland. |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Impervious Surface Area</b>                                                                                                                                                                                           |                      |
| Impervious Area (Total Existing)                                                                                                                                                                                         | sq. ft.              |
| Impervious Area (Total Proposed)                                                                                                                                                                                         | 0 sq. ft.            |
|                                                                                                                                                                                                                          |                      |
| <b>Building Ground Floor Area and Total Floor Area</b>                                                                                                                                                                   |                      |
| Building Footprint (Total Existing)                                                                                                                                                                                      | sq. ft.              |
| Building Footprint (Total Proposed)                                                                                                                                                                                      | sq. ft.              |
| Building Floor Area (Total Existing)                                                                                                                                                                                     | sq. ft.              |
| Building Floor Area (Total Proposed)                                                                                                                                                                                     | sq. ft.              |
|                                                                                                                                                                                                                          |                      |
| <b>Zoning</b>                                                                                                                                                                                                            |                      |
| Existing                                                                                                                                                                                                                 |                      |
| Proposed, if applicable                                                                                                                                                                                                  |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Land Use</b>                                                                                                                                                                                                          |                      |
| Existing                                                                                                                                                                                                                 |                      |
| Proposed                                                                                                                                                                                                                 | Underground gas line |
|                                                                                                                                                                                                                          |                      |
| <b>Residential, If applicable</b>                                                                                                                                                                                        |                      |
| # of Residential Units (Total Existing)                                                                                                                                                                                  |                      |
| # of Residential Units (Total Proposed)                                                                                                                                                                                  |                      |
| # of Lots (Total Proposed)                                                                                                                                                                                               |                      |
| # of Affordable Housing Units (Total Proposed)                                                                                                                                                                           |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Proposed Bedroom Mix</b>                                                                                                                                                                                              |                      |
| # of Efficiency Units (Total Proposed)                                                                                                                                                                                   |                      |
| # of One-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                      |
| # of Two-Bedroom Units (Total Proposed)                                                                                                                                                                                  |                      |
| # of Three-Bedroom Units (Total Proposed)                                                                                                                                                                                |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Parking Spaces</b>                                                                                                                                                                                                    |                      |
| # of Parking Spaces (Total Existing)                                                                                                                                                                                     |                      |
| # of Parking Spaces (Total Proposed)                                                                                                                                                                                     |                      |
| # of Handicapped Spaces (Total Proposed)                                                                                                                                                                                 |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Bicycle Parking Spaces</b>                                                                                                                                                                                            |                      |
| # of Bicycle Spaces (Total Existing)                                                                                                                                                                                     |                      |
| # of Bicycle Spaces (Total Proposed)                                                                                                                                                                                     |                      |
|                                                                                                                                                                                                                          |                      |
| <b>Estimated Cost of Project</b>                                                                                                                                                                                         | \$80,000             |

| <b>PRELIMINARY PLAN (Optional) - Level III Site Plan</b> |                          |                    |                                                                                                                                                                                                                                            |
|----------------------------------------------------------|--------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant Checklist</b>                               | <b>Planner Checklist</b> | <b># of Copies</b> | <b>GENERAL WRITTEN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                               |
|                                                          |                          | 1                  | Completed Application form                                                                                                                                                                                                                 |
| NA                                                       |                          | 1                  | Application fees                                                                                                                                                                                                                           |
|                                                          |                          | 1                  | Written description of project                                                                                                                                                                                                             |
|                                                          |                          | 1                  | Evidence of right, title and interest                                                                                                                                                                                                      |
|                                                          |                          | 1                  | Evidence of state and/or federal approvals, if applicable                                                                                                                                                                                  |
|                                                          |                          | 1                  | Written assessment of proposed project's compliance with applicable zoning requirements                                                                                                                                                    |
|                                                          |                          | 1                  | Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site                                                                                                                     |
|                                                          |                          | 1                  | Written requests for waivers from site plan or technical standards, if applicable.                                                                                                                                                         |
|                                                          |                          | 1                  | Evidence of financial and technical capacity                                                                                                                                                                                               |
|                                                          |                          | 1                  | Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)                                                                                                                                                        |
| <b>Applicant Checklist</b>                               | <b>Planner Checklist</b> | <b># of Copies</b> | <b>SITE PLAN SUBMISSIONS CHECKLIST</b>                                                                                                                                                                                                     |
|                                                          |                          | 1                  | Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                                                                                          |
|                                                          |                          | 1                  | <b>Preliminary Site Plan including the following: (Information provided may be preliminary in nature during preliminary plan phase)</b>                                                                                                    |
|                                                          |                          |                    | Proposed grading and contours;                                                                                                                                                                                                             |
|                                                          |                          |                    | Existing structures with distances from property line;                                                                                                                                                                                     |
|                                                          |                          |                    | Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;                                                                |
|                                                          |                          |                    | Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);                                                                |
|                                                          |                          |                    | Preliminary infrastructure improvements;                                                                                                                                                                                                   |
|                                                          |                          |                    | Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;                                                                                                                                                           |
|                                                          |                          |                    | Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1); |
|                                                          |                          |                    | Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);                                                                                                                         |
|                                                          |                          |                    | Location , dimensions and ownership of easements, public or private rights of way, both existing and proposed;                                                                                                                             |
|                                                          |                          |                    | Exterior building elevations.                                                                                                                                                                                                              |

| FINAL PLAN - Level III Site Plan |                   |             |                                                                                                                                                                              |
|----------------------------------|-------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Checklist              | Planner Checklist | # of Copies | GENERAL WRITTEN SUBMISSIONS CHECKLIST<br>(* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required) |
|                                  |                   | 1           | * Completed Application form                                                                                                                                                 |
|                                  |                   | 1           | * Application fees                                                                                                                                                           |
|                                  |                   | 1           | * Written description of project                                                                                                                                             |
|                                  |                   | 1           | * Evidence of right, title and interest                                                                                                                                      |
|                                  |                   | 1           | * Evidence of state and/or federal permits                                                                                                                                   |
|                                  |                   | 1           | * Written assessment of proposed project's specific compliance with applicable Zoning requirements                                                                           |
|                                  |                   | 1           | * Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site                                                    |
|                                  |                   | 1           | * Evidence of financial and technical capacity                                                                                                                               |
|                                  |                   | 1           | Construction Management Plan                                                                                                                                                 |
|                                  |                   | 1           | A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.                                            |
|                                  |                   | 1           | Written summary of significant natural features located on the site (Section 14-526 (b) (a))                                                                                 |
|                                  |                   | 1           | Stormwater management plan and stormwater calculations                                                                                                                       |
|                                  |                   | 1           | Written summary of project's consistency with related city master plans                                                                                                      |
|                                  |                   | 1           | Evidence of utility capacity to serve                                                                                                                                        |
|                                  |                   | 1           | Written summary of solid waste generation and proposed management of solid waste                                                                                             |
|                                  |                   | 1           | A code summary referencing NFPA 1 and all Fire Department technical standards                                                                                                |
|                                  |                   | 1           | Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual      |
|                                  |                   | 1           | Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.                                    |

| Applicant Checklist | Planner Checklist | # of Copies | <b>SITE PLAN SUBMISSIONS CHECKLIST</b><br>(* If applicant chooses to submit a Preliminary Plan, then the * Items were submitted for that phase and only updates are required) |
|---------------------|-------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     |                   | 1           | * Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual                                                                           |
|                     |                   | 1           | <b>Final Site Plans including the following:</b>                                                                                                                              |
|                     |                   |             | Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);               |
|                     |                   |             | Existing and proposed structures on parcels abutting site;                                                                                                                    |
|                     |                   |             | All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;                                                |
|                     |                   |             | Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;        |
|                     |                   |             | Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;                                                       |
|                     |                   |             | Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;                                                    |
|                     |                   |             | Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;                                                                |
|                     |                   |             | Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;                                                 |
|                     |                   |             | Location of all snow storage areas and/or a snow removal plan;                                                                                                                |
|                     |                   |             | A traffic control plan as detailed in Section 1 of the Technical Manual;                                                                                                      |
|                     |                   |             | Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);                                            |
|                     |                   |             | Location and proposed alteration to any watercourse;                                                                                                                          |
|                     |                   |             | A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;                                                   |
|                     |                   |             | Proposed buffers and preservation measures for wetlands;                                                                                                                      |
|                     |                   |             | Existing soil conditions and location of test pits and test borings;                                                                                                          |
|                     |                   |             | Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;                                                           |
|                     |                   |             | A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;                                                                              |
|                     |                   |             | Grading plan;                                                                                                                                                                 |
|                     |                   |             | Ground water protection measures;                                                                                                                                             |
|                     |                   |             | Existing and proposed sewer mains and connections;                                                                                                                            |

- Continued on next page -



|  |   |                                                                                                                                                                                                                                |
|--|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |   | Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;                                                                                               |
|  |   | Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;                                                                                            |
|  |   | Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;                                                                                                         |
|  |   | Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;                                                             |
|  |   | Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;                                                                                                                             |
|  |   | A shadow analysis as described in Section 11 of the Technical Manual, if applicable;                                                                                                                                           |
|  |   | A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance; |
|  |   | Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;                                                                                               |
|  |   | An exterior lighting plan in accordance with Section 12 of the Technical Manual;                                                                                                                                               |
|  |   | A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;                                                                                                                        |
|  | / | Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.                                                                                                                  |



PORTLAND FIRE DEPARTMENT  
SITE REVIEW  
FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
  - *As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)*
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

# CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,  
55 Portland Street,  
Portland, Maine 04101-2991



Mr. Frank J. Brancely,  
Senior Engineering Technician,  
Phone #: (207) 874-8832,  
Fax #: (207) 874-8852,  
E-mail: fjb@portlandmaine.gov

Date: \_\_\_\_\_

## 1. Please, Submit Utility, Site, and Locus Plans.

Site Address: \_\_\_\_\_

Chart Block Lot Number: \_\_\_\_\_

Proposed Use: \_\_\_\_\_

Previous Use: \_\_\_\_\_

Existing Sanitary Flows: \_\_\_\_\_ GPD

Existing Process Flows: \_\_\_\_\_ GPD

Description and location of City sewer that is to  
receive the proposed building sewer lateral.

Site Category | Commercial (see part 4 below)  
Industrial (complete part 5 below)  
Governmental  
Residential  
Other (specify)

|  |
|--|
|  |
|  |
|  |
|  |
|  |

(Clearly, indicate the proposed connections, on the submitted plans)

## 2. Please, Submit Contact Information.

City Planner's Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Owner/Developer Name: \_\_\_\_\_

Owner/Developer Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Engineering Consultant Name: \_\_\_\_\_

Engineering Consultant Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

(Note: Consultants and Developers should allow +/- 15 days, for capacity status,  
prior to Planning Board Review)

## 3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: \_\_\_\_\_ GPD

Peaking Factor/ Peak Times: \_\_\_\_\_

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"  
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

(Note: Please submit calculations showing the derivation of your design flows,  
either on the following page, in the space provided, or attached, as a separate sheet)

**4. Please, Submit External Grease Interceptor Calculations.**

Total Drainage Fixture Unit (DFU) Values: \_\_\_\_\_

Size of External Grease Interceptor: \_\_\_\_\_

Retention Time: \_\_\_\_\_

Peaking Factor/ Peak Times: \_\_\_\_\_

*(Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet)*

**5. Please, Submit Industrial Process Wastewater Flow Calculations**

Estimated Industrial Process Wastewater Flows Generated: \_\_\_\_\_

GPD

Do you currently hold Federal or State discharge permits? \_\_\_\_\_

Yes \_\_\_\_\_ No \_\_\_\_\_

Is the process wastewater termed categorical under CFR 40? \_\_\_\_\_

Yes \_\_\_\_\_ No \_\_\_\_\_

OSHA Standard Industrial Code (SIC): \_\_\_\_\_

<http://www.osha.gov/oshstats/sicser.html>

Peaking Factor/Peak Process Times: \_\_\_\_\_

*(Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps)*

*(Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided below, or attached, as a separate sheet)*

Notes, Comments or Calculation \_\_\_\_\_



**LAND BANK COMMISSION MEETING****THURSDAY, NOVEMBER 6, 2014****ROOM 24 – CITY HALL BASEMENT**

**ATTENDANCE:** Tom Jewell (Co-Chair), Cheryl Leeman (Co-Chair), Breana Behrens, Meri Lowry, Rene Perry, Colleen Tucker, Commission members.

**CITY STAFF:** Mike Bobinsky, Public Services, Doug Roncarati, Public Services, Michael Goldman, Associate Corporation Counsel, Judith Rosen, Executive Department.

**GUESTS:** Nelle Hanig, Greg Mitchell, Economic Development; David Margolis-Pineo, Jeff Tarling, Public Services; Craig Lapine, Cultivating Communities; John Whitman, Brenda Buchanan, Peaks Island Land Preserve.

**ROLL CALL AND DECLARATION OF A QUORUM**

The meeting was called to order by Co-Chair Tom Jewell at 5:10 p.m. A motion was made by Colleen Tucker, second by Meri Lowry to accept the minutes from the September 4, 2014 meeting.

**Portland Technology Park:** Nelle Hanig and David Margolis-Pineo reviewed a proposal submitted to the Land Bank Commission asking for a Natural Gas Main Easement at Portland Technology Park. They are requesting our approval and recommendation to the City Council to establish a twenty foot wide easement to Unitil over Resource Protection Zone (RPZ) property in Land Bank Parcel E-4, to install and maintain an underground natural gas line from Westbrook Street to the Portland Technology Park and to remove vegetation as may be required. (see attached) They presented two options to Commission members. Discussion followed.

Bill Mann made a motion to accept Option 1, second by Councilor Cheryl Leeman to approve and recommend option #1 to the full City Council. Passed unanimously .

**Community Garden at the Eastern Promenade:** Mike Bobinsky and Jeff Tarling asked for approval from the Land Bank Commission to have the Department of Public Services establish a new community garden at the Eastern Promenade in an area directly behind the tennis courts (see attached). There will be 40 individual garden plots with an 8' fence around it and a small orchid. Upkeep will be done by volunteers. There are 130 people on a waiting list for a garden spot. Both the Friends of Eastern Promenade and Historic Preservation have approved the project unanimously. Discussion followed.

A motion was made by Bill Mann, second by Councilor Cheryl Leeman, to approve this request. Passed unanimously.

**Acquisition of the Ice Pond (Peaks Island) Agreement:** Brenda Buchanan and John Whitman brought a proposal to the Land Bank Commission to potentially alter the easement agreement that members agreed to at its September meeting (see attached). At that time the Commission members voted to give a grant of \$30,000 to the Ice Pond project. They proposed another option which would be that the City hold fee title to the Ice Pond and Peaks Island Land Preserve hold the conservation easement on it to protect it from future development. The City already holds a fire pond easement on the Ice Pond which allows it to draw water from the pond which expands capacity to fight a fire in the northwest corner of the island where there is no public water supply. There is a 100 year old dam on this property which needs shoring up or replacement. They are interested in a partnership with the City. Discussion followed. It was felt that this needs further discussion with Public Services and Corporation Counsel. The Ice Pond acquisition will be taking place by the end of December. Because of the short time frame, all parties agreed that the allocation of \$30,000 that was approved in September stay as is at this time.

**Meeting adjourned at 6:35 p.m.**

Respectfully Submitted

Judith Rosen

11/14/2013

**DEPARTMENT OF ENVIRONMENTAL PROTECTION**  
**NRPA PERMIT BY RULE NOTIFICATION FORM**  
 (For use with DEP Regulation, Natural Resources Protection Act-Permit by Rule Standards, Chapter 305)

PLEASE TYPE OR PRINT IN BLACK INK ONLY

|                                                                                                                                                                                                                                                                                                                                                                                        |                                                                        |                                        |                                                                        |                                                                                                                                                                 |             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Name of Applicant:<br>(owner)                                                                                                                                                                                                                                                                                                                                                          | City of Portland                                                       | Name of Agent:                         | Woodard & Curran c/o Maggie Connolly, Project Engineer                 |                                                                                                                                                                 |             |
| Applicant Mailing Address:                                                                                                                                                                                                                                                                                                                                                             | 389 Congress Street                                                    | Agent Phone # (Include area code):     | (207) 774-2112                                                         |                                                                                                                                                                 |             |
| Town/City:                                                                                                                                                                                                                                                                                                                                                                             | Portland                                                               | PROJECT Information Name of Town/City: | Portland                                                               |                                                                                                                                                                 |             |
| State and Zip code:                                                                                                                                                                                                                                                                                                                                                                    | ME 04102                                                               | Name of Wetland or Waterbody:          | Cumberland & Oxford Canal                                              |                                                                                                                                                                 |             |
| Daytime Phone # (Include area code):                                                                                                                                                                                                                                                                                                                                                   | (207) 756-8019                                                         | Map #:                                 | Attached                                                               | Lot #:                                                                                                                                                          | Attached    |
| Detailed Directions to Site: From the Southern Maine Regional DEP Office, head south on Canco Rd and turn left onto Read St. Turn right onto Ocean Ave. At intersection, merge left onto Route 302 south and at next intersection turn right onto Woodford St/Route 9. After 1.0 mile, merge right onto Brighton Ave and after 1.0 mile turn left onto Rand Road. Destination on left. |                                                                        |                                        |                                                                        |                                                                                                                                                                 |             |
| UTM Northing:<br>(if known)                                                                                                                                                                                                                                                                                                                                                            |                                                                        | 43°39'54" N                            | UTM Easting:<br>(if known)                                             |                                                                                                                                                                 | 70°19'40" W |
| Description of Project: Installation of 4" natural gas pipeline extending from Westbrook Street to the turnaround at the end of the Portland Technology Park roadway.                                                                                                                                                                                                                  |                                                                        |                                        |                                                                        |                                                                                                                                                                 |             |
| Part of a larger project?<br>(check one) →                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | After the Fact?<br>(check one) →       | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | Check one → This project <input type="checkbox"/> does (or) <input checked="" type="checkbox"/> does not involve work below mean low water (average low water). |             |

**NRPA PERMIT BY RULE (PBR) SECTIONS: (Check at least one)**

I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. I and my agents, if any, have read and will comply with all of the standards in the Sections checked below.

- |                                                                       |                                                                                   |                                                                                                                                                                        |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Sec. (2) Act. Adj. to Protected Natural Res. | <input type="checkbox"/> Sec. (10) Stream Crossing                                | <input type="checkbox"/> Sec. (17) Transfers/Permit Extension                                                                                                          |
| <input type="checkbox"/> Sec. (3) Intake Pipes                        | <input type="checkbox"/> Sec. (11) State Transportation Facil.                    | <input type="checkbox"/> Sec. (18) Maintenance Dredging                                                                                                                |
| <input type="checkbox"/> Sec. (4) Replacement of Structures           | <input type="checkbox"/> Sec. (12) Restoration of Natural Areas                   | <input type="checkbox"/> Sec. (19) Activities in/on/over significant vernal pool habitat                                                                               |
| <input type="checkbox"/> Sec. (5) REPEALED                            | <input type="checkbox"/> Sec. (13) F&W Creation/Enhance/Water Quality Improvement | <input type="checkbox"/> Sec. (20) Activities located in/on/over high or moderate value inland water-fowl & wading bird habitat or shore-bird feeding & roosting areas |
| <input type="checkbox"/> Sec. (6) Movement of Rocks or Vegetation     | <input type="checkbox"/> Sec. (14) REPEALED                                       |                                                                                                                                                                        |
| <input type="checkbox"/> Sec. (7) Outfall Pipes                       | <input type="checkbox"/> Sec. (15) Public Boat Ramps                              |                                                                                                                                                                        |
| <input type="checkbox"/> Sec. (8) Shoreline stabilization             | <input type="checkbox"/> Sec. (16) Coastal Sand Dune Projects                     |                                                                                                                                                                        |
| <input checked="" type="checkbox"/> Sec. (9) Utility Crossing         |                                                                                   |                                                                                                                                                                        |

**NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS:**

- ☒ **Attach** a check for the correct fee, payable to: "Treasurer, State of Maine". The current fee for NRPA PBR Notifications can be found at the Department's website: <http://www.maine.gov/dep/feesched.pdf>
- ☒ **Attach** a U.S.G.S. topo map or Maine Atlas & Gazetteer map with the project site clearly marked.
- N/A ☐ **Attach** Proof of Legal Name if applicant is a corporation, LLC, or other legal entity. Provide a copy of Secretary of State's registration information (available at <http://lcrs.inform.org/nei-sos-lcrs/ICRS?MainPage=x>). Individuals and municipalities are not required to provide any proof of identity.
- ☒ **Attach** photos of the proposed site where activity will take place as required in PBR Sections checked above.
- ☒ **Attach** all other required submissions as outlined in the PBR Sections checked above.

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules. I also understand that **this permit is not valid until approved by the Department or 14 days after receipt by the Department, whichever is less.**

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

|                                  |                                                                                     |       |           |
|----------------------------------|-------------------------------------------------------------------------------------|-------|-----------|
| Signature of Agent or Applicant: |  | Date: | 1/15/2015 |
|----------------------------------|-------------------------------------------------------------------------------------|-------|-----------|

**Keep a copy as a record of permit.** Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection at the appropriate regional office listed below. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. Work carried out in violation of any standard is subject to enforcement action.

AUGUSTA DEP  
17 STATE HOUSE STATION  
AUGUSTA, ME 04333-0017  
(207)287-3901

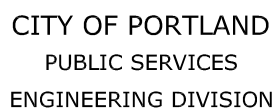
PORTLAND DEP  
312 CANCO ROAD  
PORTLAND, ME 04103  
(207)822-6300

BANGOR DEP  
106 HOGAN ROAD  
BANGOR, ME 04401  
(207)941-4570

PRESQUE ISLE DEP  
1235 CENTRAL DRIVE  
PRESQUE ISLE, ME 04769  
(207)764-0477

|                 |                |                         |              |       |                 |
|-----------------|----------------|-------------------------|--------------|-------|-----------------|
| OFFICE USE ONLY | Ck.#<br>303537 | Date<br>1/16/15         | Staff<br>WB  | Staff | After<br>Photos |
| PBR #<br>59288  | FP \$73.00     | Acc.<br>Date<br>1/28/15 | Def.<br>Date |       |                 |

DEPLW0311-02013



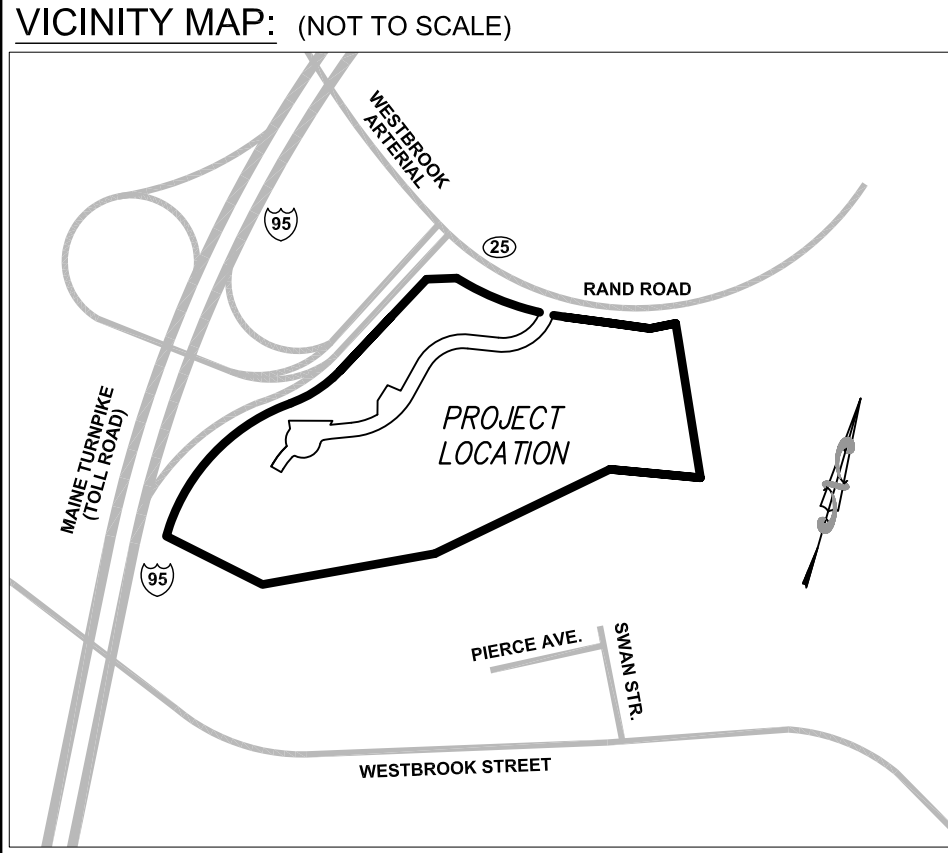
# PROPOSED GAS LINE EASEMENT for the Portland Technical Park

C3D PROJECT: Rand Rd - Land Services Inc (DPW copy)  
DRAWING: Exhibit\_B\_PropGAS\_Easmnt2015.dwg

SCALE:  
 $1" = 150'$

DATE:  
01/29/2015





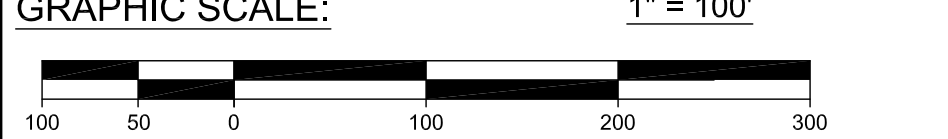
GENERAL NOTES:

- THIS PLAN AND ALL WORK ASSOCIATED WITH IT WAS PERFORMED BY SGC ENGINEERING, LLC PURSUANT TO A PROFESSIONAL SERVICES CONTRACT BETWEEN WOODARD & CURRAN, INC. AND SGC ENGINEERING, LLC, DATED SEPTEMBER 8, 2010 AND SIGNED MARCH 14, 2011.
- REFERENCE DEED FOR THE LOCUS PARCEL IS SIMON A. SNYDER, JASON A. SNYDER, RONALD A. BARRIS, TRUSTEE OF THE THERESA BARRIS MARITAL TRUST, CYNTHIA B. BAKER, TRUSTEE OF THE THEODORE BARRIS TRUST, RONALD A. BARRIS AND CYNTHIA B. BAKER, CO-TRUSTEES OF THE BARRIS FAMILY TRUST TO THE CITY OF PORTLAND, DATED DECEMBER 7, 1999 AND RECORDED IN DEED BOOK 15211, PAGE 031 AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- THE BEARINGS SHOWN HEREON ARE REFER TO GRID NORTH AND ARE BASED ON PLAN REFERRED TO UNDER MAP REFERENCES, NOTE 1.
- THE LOCUS PARCEL IS DEPICTED AS LOTS 1 & 2 IN BLOCK A ASSESSORS MAP 249. ABUTTING PROPERTY OWNER INFORMATION WAS TAKEN FROM THE CITY OF PORTLAND ASSESSOR'S DATA AS OF THE DATE OF THIS PLAN.
- RAND ROAD IS A PUBLIC HIGHWAY. THE SIDELINE LOCATIONS ARE BASED ON THE PLAN REFERENCED UNDER NOTE 1 OF MAP REFERENCES BELOW AND MAINE TURNPIKE AUTHORITY PLANS ON FILE AT THE OFFICES FOR THE MAINE TURNPIKE AUTHORITY.
- NO SUBSURFACE INVESTIGATION HAS BEEN PERFORMED BY SGC ENGINEERING, LLC. DIG-SAFE SHOULD BE CONTACTED PRIOR TO COMMENCING ANY EXCAVATION. (888-344-7233).
- THE BOUNDARY INFORMATION ON THIS PLAN IS BASED ON THE PLAN REFERENCED UNDER NOTE 1 OF MAP REFERENCES. SGC ENGINEERING FIELD CREWS COMPLETED A SURVEY OF THE PIPELINE LOCATIONS WITHIN THE PORTLAND PIPELINE COMPANY EASEMENT AND EXISTING MONUMENTATION FOUND AND SET BY PREVIOUS SURVEY COMPLETED BY LAND SERVICES, INC., FOR THE PURPOSE OF VERIFYING THEIR EXISTENCE AND TO OVERLAY DESIGN INFORMATION WITHIN BOUNDARIES DETERMINED BY LAND SERVICES, INC. SGC ENGINEERING DID NOT CONFIRM PERIMETER BOUNDARIES BEYOND LOCATION OF MONUMENTATION.
- REFERENCE IS HEREBY MADE TO THE PORTLAND TECHNOLOGY PARK CONDOMINIUM DECLARATION OF CONDOMINIUM, INCLUSIVE OF BYLAWS, TO BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS AT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_.
- ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
- CLEARING LIMITS SHALL BE RESTRICTED TO LIMITED COMMON ELEMENT AREAS, EASEMENT AREA 1 ASSOCIATED WITH THE SITE ROADWAY, EASEMENT AREA 2 ASSOCIATED WITH ACCESS TO THE TRAIL HEAD PARKING, AND EASEMENT AREA 3 ASSOCIATED WITH THE TRAIL HEAD PARKING. MANAGEMENT OF THE FORESTED COMMON AREAS OUTSIDE OF THE CLEARING LIMITS SHALL BE PERFORMED IN ACCORDANCE WITH A FOREST MANAGEMENT PLAN PREPARED FOR THE CITY OF PORTLAND AND APPROVED BY THE CITY ARBORIST. MONUMENTATION OF THE CLEARING LIMIT BOUNDARIES SHALL OCCUR PRIOR TO THE START OF CONSTRUCTION.
- PHASE 1 INCLUDES CONSTRUCTION OF ALL PROPOSED RIGHT-OF-WAY IMPROVEMENTS IN RAND ROAD: 50' LF OF PARK ROADWAY WITHIN EASEMENT AREA 1; TEMPORARY GRAVEL TRAIL HEAD PARKING AREA WITHIN EASEMENT AREA 2; TRAIL HEAD PARKING AREA WITHIN EASEMENT AREA 3; LIMITED COMMON ELEMENT AREAS 1, 2 AND 3. PHASE 2 INCLUDES CONSTRUCTION OF REMAINING 450' LF OF PARK ROADWAY WITHIN EASEMENT AREA 1 AND LIMITED COMMON ELEMENT AREAS 4, 5, 6, AND 7.
- PROJECT IS SUBJECT TO THE CONDITIONS SET FORTH IN CITY OF PORTLAND SITE PLAN APPROVAL, SUBDIVISION APPROVAL, AND TRAFFIC MOVEMENT PERMIT; MAINE DEP NATURAL RESOURCES PROTECTION ACT AND SITE LOCATION OF DEVELOPMENT ACT DEPARTMENT ORDER; AND US ARMY CORPS OF ENGINEERS MAINE GENERAL PERMIT AUTHORIZATION. COPIES OF THESE DOCUMENTS ARE AVAILABLE THROUGH THE CITY OF PORTLAND ECONOMIC DEVELOPMENT OFFICE.
- PROJECT IS SUBJECT TO THE PLANS APPROVED UNDER SITE PLAN REVIEW BY THE CITY OF PORTLAND PLANNING AUTHORITY. COPIES OF THESE DOCUMENTS ARE AVAILABLE THROUGH THE CITY OF PORTLAND ECONOMIC DEVELOPMENT OFFICE.
- RESPONSIBILITIES FOR STORMWATER MANAGEMENT SYSTEM INSPECTIONS AND MAINTENANCE ARE IDENTIFIED WITHIN THE DECLARATION OF CONDOMINIUM. STORMWATER MANAGEMENT SYSTEM INSPECTION AND MAINTENANCE REQUIREMENTS ARE IDENTIFIED IN A STORMWATER MANAGEMENT PLAN AVAILABLE THROUGH THE CITY OF PORTLAND ECONOMIC DEVELOPMENT OFFICE.

MAP REFERENCES:

- A PLAN ENTITLED "PLAN OF STANDARD BOUNDARY SURVEY, PROPERTY OF THE CITY OF PORTLAND, WESTBROOK STREET, PORTLAND, MAINE" DATED OCT. 1997 AND LAST REVISED OCT. 23, 2002, PREPARED BY LAND SERVICES INC.

| LEGEND: LINETYPES & HATCH PATTERN |       |
|-----------------------------------|-------|
| ADJACENT LOT LINE                 | _____ |
| ADJACENT R.O.W. LINE              | _____ |
| LOCUS BOUNDARY LINE               | _____ |
| OLD TRACT LINE                    | _____ |
| EASEMENT LINE                     | _____ |
| CONTROLLED ACCESS                 | _____ |
| OVERHEAD ELECTRIC LINE            | _____ |
| SANITARY SEWER LINE               | _____ |
| LIMITED COMMON ELEMENT YARD LIMIT | _____ |
| UNIT                              | _____ |
| LEGEND: POINT TYPES & SYMBOLS     |       |
| CONCRETE BOUND                    | _____ |
| GRANITE BOUND TO BE SET           | _____ |
| PIPE                              | _____ |
| REBAR                             | _____ |
| SOLID SMOOTH ROD                  | _____ |
| RAILROAD SPIKE                    | _____ |
| HANDICAPPED SYMBOL                | _____ |
| UTILITY POLE                      | _____ |
| SQUARE CATCH BASIN                | _____ |
| ROUND CATCH BASIN                 | _____ |
| DRAIN MANHOLE                     | _____ |
| LIMITED COMMON ELEMENT            | _____ |
| SINGLE POST SIGN                  | _____ |
| ELECTRIC MANHOLE                  | _____ |
| LIGHT POST                        | _____ |
| GAS VALVE                         | _____ |
| GAS VENT PIPE                     | _____ |
| SEWER MANHOLE                     | _____ |
| HYDRANT                           | _____ |
| WATER MANHOLE                     | _____ |
| WATER SHUT-OFF                    | _____ |
| WATER VALVE                       | _____ |
| DECIDUOUS TREE                    | _____ |
| L.C.E.                            | _____ |



| EASEMENT AREA 1 |         |        |             |             |
|-----------------|---------|--------|-------------|-------------|
| CURVE           | RADIUS  | LENGTH | BEARING     | CHORD DIST. |
| C1              | 250.00  | 30.49  | S65°16'18"W | 30.47       |
| C2              | 74.58   | 64.22  | N39°39'58"W | 62.25       |
| C3              | 170.00  | 56.12  | N14°13'36"E | 56.87       |
| C4              | 1180.00 | 60.59  | N85°30'52"W | 60.58       |

| EASEMENT AREA 2 |        |        |             |             |
|-----------------|--------|--------|-------------|-------------|
| CURVE           | RADIUS | LENGTH | BEARING     | CHORD DIST. |
| C5              | 76.54  | 37.59  | S43°48'45"E | 37.21       |
| C6              | 74.00  | 77.50  | S59°44'51"E | 74.00       |
| C7              | 114.00 | 119.39 | N59°44'51"W | 114.01      |
| C8              | 20.00  | 8.26   | N41°34'58"W | 8.21        |

| LINE TABLE |        |             |
|------------|--------|-------------|
| LINE       | LENGTH | BEARING     |
| L1         | 20.97  | S35°54'43"E |
| L2         | 35.12  | N24°30'45"W |
| L3         | 19.39  | S14°11'13"W |
| L4         | 2.94   | N15°32'02"W |
| L5         | 23.23  | N32°26'19"E |

| LINE TABLE |        |             |
|------------|--------|-------------|
| LINE       | LENGTH | BEARING     |
| L6         | 48.58  | S29°44'44"E |
| L7         | 40.00  | S00°08'40"E |
| L8         | 59.04  | N29°44'44"W |

CERTAIN PLANNING BOARD CONDITIONS OF SUBDIVISION APPROVAL

- THIS APPROVAL ENTITLES THE APPLICANT AND FUTURE DEVELOPERS OF THE OFFICE PARK UNITS TO DEVELOP THE MAXIMUM NUMBER AND SIZE OF PARKING SPACES AS SHOWN ON THE SUBDIVISION PLAN AND OVERALL SITE PLAN SUBJECT TO PROVIDING CONFIRMATION OF THE NEED FOR THESE SPACES AND SPACE DIMENSIONS (VIA A PARKING ANALYSIS) AT THE TIME THAT THE UNIT IS UNDER SITE PLAN REVIEW; AND
- THAT THE CONDOMINIUM ASSOCIATION SHALL DEVELOP AND MANAGE A TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN ACCEPTABLE TO THE PLANNING AUTHORITY, REVIEWED AS PART OF THE INITIAL AND SUBSEQUENT SITE PLAN APPROVALS FOR EACH BUILDING UNIT WITHIN THE LIMITED COMMON ELEMENT AREAS; AND
- THAT THE DEVELOPMENT OF LIMITED COMMON ELEMENT AREAS AND UNITS IS SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF PORTLAND PLANNING AUTHORITY FOR CONFORMANCE WITH THE PORTLAND TECHNOLOGY PARK DESIGN GUIDELINES AND CITY OF PORTLAND CODE OF ORDINANCES, CHAPTER 14 LAND USE, ARTICLE V, SITE PLAN FOR BUILDING ARCHITECTURE, SITE LANDSCAPING, SITE PEDESTRIAN CIRCULATION, BICYCLE PARKING, LAMP SPECIFICATIONS AND SIGNAGE AND ANY CHANGES OR ALTERATIONS TO APPROVED TRAFFIC, PARKING, ACCESS, UTILITY, EXTERIOR LIGHTING, TREE PRESERVATION AND STORMWATER FEATURES; AND
- THE CLEARING LIMITS SHALL BE RESTRICTED TO LIMITED COMMON ELEMENT (LCE) AREAS, EASEMENT AREA 1 ASSOCIATED WITH THE SITE ROADWAY, EASEMENT AREA 2 ASSOCIATED WITH ACCESS TO THE TRAIL HEAD PARKING, AND EASEMENT AREA 3 ASSOCIATED WITH THE TRAIL HEAD PARKING; AND
- THAT THE APPLICANT AND ALL ASSIGNS SHALL COMPLY WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III, POST-CONSTRUCTION STORM WATER MANAGEMENT, WHICH SPECIFIES THE ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS. THE DEVELOPER/CONTRACTOR/SUBCONTRACTOR MUST COMPLY WITH THE CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES; AND
- THAT THE PROPOSED LIMITED COMMON ELEMENTS, SHOWN AS "LCE" ON THE PLAN, BE MARKED WITH PERMANENT MARKERS SUCH AS FEND MARKERS IN THE FIELD, PRIOR TO ANY WORK ON THE SITE TO ENSURE THAT THE LIMITS OF CLEARANCE AND TREE PRESERVATION AREAS ARE CLEAR ON THE SITE; AND
- THAT THE RPZ ZONE LINE, TRAILHEAD PARKING AREA, SIGNIFICANT TREE AREAS AND PARTICULAR TREE SAVES (AS IDENTIFIED ON THE TREE PRESERVATION PLAN) BE MARKED OR LOCATED IN THE FIELD PRIOR TO ANY SITE WORK.

CERTAIN PLANNING BOARD CONDITIONS OF SITE PLAN APPROVAL

- THAT WHEN INDIVIDUAL UNITS ARE PROPOSED FOR SITE PLAN REVIEW THE APPLICANTS SHOULD SUBMIT DETAILED SPECIFICATIONS FOR SNOW STORAGE, MANAGEMENT/PROTECTION OF GRAVEL WETLANDS, EXTERIOR LAMP FIXTURES (INCLUDING WALL MOUNTED), AND CONSIDER THE OPPORTUNITY FOR TRAIL LINKS WITH THE WIDER TRAIL NETWORK ON THE RPZ OPEN SPACE PART OF THE SITE; AND
- THAT THE SITE PLANS FOR THE INDIVIDUAL UNITS SHALL BE BROUGHT BEFORE THE PLANNING BOARD FOR REVIEW AND APPROVAL, AND THE BOARD RESERVES THE RIGHT TO REVIEW INDIVIDUAL UNITS UNDER THE STANDARDS OF THE SITE PLAN ORDINANCE.

